

## CHAPTER 3

## LOCATION AND IDENTIFICATION MARKINGS

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## CHAPTER 3

### LOCATION AND IDENTIFICATION MARKINGS

#### 0301. Location Markings

The Royal Navy and Royal Fleet Auxiliary location marking system consists of a series of numbers and letters displayed on bulkheads, doors, hatches and other fittings to indicate positions in a ship.

#### 0302. Basis of the System

Decks divide the ship horizontally and main transverse bulkheads divide the ship into main sections. Minor transverse bulkheads further divide these main sections. Longitudinal (fore and aft) bulkheads also divide the main sections. For convenience, a main transverse bulkhead (and hence a main section) is assumed to continue upwards to the top of the structure even though it may actually finish at a lower deck. Similarly, deck levels are in most cases assumed to be continuous throughout the ship.

#### 0303. Compartments and Openings

The basic unit of the location marking system is the **COMPARTMENT**. Doors, hatches, manholes etc. are then identified by the location of the compartment in which they are located, or to which they give access. The position, and hence the marking of a compartment, is defined by a combination of figures and letters:

- a. **Vertical Component.** A large FIGURE (number) for the deck on which the compartment is located.
- b. **Horizontal Components:**
  - (1) A large capital LETTER indicating the main transverse subdivision.
  - (2) If needed, a suffix LETTER (small capitals) indicating its position, forward or aft, within the main transverse subdivision.
  - (3) If needed, a small FIGURE indicating the athwartships position in relation to the centre line.

#### 0304. Decks

Decks are numbered consecutively downward to the outer bottom, starting with the forecastle deck as 1 Deck. In aircraft carriers (eg QEC or LPH), 1 Deck is the flightdeck. Decks above 1 deck are numbered 01, 02 and so on consecutively upwards see [Fig 3-1](#).

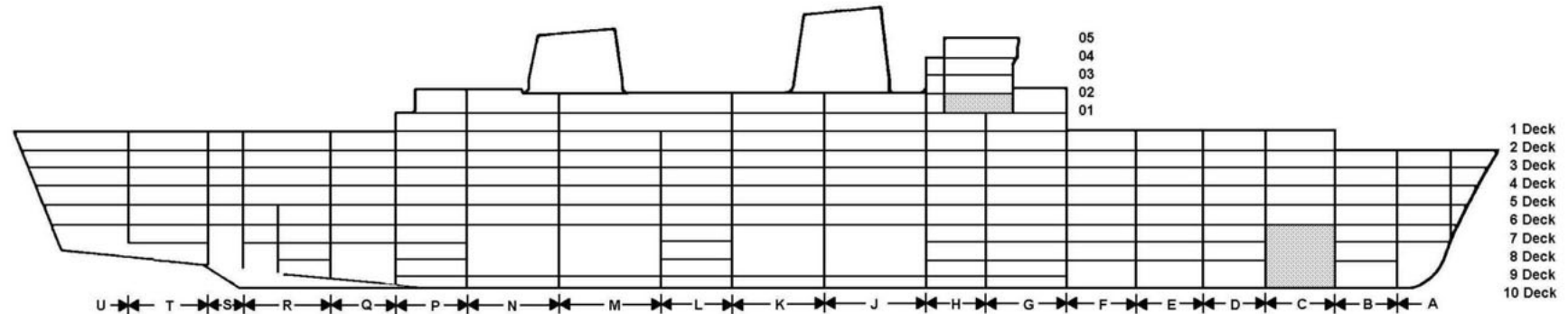
#### 0305. Subdivision Fore and Aft

- a. The main sections formed by the main transverse watertight bulkheads are lettered, A, B, C and so on, from forward to aft. The letters O and I are omitted to avoid confusion with deck numbers.

b. Watertight compartments formed by transverse bulkheads within the main sections are given suffixes A, B or C, starting from forward, or Z, Y or X starting from aft, as well as the marking of the main section. In the case of an odd number of watertight compartments within a main section, precedence in the suffix letter is given to the top end of the alphabet eg:

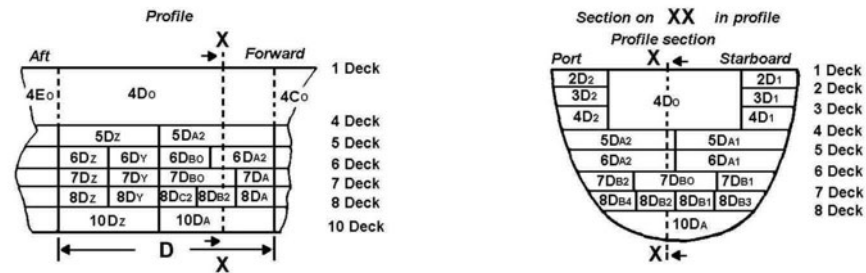
ABC YZ; AB Z; ABCD XYZ.

Fig 3-1. Decks and Main Sections in a Major Warship



**Note.** These suffix letters are capitals, but smaller than the main section letters and deck figures (see [Fig 3-2](#)).

Fig 3-2. Compartments



**0306. Subdivision Athwartships**

Where fore and aft bulkheads divide a main section, forming a number of watertight compartments abreast, small figures are used after the deck number and section letter or letters: 1, 3, 5, 7 and so on to indicate compartments to starboard of the centre line and 2, 4, 6, 8 for those to port of the centre line, in each case numbering outwards from the centre line. Compartments on the centre line are numbered 0 (see [Fig 3-2](#)).

**0307. Watertight Compartments within Another**

When one watertight compartment is contained within another, its marking is that of the larger one, with the addition of -00. If more compartments than one are contained, they are marked -100 and -300 outwards from the centre line if they are on the starboard side of the ship or -200 and -400 if on the port side, eg 8DA-100 and 8DA-200 (see [Fig 3-3](#)).

**0308. Compartments Extending Beyond a Main Section**

Where compartments extend beyond one main section, they bear the letter of the section in which they are mainly situated; this may occur anywhere but is most common on decks above the main watertight subdivision, eg in [Fig 3-1](#), the space on 01 deck running above G and most of H sections will be marked 01H. In aircraft carriers, this system is generally applied to compartments on the upper hangar and gallery decks; the section boundaries are considered as being extended up to 1 deck.

**0309. Compartments More than One Deck High**

A compartment more than one deck high is marked according to the deck on which it stands (eg: in [Fig 3-1](#), the lowest compartment in C Section would be 10C).

**0310. Compartments External to the Ship**

An external compartment is marked according to the deck on which it stands with the abbreviation - E added (eg: an external compartment located on 01 Deck H Section would be 01H-E).

**0311. Nomenclature of Compartments**

Since every watertight compartment is given a marking by this system, (and some non-watertight spaces), it is convenient and desirable to refer to many compartments by the deck number and section letter rather than by any arbitrary number eg:

|    |                      |     |                               |
|----|----------------------|-----|-------------------------------|
| 5C | Plant and Pump Space | 4M  | Aft Auxiliary Machinery Space |
| 4K | General Service Pump | 2N2 | Dining Hall                   |

Fuel tanks can also be identified in this way but with the addition, if required, of a number denoting the position of the tank within the section, from forward to aft, odd to starboard and even to port, eg: 6M2 Dieso tank, 7H1 AVCAT tank. In multi-unit ships such as QEC, it is often more convenient to identify the tanks by a marking that indicates the unit, eg: A3 Dieso tank, but the tank would also bear its location marking that might be 11LA2.

**0312. Doors**

In general, a door bears the marking of the compartment to which it gives access. Where two or more doors give access to one compartment they are distinguished by the words **PORT** (or **STARBOARD**) and/or **FORWARD** (or **AFT**) in abbreviated form after the marking. In rare cases of doubt as to which of two adjacent compartments should govern the door marking, the marking of the compartment in which the door is hinged should be used (see [Fig 3-4](#)).

Doors that pierce main athwartship bulkheads, separating lettered sections of the ship, are designated by the deck number followed by the letters of the two section in alphabetical order, eg 3D/E.

### 0313. Hatches

A hatch bears the number of the deck in which it is cut followed by the horizontal co-ordinates of the compartment to which it gives access, eg hatch 5DY giving access to compartment 6DY (see [Fig 3-4](#)). Where two or more hatches, cut in the same deck, give access to the same compartment they are distinguished by the words **PORT** (or **STARBOARD**) and/or **FORWARD** (or **AFT**), in abbreviated form, after the marking.



**Note.** *Escape manholes or scuttles do not bear location markings.*

### 0314. Manholes

A manhole with a bolted or otherwise fixed cover bears the marking of the compartment to which it give access, since this may be from the deck above or through a bulkhead. A manhole in a hatch is not marked but is referred to as 'Manhole in hatch', followed by the marking of the hatch in which it is cut.

### 0315. Trunks

A trunk is marked with the deck number of the top hatch or door and the deck number and compartment letter(s) of the lowest compartment to which the trunk leads. This applies to the whole trunk and is shown in each separate watertight part (eg trunk 5/8DA in [Fig 3-3](#)). Each hatch in the trunk, and any intermediate access door, is marked with its own deck number and with the deck number and compartment letter(s) of the bottom of the trunk (eg hatch 5/8DA in [Fig 3-3](#) and [Fig 3-4](#)). In addition, the word **TRUNK** is marked on the top hatch (or door) and each intermediate one.

### 0316. Drawings

On drawings only, code letters D, H and M prefixes the markings of doors, hatches and manholes, respectively, but these letters are not included in the actual markings onboard.

### 0317. Ventilation Systems

a. Each ventilation system is marked by a number, a large capital letter and a two-figure number. The first number is the number of the deck on which the fan is located, the large capital letter donates the main watertight section containing the fan, and the two-figure number indicates the position of the fan in that main watertight section, eg 11 is the first fan on the starboard side, 13 the second on the starboard side, 12 the first on the port side, 14 the second on the port side and so on. The 2 figure number is used to prevent confusion with deck numbering. The explanation of ventilation system 3C11 is that it is supplied by a fan situated at the starboard forward end of C section on 3 Deck. The whole system (terminals, closures, flaps, valves and trunking) carries the fan marking, with tallies fitted as follows:

- (1) At each system component, eg terminal flaps, fan, fan starter, valves, heaters, fire flaps, grease filters, etc.

- (2) On trunking serving a compartment, including recirculation trunking.
  - (3) On trunking passing through an unlined compartment.
  - (4) At intervals along a trunk within a specific compartment where passing services or complexity of vent systems results in the identification of the system being difficult, eg main machinery spaces supply, air-conditioning supply to messdecks.
  - (5) In lined compartments, on portable access panels to vent heaters, valves, etc, in lieu of a tally on the component.
  - (6) Tallies are not required on trunking in cabins, or on trunking in a compartment where a component is identified (subject to [sub para \(4\)](#) above).
  - (7) Ventilation flaps to Main Machinery Spaces have an additional sign painted or tallied on both sides of the flaps to enable personnel to quickly identify which flaps need closing in the event of a fire as follows **‘CLOSE IN THE EVENT OF FIRE IN ..... (name of compartments)’**.
- b. The above markings are in addition to any CBRN/Damage Control risk and control markings on the system and fittings. In group ventilation systems, a subsidiary run from the main system is marked as a separate system if it contains a booster fan. Lengths of trunking and bulkhead flaps provided to promote recirculation but not related to specific ATUs are also to be treated as separate systems and marked accordingly. A natural system, in which no fan is fitted, is treated as if there were a fan in the compartment served and is marked accordingly.
- c. The location and system identification (in abbreviated form) of all main machinery space fan starters, closures and flaps are to be clearly marked in white figures and letters on a red background at their control position and outside the compartment in which they are located, eg 01H14 GTR SUP. Ventilation controls are not to be located in compartments, which are normally required to be locked.
- d. The location and system identification of all other fan starters are also to be clearly marked at their control position. The system identification is to be in abbreviated form and where grouped compartments are involved, should be restricted to the principle function, eg 2E13 MAG SUP or 2J16 No 4 ATU. Tallies for galley and machinery space fan starters are to be clearly marked in white figures and letters on a red background. Other fan starter tallies are to be marked in black figures and letters as for standard location markings (see [Para 0319](#)).
- e. All other ventilation outlets, including free breathing ventilation systems, eg diesel crankcase breathers, are to be marked with the system of origin in abbreviated form. Where grouped compartments are involved the marking is to be restricted to the principle function of the ventilation system.

Fig 3-3. Compartments - Plan and Section - Showing Trunk

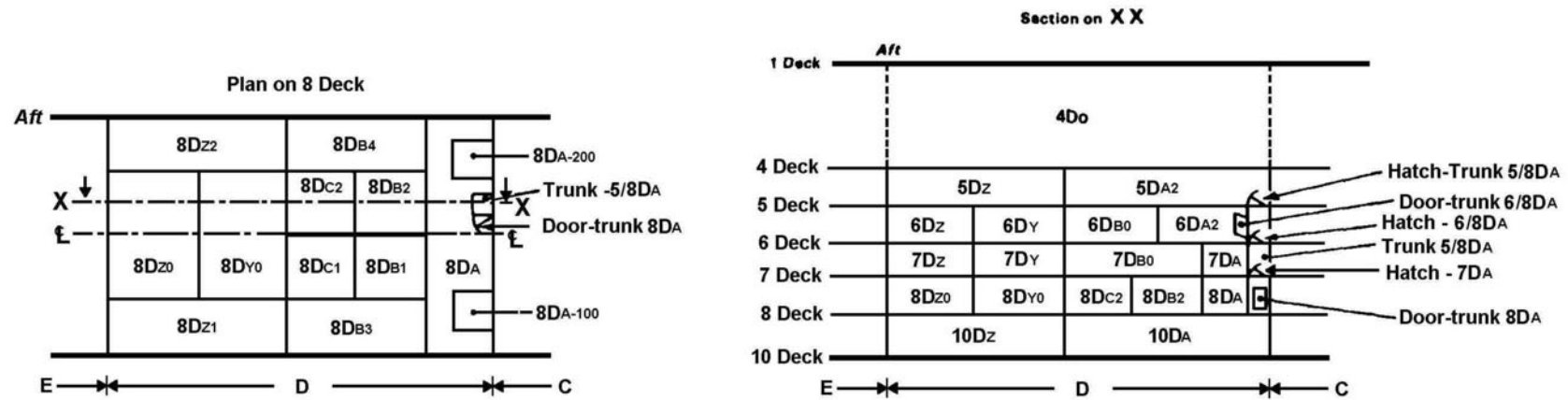
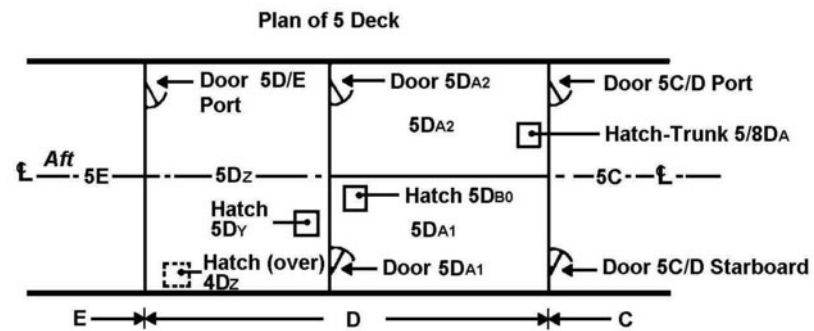


Fig 3-4. Doors and Hatches



**0318. Fan Starters**

If the starter is remote from the fan, the position of the starter is indicated at the fan.

- a. If the starter is in the same watertight section as the fan, the sign is marked on the fan casing in the following form:

**STARTER**  
**3 METRES** →

- b. If the starter is not in the same watertight section, the exact location of the starter is indicated on the fan casing, eg:

**STARTER AT 3C, 52½(S)**

**0319. Seacocks**

Seacocks and their controlling mechanisms are marked by the deck number and main section letter of the compartment in which the seacock is fitted, followed by **PORT** (or **STARBOARD**) and/or **FORWARD** (or **AFT**), if there are two on the same deck and within the same section. The only seacocks marked are those that admit water into the hull, either directly or through additional valves, eg floods to magazines. Those that admit water into a closed system, eg pump suction, are not marked.

**0320. Method of Marking**

Markings are generally in the form of embossed aluminium tallies, applied with an impact adhesive. Letters and figures on the embossed tallies are painted black with the background the same colour as the surface on which they are located, except for galley and main machinery space ventilation system tallies as referred in Para 0317 [sub para c](#) and [sub para d](#). The size of tallies is as follows:

- a. **In Compartments.** 75 mm figures and capital letters for the deck number and section letter, and 50 mm capital letters and figures for the remainder. The tallies are placed so that they are visible from all entrances to the compartment, more than one tally being used if necessary.
- b. **Doors, Hatches, Manholes and Seacocks.** 25 mm figures and capital letters for the deck number and section letter, and 20 mm capital letters and figures for the remainder. The words **PORT**, **AFT** and so on, when needed, are in 25 mm capital letters. Doors and hatches are marked on both sides, doors near the upper corner of the hinged edge.
- c. **Ventilation Fans, Systems and Fittings.** 25 mm figures and capital letters for the deck number and section letter, 20 mm capital letters for the remainder. Fan starters are also to be marked **SUPPLY** or **EXHAUST** in 20 mm capitals.
- d. **A60 Bulkheads.** See [Table 3-1](#).

**0321. Station Numbers**

A station number is a means of locating a position in a ship in relation to the nearest transverse frame, eg when reporting the position of an incident of damage to authorities holding drawings of the ship, or for other technical purposes.

Frame stations are numbered consecutively from forward to aft, Station 0 being the forward perpendicular (this numbering system is reversed in ships built to merchant ship standards, where the numbers run from aft to forward). A main transverse bulkhead is marked, in a conspicuous position on the bulkhead at each deck level, with the number of the frame at which it is fitted (see [Table 3-1](#)).

### 0322. Other Side Markings

These are applied to certain bulkheads to indicate the type of compartment on the other side and hence its contents:

- a. **In DD/FF and Smaller Ships.** On bulkheads forming the perimeters of dangerous compartments, namely; magazines, machinery spaces, paint and flammable stores.
- b. **In Larger Ships.** On all main transverse and longitudinal watertight bulkheads below the lowest communication deck, on bulkheads of dangerous compartments as for smaller ship.



**Note.** A communication deck is one on which fore and aft movement through the ship is freely possible.

- c. The markings consist of the name of the compartment followed by the underlined letters OS (see [Table 3-1](#)).

### 0323. Compartments Below Markings

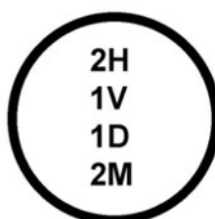
These indicate the names of compartments to which a hatchway gives access and are generally painted on a nearby bulkhead above the hatch, eg:

#### Compartments Below

SRE Compartment  
TV Studio  
A/C Machinery Compartment  
Sewage Plant

### 0324. Contents Circles

These indicate, within the Red Risk Zone (see [Chapter 5](#)), the number and types of all openings within a watertight compartment or group of compartments to which a watertight door or hatch gives access, for the guidance of personnel responsible for shutting them. Self-evident letters are used, eg:



|    |       |                                |
|----|-------|--------------------------------|
| 2H | ..... | 2 hatches                      |
| 1V | ..... | 1 ventilation valve or closure |
| 1D | ..... | 1 door                         |
| 2M | ..... | 2 miscellaneous openings       |

Only valves or closures that affect flooding boundaries (eg scuppers) are indicated, not system operating valves. An (O) after a V or M indicates that the operating mechanism (eg handwheel) is outside the compartment. An arrow on the contents circle indicates that it refers to the compartment to which the arrow points. These markings are available as transfer waterslides and are listed in BRd 2170(3).

#### **0325. Suction Strainers**

The position of a suction strainer is indicated by the letter S enclosed in a square, high up on the bulkhead, with an arrow pointing towards the strainer. This is to enable repair parties, in a flooded compartment being pumped, to locate a strainer that has become choked.

#### **0326. Deck Tubes**

- a. Deck tubes for the passage of emergency cables from one deck to another are indicated by a green cross on the white-painted cap of the deck tube.
- b. Foam tubes for machinery space firefighting are painted red. Adjacent signs, with white lettering on a red background, are to indicate the use of foam tubes.

#### **0327. Traffic Routes**

Where necessary or desirable, black arrows are used to indicate routes in passageways or through doors or hatches.

#### **0328. First Aid Posts and Secondary Medical Positions**

First Aid Posts and Secondary Medical Positions are indicated by a white cross on a green background, an arrow being added where necessary to indicate direction. The designation of the FAP, eg its number or section letter, or forward/aft, may be added if required.

#### **0329. Cleansing Posts**

Cleansing posts are indicated by the words **CLEANSING POST** in orange, an arrow being added where necessary to indicate direction. The cleansing post locker is to be painted white with an orange, upright, cross.

#### **0330. Pipe Systems**

Pipe systems, together with ventilation systems and rod gearing, are to be identified with self-adhesive tapes or paints, as specified in BRd 2170(3). Where an identifying system colour is not specified they are to be painted in the colour of the background surface.

#### **0331. Escape Markings**

In all cases, escape routes are to be clearly marked, using the signs listed in BRd 2170(3). These markings are not to be obscured by any doors in the open position.

- a. **Escape Routes.** These are to be marked by:
  - (1) Photoluminescent arrows applied at prominent positions high on bulkheads adjacent to all hatches (except where only a single route is possible), to indicate the direction of escape.

Arrows are also to be applied at intermediate positions on bulkheads in lobbies and passageways leading to the point of escape, particularly when changes of direction occur. These arrows are to be positioned at a nominal height of 1.5 m above the deck in order to remain visible in the event of flooding.

(2) Deck mounted arrow dot markers are to be positioned in the centre of passageways adjacent to high-level bulkhead mounted markings.

(3) In large ships, in large compartments with multiple doors, the escape route door is to be painted emerald green.

b. **Escape Recess Markings.** These markings are to be applied to ships where this type of escape is provided in way of aircraft or ammunition lifts. Escape recesses are to be indicated by the application of a photoluminescent **ESCAPE** marking at prominent positions, on bulkheads, within the recess.

c. **Escape Hatches and Scuttles**

(1) Normally emergency escape hatches and scuttles are painted green on both sides. However, the escape side of hatches sighted on ships weather decks are to be painted in the appropriate deck covering material and the escape side of scuttles on ships screens are to be painted in accordance with the ships overall paint scheme.

(2) In all cases the presence of escape hatches and scuttles must be clearly indicated on adjacent structure in the compartment from which escape is intended to be made, by the application of a photoluminescent **ESCAPE** marking (on a green background). A photoluminescent arrow marking (on a green background) is to be added adjacent to the **ESCAPE** marking to indicate the direction of escape. The word **ESCAPE** may also be painted directly on the emergency escape hatch or scuttle in 40 mm white letters, in addition to the photoluminescent markings on adjacent structure, where this is considered more practical to indicate its position.

(3) With the exception of those which open onto the upper deck, escape hatches which can be open from the non-escape side by means of a T handle are to have these T handles painted in a combination of photoluminescent paint on the centre bar and emerald green on all other parts. Details of the paint are in BRd 2170(3).

**0332. Important Valves and Fittings**

Thixotropic photoluminescent paint is used to highlight the position of the following important valves and fittings:

- a. High pressure sea water system main isolating valves.
- b. High and low pressure air machinery space bulkhead isolating valves.
- c. BA Charging panel isolating valves.
- d. Hydraulic system main isolating valves.

- e. Remote diesel engine stops.
- f. Remote fuel stops to auxiliary boilers.
- g. The fully **CLOSED** position on Leith Cardle WT door handles.
- h. Operating levers/handwheels on the underside of escape scuttles.

### 0333. HPSW System Valve Marking

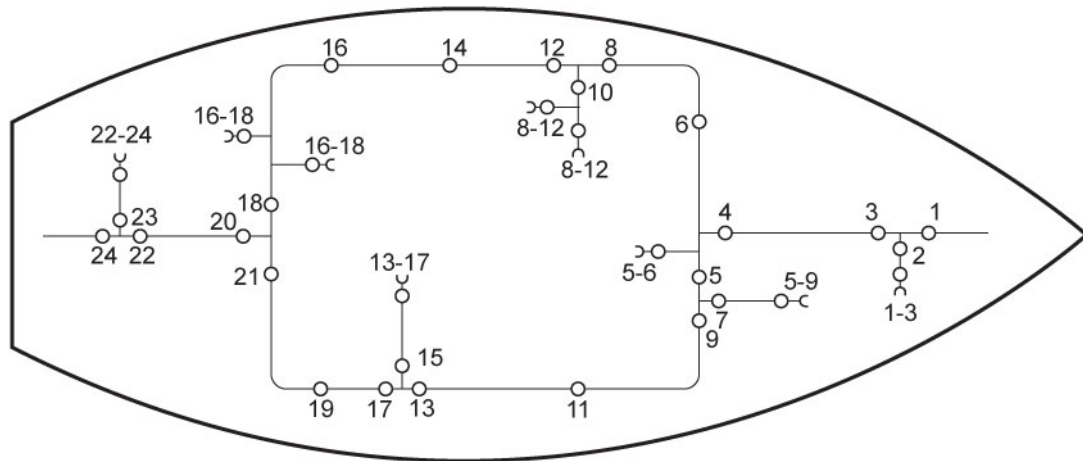
Hydrants and hose baskets are to be painted **RED**. Valves and hydrants in the high pressure seawater (HPSW) system are marked numerically to assist rapid identification for damage control and firefighting purposes. The ideal marking system to be applied to surface warships and RFAs is as follows:

- a. The marking of valves and hydrants involves the complete HPSW system but excludes all other parts of the system ie sprays, cooling and domestic lines etc.
- b. Numbering of the main isolating valves begins on the isolating valve closest to the end of the ring main on the forward most spur with the isolating valves numbered consecutively from forward to aft along the ship. Where a spur meets a ring main, the conventional Damage Control numbering of even numbers to the port side and odd numbers to starboard is used, counting from the last number on the spur. When the spur is in the middle of a port or starboard leg, the numbering of the ring main recommences from the last number on the spur. This means that two adjacent isolating valves may not have consecutive numbers.
- c. Numbers are only repeated when the main system exists on more than one deck, an example being a QEC. In this instance isolating valves on the higher and lower rings will have either a suffix H or L. Whether at the end of, or in the middle of a port or starboard leg the numbering of the valves is to be from forward to aft.
- d. All hydrants are numbered with the numbers of the isolating valves either side of the hydrant take-off; the lower number is first and the higher number is separated with a dash. When the hydrant is supplied from a lower or higher ring main the two numbers are followed by the relevant suffix eg 18-20L. Where more than one hydrant is supplied from the main between the same two isolating valves, they are to have exactly the same number. This defines exactly which hydrants are unavailable when the isolating valves are closed. [Fig 3-5](#) shows a typical arrangement, identifying each valve.
- e. The actual marking of the isolating valves is included on the Main Systems Board in HQ1 and AHQ (HQ2) and FRPPs as appropriate. Black indelible markings are used.
- f. Marking numbers are applied as follows, using luminous red self adhesive tape:
  - (1) **Isolating Valves.** 25 mm black numbers on a 75 mm square red background on, or close to, the valve.
  - (2) **Hydrants.** 12 mm black numbers on a 50 mm square red background, on the boss of the instantaneous coupling.

### 0334. Electrical System Markings

Electrical system markings are detailed in BR 2000(52) - Electrical Power Distribution and Utilisation.

### Fig 3-5. HPSW System - Valve Marking



### 0335. Damage Control Zone Marking

Damage Control zones are numbered from forward to aft. They are marked, numerically, on Damage Control drawings, but the bulkheads that separate zones are only marked by the words **ZONE BOUNDARY**.

### 0336. Upper Deck Markings for MMS Boundary Cooling

Markings, as shown in [Table 3-1](#), are applied to the inboard edge of the upper deck or adjacent superstructure to aid MMS boundary cooling operations. The marking (in black) consists of a line indicating the position of the transverse bulkhead, with an arrow pointing forward/aft from the bulkhead line in the direction of the MMS compartment. Below this arrow is the space name in 50 mm italic letters. The line indicating the MMS limit is 150 mm long and 15 mm wide and the arrow line is 70 mm long. Where the marking is on superstructure, it should start 100 mm above the deck. Where a transverse bulkhead separates two machinery spaces, the marking should indicate both spaces.

Table 3-1. Summary of Markings

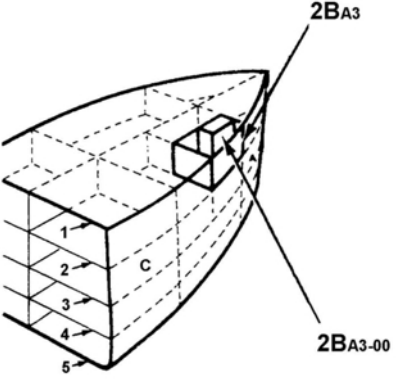
| EXAMPLE                                                                                                                                                                                                                                                                                                                               | APPLICATION                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| COMPARTMENTS                                                                                                                                                                                                                                                                                                                          | IN A POSITION THAT CAN BE SEEN FROM ALL ENTRANCES                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>2BA3</b> indicates a compartment on 2 Deck that is situated at the fore end of B Section and is the second compartment to starboard of the centreline.</p>  <p><b>2BA3-00</b> indicates a watertight compartment within compartment 2BA3.</p> | <p><b>FIRST</b><br/>(FIGURE)</p> <p><b>SECOND</b><br/>(LETTER)</p> <p><b>THIRD</b><br/>(LETTER)</p> <p><b>FOURTH</b><br/>(FIGURE)</p> <p><b>SUFFIX</b><br/>(FIGURES)</p> | <p><b>DECK.</b> Numbered 1, 2, 3, etc. downwards from foc'sle or flight deck, and 01, 02, etc, upwards.</p> <p><b>SECTION.</b> ie Main compartment between main transverse bulkheads lettered A, B, C, etc (not I or O) from forward to aft.</p> <p>Fore and aft position of compartment within section. Lettered A, B, etc, from forward; Z, Y, etc, from aft.</p> <p>Athwartships position of compartment from centreline, 1, 3, etc, to starboard, 2, 4 to port. Centreline compartment, 0.</p> <p>Watertight compartment contained in another. Suffix - 00.<br/>(-100 or -200, etc, where two or more contained compartments, odd to starboard, even to port.)</p> |

Table 3-1. Summary of Markings (Cont'd)

| EXAMPLE                                                                                                                                          | APPLICATION                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>DOORS</b></p> <p><b>2PB</b> Door giving access to compartment 2PB.</p> <p><b>2D/E</b> Door connecting D and E Sections on 2 Deck.</p>      | <p>BOTH SIDES, UPPER CORNER OR HINGED EDGE.</p> <p>Doors bears marking of compartment to which it gives access. If two doors give access to same compartment, marking is qualified by <b>PORT/STBD</b> or <b>FWD/AFT</b>. Doors in main transverse bulkheads separating lettered section have deck number and letters of both sections in alphabetical order.</p> |
| <p><b>HATCHES</b></p> <p><b>2DA1</b> Hatch on 2 Deck giving access to compartment on 3 Deck that has horizontal coordinates DA1.</p>             | <p>NEAR CORNER ON HINGED SIDE. FIRST FIGURE - DECK IN WHICH HATCH IS CUT. Remaining letters and figures give fore and aft and athwartships position of compartment to which hatch gives access. Where 2 hatches give access to same compartment, markings qualified by <b>PORT/STBD</b> or <b>FWD/AFT</b>.</p>                                                    |
| <p><b>MANHOLES (FIXED)</b></p> <p><b>6GZ4</b> manhole gives access to 6GZ4.</p>                                                                  | <p>Marking of compartment to which manhole gives access. A manhole in a hatch is not marked by referred to as 'manhole in hatch'.</p>                                                                                                                                                                                                                             |
| <p><b>TRUNKS</b></p> <p><b>1/5DA</b> Trunk running from 1 Deck down to compartment 5DA.</p>                                                      | <p>MARKED ON EACH SEPARATE SECTION OF TRUNK.</p> <p>Trunk carries deck number of top hatch or door, plus marking of compartment at bottom of trunk. Each hatch in trunk, and any intermediate door, has its own deck number plus marking of compartment at bottom of trunk. Word <b>TRUNK</b> on all hatches and doors giving access to trunk.</p>                |
| <p><b>STATION NUMBER</b></p> <p><b>17</b> indicates a main transverse bulkhead at the 17<sup>th</sup> frame station from the foremost frame.</p> | <p>Frame stations at main transverse bulkheads, as needed in conspicuous position on bulkheads.</p>                                                                                                                                                                                                                                                               |
| <p><b>OTHER SIDE MARKING</b></p> <p><b>MAGAZINE <u>OS</u></b></p>                                                                                | <p>On bulkheads forming perimeter of dangerous compartments, eg magazines, machinery spaces, flammable stores. Also, in multiple section ships, on main bulkheads below lowest communication deck.</p>                                                                                                                                                            |
| <p><b>COMPARTMENTS BELOW</b></p>                                                                                                                 | <p>As needed above a hatchway to indicate compartments gained thereby. Instead of the heading '<b>Compartments Below</b>', an arrow can be used if desired.</p>                                                                                                                                                                                                   |

Table 3-1. Summary of Markings (Cont'd)

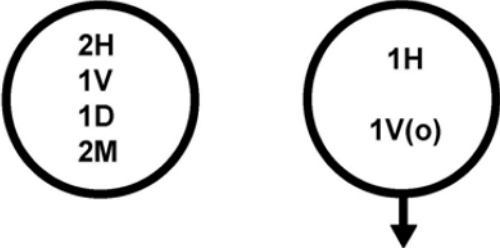
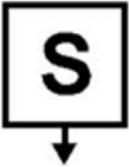
| EXAMPLE                                                                                                                | APPLICATION                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>VENTILATION SYSTEMS</b><br><br><b>3C11</b> system with fan at starboard forward end of C Section on 3 Deck.         | On vent trunking, at regular intervals.                                                                                                                                                                                                                                                                                                                                           |
| <b>TEMPERATURE MONITORING SIGNS</b>                                                                                    | High risk (fire) compartments external boundaries (see <a href="#">Annex 21D</a> for illustration).                                                                                                                                                                                                                                                                               |
| <b>CONTENTS CIRCLES</b><br><br>       | <p>WITHOUT ARROW - indicates number and types of openings in that compartment.</p> <p>WITH ARROW indicates number and types of openings in compartment to which arrow points.</p> <p><b>H</b> = hatch; <b>D</b> = Door; <b>V</b> = ventilation valve; <b>M</b> = miscellaneous openings, <b>(o)</b> after V or M indicates that opening mechanism is outside the compartment.</p> |
| <b>STRAINERS</b><br><br>            | Placed high on bulkhead with arrow pointing to position of strainer.                                                                                                                                                                                                                                                                                                              |
| <b>DECK TUBES</b><br><br>           | On caps of deck tubes for flexible emergency electrical cables.                                                                                                                                                                                                                                                                                                                   |
| <b>TRAFFIC ROUTES</b><br><br>       | Where needed in passages or through doors or hatches.                                                                                                                                                                                                                                                                                                                             |
| <b>MMS BOUNDARY COOLING</b><br><br> | On deck edge or superstructure to indicate forward/aft limits of machinery spaces.                                                                                                                                                                                                                                                                                                |

Table 3-1. Summary of Markings (Cont'd)

| EXAMPLE                                                                                                         | APPLICATION                                                                                              |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <p><b>FIRST AID POSTS</b></p>  | <p>To mark FAP or SMP.</p> <p>A white arrow on a green background may be used to indicate direction.</p> |
| <p><b>CLEANSING POSTS</b></p>  | <p>To mark cleansing post, with orange arrow where needed.</p>                                           |
| <p><b>ESCAPE ROUTES</b></p>  | <p>On escape routes, recesses, hatches and scuttles.</p>                                                 |
| <p><b>HPSW SYSTEM</b></p>    | <p>On HPSW isolating valves and hydrants.</p>                                                            |
| <p><b>DAMAGE CONTROL ZONES</b></p> <p><b>ZONE BOUNDARY</b></p>                                                  | <p>On bulkheads, which separate Damage Control zones.</p>                                                |
| <p><b>SHELTER ROUTE</b></p>  | <p>Alongside doors/hatches on shelter routes.</p>                                                        |

Table 3-1. Summary of Markings (Cont'd)

| EXAMPLE                                                                                                                                                                                                                                                                                                       | APPLICATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p data-bbox="359 322 606 353"><b>A60 BULKHEADS</b></p> <div data-bbox="279 423 687 658">  </div> <div data-bbox="279 714 687 949">  </div> | <p data-bbox="783 322 1394 427">For the identification of A60 Fire Retardant doors in RN and RFA vessels (see RNTM 206/13 for demand details).</p> <p data-bbox="783 472 1394 613">a. 'A60' signs are to be placed on A60 bulkheads on the side of the A60 insulation or 'A60 BEHIND' signs on the opposite side of the bulkhead to the A60 insulation.</p> <p data-bbox="783 658 1394 725">b. Signs to be fitted approximately 1400 mm above the deck at 3 m intervals.</p> <p data-bbox="783 770 1394 837">c. Doors within A60 boundaries are to have a sign fitted on either side.</p> <p data-bbox="783 882 1394 987">d. A60/A60 BEHIND signs are not required in pipe tunnels, cofferdams, voids or places not normally accessed/not accessible.</p> <p data-bbox="783 1032 1394 1137">e. A60/A60 BEHIND signs are not required on deckheads, decks or hatches/scuttles within decks.</p> |