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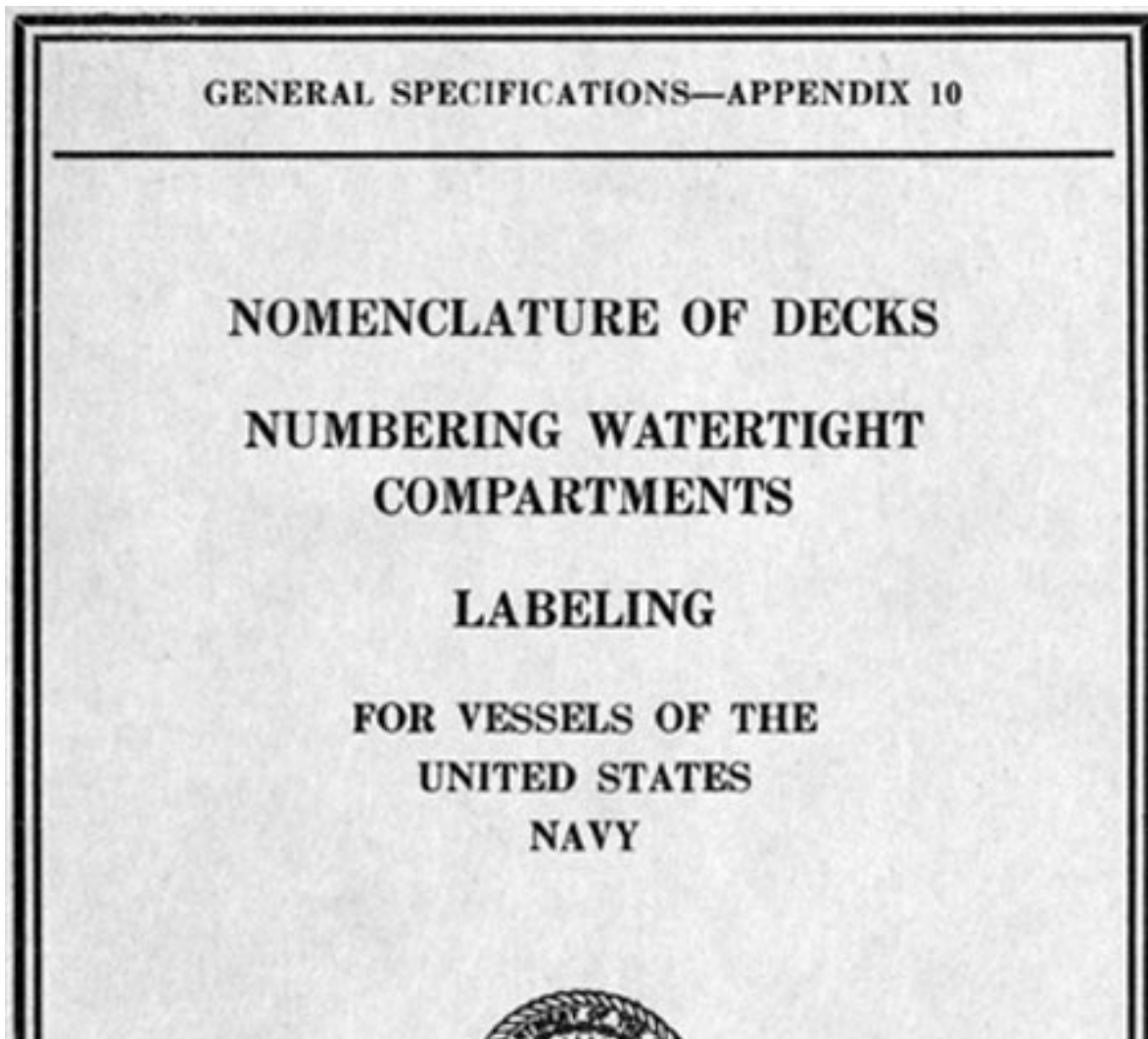
[General Specifications-Appendix 10](#), 1936 describes the Nomenclature of decks, Numbering of watertight compartments and Labeling used aboard vessels of the United States Navy. Included are three small amendments made in 1947, 1948 and 1949.

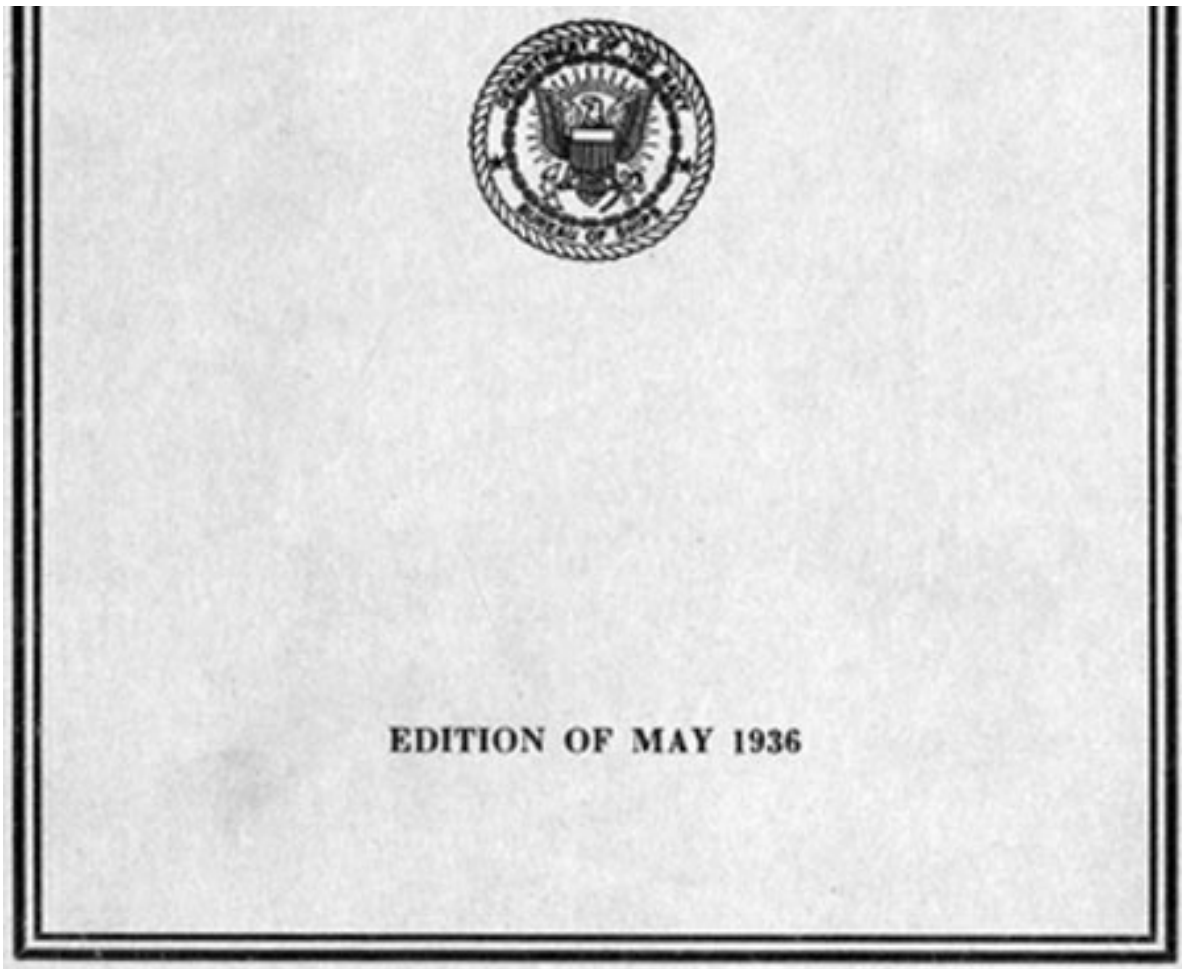
In this online version of the manual we have attempted to keep the flavor of the original layout while taking advantage of the Web's universal accessibility. Different browsers and fonts will cause the text to move, but the text will remain roughly where it is in the original manual. We have not attempted to correct any errors found in the original document. However, this text was captured by optical character recognition and then encoded for the Web which has added new errors we wish to correct.

Please report any typos, or particularly annoying layout issues to info@hnsa.org for correction.

Our thanks to the [USN Naval Historical Center](#) for providing a copy of this manual.

Richard Pikelney
Webmaster





Appendix 10
Amendment 1
15 March 1947

GENERAL SPECIFICATIONS FOR BUILDING
VESSELS OF THE UNITED STATES NAVY
Navy Department, Bureau of Ships

Appendix 10
Nomenclature of Decks, Numbering Watertight
Compartments, Labeling (edition of May 1936).

The following change should be made in this appendix:

Page 17, after line 8, add new paragraph:

"Label plates, one to mark each intersected level, shall be installed in the interior of director tubes".

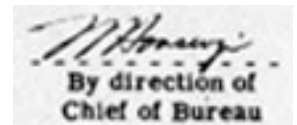
Code 451
S1-4-(1)(451)

NAVY DEPARTMENT
BUREAU OF SHIPS
WASHINGTON 25, D. C.

To: All Holders of General Specifications for
Building Vessels of the United States Navy,
BuShips Mailing List 451-H.

Appendix 10
Amendment 2
16 February 1948

*Insert amendment in your copies of Appendix 10
of General Specifications.



GENERAL SPECIFICATIONS FOR BUILDING
VESSELS OF THE UNITED STATES NAVY

Appendix 10
Nomenclature of Decks, Numbering Watertight Compartments, Labeling (edition of May 1936).

The following change should be made in this appendix:

Page 17, after line 8, delete Amendment 1 and substitute the following:

"A label plate shall be provided and installed on the forward side, centerline, inside all director tubes suitably scribed to indicate where each deck or level intersects the tube. The label plate shall have the following inscription:

Name of the deck or level.
Forward."

* Sufficient copies of amendment are being forwarded to permit posting of the modifications in the text.

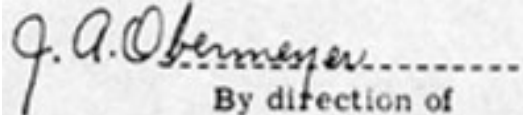
Code 451
S1-4-(1)(451)

NAVY DEPARTMENT
BUREAU OF SHIPS
WASHINGTON 25, D. C.

To: All Holders of General Specifications for
Building Vessels of the United States Navy,
BuShips Mailing List 451-H.

Appendix 10
Amendment 3
16 June 1949

Insert amendment in your copies of Appendix 10 of General Specifications.



By direction of
Chief of Bureau

GENERAL SPECIFICATIONS FOR BUILDING
VESSELS OF THE UNITED STATES NAVY

Appendix 10
Nomenclature of Decks, Numbering Watertight Compartments, Labeling (edition of May 1936).

The following change should be made in this appendix:

Page 12, after line 11, add paragraph:

"On vessels having more than two battle dressing stations (including auxiliary stations), hatches leading to such stations shall be fitted with a label plate with the inscription "ACCESS BATTLE DRESSING STATION" engraved thereon in red letters, one inch high".

GENERAL SPECIFICATIONS-APPENDIX

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NOMENCLATURE OF DECKS

SPECIFICATIONS FOR NUMBERING
WATERTIGHT COMPARTMENTS

SPECIFICATIONS FOR LABELING

FOR VESSELS
OF THE UNITED STATES NAVY

NAVY DEPARTMENT
BUREAU OF SHIPS

EDITION OF MAY 1936



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1936

PREFACE

The January 1935 edition of Appendix 10 has been revised by incorporating therein the modifications, dated December 26, 1935, issued with Bureau of Construction and Repair letter, dated January 10, 1936, No. A10/S28-(11).

The requirements of the 1935 edition have been further changed as regards the materials of the label plates, the method of securing, and the substitution of engraving for etching. In general, the material has been changed from corrosion-resisting steel to brass and the method of securing from spot welding to machine screws.

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CHAPTER 1

NOMENCLATURE OF DECKS

1. NOMENCLATURE.

The following nomenclature of decks shall be followed for United States naval vessels.

2. MAIN DECK.

The highest deck extending from stem to stern shall be called the "main deck."

3. DECKS ABOVE MAIN DECK.

A partial deck above the main deck at the bow shall be called the "forecastle deck"; at the stern, "poop deck"; amidships, "upper deck."

The name "upper deck", instead of "forecastle deck" or "poop deck", shall be applied to a partial deck extending from the waist to either bow or stern.

A partial deck above the main, upper, forecastle, or poop deck and not extending to the side of the ship, shall be called the "superstructure deck."¹

4. DECKS BELOW MAIN DECK.

A complete deck below the main deck shall be called the "second deck." Where there are two or more complete decks below the main deck they shall be called the "second deck", "third deck", "fourth deck", etc.

A partial deck above the lowest complete deck and below the main deck shall be called the "half deck."

A partial deck below the lowest complete deck shall be called the "platform deck." Where there are two or more partial decks below the lowest complete deck, the one immediately below the lowest complete deck shall be called the "first platform", the next shall be called the "second platform", and so on.

5. PROTECTIVE DECKS.

Decks which for protective purposes are fitted with plating of extra strength and thickness shall be further defined, for technical

¹The Bureau interprets this as meaning that a deck structure, although extending to the line of the ship's aide, is not an upper deck unless the side plating proper of the ship is carried up and connected to it.

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purposes, as "protective" and "splinter", in addition to their regular names. Where there is only one such deck it shall be defined as "protective" and where there are two, that having the thicker plating shall be defined as "protective" and that having the thinner plating shall be defined as "splinter" in addition to the regular names.

Where a protective deck is stepped a complete deck height the respective portions shall be distinguished by means of the terms "middle protective section" and "forward (or after) protective section" in addition to the regular names. Where a splinter deck is stepped a complete deck height, the respective portions shall be similarly distinguished.

Where a portion of the protective or splinter deck is sloped the sloping portion shall be defined as the "inclined protective deck" or "inclined splinter deck."

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CHAPTER 2 SPECIFICATIONS FOR NUMBERING WATERTIGHT COMPARTMENTS

1. SUBDIVISION.

The ship shall be considered as divided into three principal divisions, lettered A, B, and C, from forward aft.

Division A.-This shall comprise all of the space between the stem and the forward transverse bulkhead of the forward machinery compartment.

Division B.-This shall comprise all of the space between the forward transverse bulkhead of the forward machinery compartment and the after transverse bulkhead of the after machinery compartment.

Division C.-This shall comprise all of the space aft of the after transverse bulkhead of the after machinery compartment.

The term "machinery compartment" shall be construed as meaning boiler rooms, engine rooms, main

motor rooms, and compartments in which auxiliaries of the main propelling machinery are located.

Where the number of the compartments in the 1 to 100 series exceeds 100 in any principal division the matter shall be referred to the Bureau.

These divisions shall be considered as extending from the keel to the highest deck in the line of the bulkheads, or the bulkheads prolonged. In case the bulkheads do not extend to the highest deck any space between decks that extends through two of the principal divisions shall be numbered as if it were situated entirely in the forward division of the two in which it is placed, and shall have this number only. Main compartments with permanent openings to the top side, such as boiler rooms, shall be considered as completely bounded by tight structure for numbering purposes.

2. NUMBERING.

All numbers in each division shall begin at the forward end of that division.

Compartments on the starboard side of the ship shall have odd numbers; those on the port side, even numbers.

All compartments and spaces that are completely bounded by watertight, oiltight, airtight, or fumetight structure shall be numbered.

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Where a watertight compartment located below the weather deck is divided into two or more airtight or fumetight spaces by airtight or fumetight bulkheads, the appropriate number shall be assigned the watertight compartment and each airtight or fumetight subdivision within the compartment shall be designated by the addition of a suffix to this number. Thus, if watertight compartment A-312L contains a fumetight or airtight bulkhead the space to starboard of this bulkhead will be designated as A-312-1L and the space to port as A-312-2L.

Where an airtight or fumetight compartment is located in a watertight compartment which extends through two or more deck levels, the airtight or fumetight compartment shall be numbered as specified in the preceding paragraph, unless to do so would result in illogical numbering, in which case the matter shall be referred to the Bureau. Thus, a boiler room and its airlock would be numbered B-1-1 and B-1-2, respectively. However, where reference is made in correspondence to the entire watertight space, the basic number without suffixes may be used, as B-1 or A-312.

Care shall be exercised to insure that each numbered compartment or space is bounded completely by tight structure, that is, assigning two numbers to adjoining spaces not separated by tight structure shall be avoided.

Airtight and fumetight spaces located above the weather decks and outside of the hull proper, such as those in deck houses, shall each be given its own individual number without a suffix number, in the same manner as if each airtight or fumetight space were a separate watertight compartment. Thus, the number of an airtight or fumetight space on the superstructure deck may be A-0204L, even though this space may be one of a number of airtight or fumetight spaces located within a deckhouse with watertight boundary.

Oiltight and watertight compartments on the main deck shall be numbered from 101 to 199, and those on each successive deck or platform below the main deck shall be numbered in the next higher hundred series, namely those on the second deck shall be numbered from 201 to 299; on the third deck from 301 to 399, etc. Watertight, compartments on the next deck or platform above the main deck shall be numbered 0101 to 0199, and those on each successive deck or platform above the main deck shall be numbered in the next higher hundred series, prefixed with a zero. For example, a ship that has a superstructure, forecastle, main, second, and third deck, and a first and second platform, the oiltight and watertight compartments will be numbered as follows:

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On superstructure deck	0201 to 0299
On forecastle deck	0101 to 0199
On main deck	101 to 199
On second deck	201 to 299
On third deck	301 to 399
On first platform	401 to 499
On second platform	501 to 599
In hold, if there are no more platforms	601 to 699

Double bottom compartments shall be numbered from 901 to 999.

It will be noted that the prefix zero of a compartment number indicates that the compartment is above the main deck.

If there is not a third deck the compartments on the first and second platforms and in the hold shall be numbered 301 to 399, 401 to 499, and 501 to 599 respectively. If there is a fourth deck the compartments on the fourth deck and first and second platforms and hold shall be 401 to 499, 501 to 599, 601 to 699, and 701 to 799 respectively.

On modern destroyers the compartment numbers will be as follows:

On main deck	101 to 199
--------------	------------

On first platform 201 to 299

On second platform 301 to 399

In hold 401 to 499

Compartments with no decks, extending from inner bottom or outside plating through two or more deck spaces, such as those in protective layers, engine rooms, boiler rooms, deep peak tanks, fuel-oil tanks on certain battleships, cargo holds, etc., shall be numbered from 1 up to 100. Boiler and engine rooms shall be given the lowest numbers, B-1, B-2, B-3, etc.

Where there is a half deck owing to the sheer or other cause, or where there is a flat between regular decks, such as cofferdam flat over oil tank, no change in the hundred series shall be made on account thereof.

The above scheme of numbering is intended to give an indication of the vertical location of the compartment which, in connection with the divisional fore and aft location, will give a very fair idea of the position of the compartment.

The number of a compartment shall always be prefixed with the letter indicating the general division of the ship in which it is placed and separated from the number by a hyphen, as A-21, B-3, etc.

When, after several plans involving compartment numbers have been completed, it becomes necessary to increase the number of compartments, half numbers may be assigned to the new compartments in order to avoid extensive renumbering. Half numbers

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shall not be used where the renumbering of only a few compartments is involved.

To further define the contents or main use of a compartment, the compartment number shall be followed by a designating letter, as follows:

A for storerooms, including:

Band room.

Refrigerator compartments.

Storerooms proper.

Tool and supply rooms.

Unassigned compartments usable as storerooms.

B for battery compartments, including:

Secondary battery compartments.
Torpedo rooms.

All compartments within turrets, including turret handling rooms.

C for ship control and fire control, including:

Central.
Coding room.
Interior communication.
Plotting room.
Main communication station.

Radio rooms.
Switchboard room (secondary battery).
Torpedo tracking room.

E for machinery compartments, including:

Blower room.
Boiler room.
Distribution room.
Evaporator room.
General workshop.
Gyro stabilizer room.
Ice-machine room.
Main engine room.
Main motor room.

Laundry.
Main operating room.
Pump room.
Searchlight rheostat room.
Shaft alley.
Steering gear room.
Storage battery room.
Thrust block room.
Windlass room and chain locker.

Note.-The E may be omitted from the main propelling machinery compartments, comprising main engine rooms, boiler rooms, and main motor rooms.

F for fuel compartments, including:

Fuel compartments.
Diesel oil compartments.

Relay tank rooms.

LUB for lubricating oil storage tanks:

GAS for gasoline compartments, including:

Gasoline stowage tanks.

Gasoline tank compartments.

L for living compartments, including:

Crew's spaces.
Officers' quarters.

Prisons.
Water-closet and wash rooms.

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M for ammunition spaces, Including:

Bomb magazines.
Catapult charge magazines.
Handling rooms except turret.
Mine charge magazines.

Powder magazines.
Shell rooms.
Small-arms magazines.
Torpedo war head magazines.

T for trunks and passages having compartment numbers.

V for void compartments, Including:

Cofferdam compartments.
Void double bottom compartments.

Void wing compartments.

W for water compartments, including:

Drainage tanks.
Fresh-water compartments.

Peak tanks.
Reserve feed compartments.

A double bottom compartment used for feed water shall be designated B-910 W, for oil B-909 F, if void A-902 V.

When a space is devoted to several main purposes, two or more designating letters shall be used. Thus a living compartment containing secondary battery guns shall be designated B-115 B L.

3. NOMENCLATURE OF MACHINERY SPACES.

The nomenclature used in correspondence, in specifications, and on plans for machinery spaces shall be as follows:

Fireroom.-A compartment containing boilers and the station for "firing" or operating same.

Boiler Room.-A compartment containing boilers but not containing station for "firing" or operating the boilers.

Boiler Operating Station.-A station from which a boiler or boilers are operated.

Boiler Central Control Station.-A station for directing control of all boilers at boiler operating stations.

Boiler Emergency Station.-A station for a chief water tender from which he may proceed with minimum delay to any fireroom, boiler operating station or boiler room from which trouble has been reported.

Engine Room.-A compartment in which main propelling unit or units are installed.

Engine Operating Station.-A location or compartment from which a main propelling unit or units are operated.

Machinery Spaces.-A collective term designating all the major compartments in which machinery under the cognizance of the Bureau of Engineering is located.

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CHAPTER 3 SPECIFICATIONS FOR LABELING

1. GENERAL.

Label plates and tags shall be of two types-engraved and embossed, except historical label plates, which shall be cast.

The materials of the label plates shall be as follows:

- (a) Cast brass for historical data plate.
- (b) Aluminum alloy plates where mounted on aluminum alloy structure.
- (c) All other plates brass.

The material of cast brass label plates shall be in accordance with Navy Department Specifications 46B24. The material of engraved and embossed brass plates shall be in accordance with Navy Department Specifications 46B6. The material of aluminum alloy plates shall be in accordance with Navy Department Specifications 47A11 or 47A12.

Cast plates shall be as thin as consistent with good casting, and the figures and letters shall be raised and clearly defined. Engraved plates shall be 0.05 inch thick and the figures and letters shall be clearly cut. Embossed plates shall be as heavy as can be satisfactorily embossed. All label plates shall have smooth

edges. Tag label plates shall have smooth edges and round corners to prevent injury to personnel. The figures and letters on engraved plates shall be cut to a depth of 0.02 inch and filled in with baked nitrocellulose enamel applied in a sufficient number of coats to fill the figures and letters practically flush with the surface of the plate. The enamel shall be black, except as otherwise specified.

Engraved brass plates shall be polished and not painted. Engraved aluminum alloy plates shall be given a coat of spar varnish. Embossed plates shall be painted and the figures and letters touched up with black paint.

Except where subject to mechanical injury, embossed plates may be used for the following:

- (a) Compartment and door label plates as required by section 5 herein.
- (b) Frame numbers as required by section 8 herein.
- (c) Bulkhead numbers as required by section 9 herein.

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- (d) Capacity, gage, and working-load plates, as required by section 11 herein.
- (e) Ventilation blowers, their trunks, ducts, and louvers as required by section 15 herein, except the label plates supplied by the manufacturers.
- (f) Lockers, as required by section 17 herein.
- (g) Miscellaneous purposes as approved by the superintending constructor.

In general other label plates shall be of the engraved type.

The combination of engraved plates and embossed plates in the same group of label plates shall be avoided.

A sample plate of each type of label plates shall be finished and secured to a metal bulkhead for approval by the superintending constructor before proceeding with the work on the other plates.

All plates shall be so located that the inscriptions are readily discernible. Where placed on one side only of a beam, they shall, where practicable, be on the after side in the forward part of the vessel and on the forward side in the after part of the vessel. When located on a beam, the lower edge of the plate shall be as near the lower edge of the beam as practicable, and when on a bulkhead the plate shall be located in the most suitable place for the purpose, as, for example, plates referring to deck plates or valves, the plate shall be placed about 12 inches above the deck. or about 3 inches above the face of the handle when the valve is open. Plates found on completion to be obscured by curtains, rods, pipes, furniture, or other fittings shall be relocated.

When special locations for label plates are necessary they shall be as approved by the superintending constructor.

Where necessary to group several compartment label plates over a hatch or door to indicate that access to the several compartments is through the hatch or door, the inscriptions shall be placed one above the other where they indicate compartments on different deck levels, the upper inscription denoting the upper compartment, and placed on the same horizontal line when they denote compartments on the same deck level, port, starboard, or center, according to the location of the compartment with reference to the center line of the door or hatch.

These instructions describe in general the arrangements for labeling on shipboard, but additional label plates, tags, etc., of design to suit the conditions necessary fully to describe any object or place, or its function in preparing the vessel for action, or to give any special directions considered necessary in handling and oiling apparatus and machinery, shall be made and fitted as required by the superintending constructor.

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The color of piping shall be in accordance with General Specifications, Appendix 6-Instructions for painting and Cementing Vessels of the United States Navy.

2. ABBREVIATIONS.

Abbreviations allowable when inscriptions are long are as follows:

Amm.	for ammunition.	M. H.	for manhole.
A. T.	for airtight.	Med.	for medical.
Aux.	for auxiliary.	M. T.	for flametight.
BH.	for bulkhead.	Nav.	for navigation.
C. & R.	for Construction and Repair.	N. T.	for non-tight.
Circ.	for circulating.	Offs.	for officers.
Compt.	for compartment.	Ord.	for ordnance.
Const.	for construction.	O. T.	for oiltight.
C.P.O.	for chief petty officers.	Ready S.	for ready-service magazine.
Cu. ft.	for cubic feet.	Mag.	
Dis.	for discharge.	Salut.pwdr.	for saluting powder.
E.	for Engineering.	S. D.	for supply department
Elec.	for electric.	Sergt.	for sergeant.
Equip.	for equipment.	Stbd.	for starboard.
Evap.	for evaporator.	Suc.	for suction.

For'd	for forward.	T.	for tons.
F. O.	for fuel oil.	Torp.	for torpedo.
F. T.	for fumetight.	Trans.	for transverse.
Ft.	for feet or foot.	Vent.	for ventilation.
F. W.	for fresh water.	V. T.	for voice tube.
Gals.	for gallons.	W.	for weathertight.
In.	for inch.	W. C.	for water-closet.
J. O.	for junior officers.	W. L.	for waterline.
Lub.	for lubricating oil.	W. O.	for warrant officers.
Mag.	for magazines.	W. R.	for ward room.
		W. T.	for watertight.

Additional abbreviations may be used on inscriptions as recommended by the superintending constructor and approved by the bureau. Care shall be exercised, however, to insure that such abbreviations are reasonably self-explanatory. A complete list of all abbreviations used in labeling, including abbreviations additional to those previously listed, shall be compiled and included in the vessel's damage control book.

Abbreviated words shall be followed by a period.

For abbreviations used in compartment numbering, see chapter 2.

3. SIZE OF LETTERS AND PLATES.

Letters and figures shall generally be as large as the length of the inscription, the location and means of securing the plate, and other considerations permit, provided, however, that except in very special cases, the letters and figures shall not be greater than one inch, nor less than 1/4 inch, in height. For long inscriptions, the sizes of the letters and figures shall be as large as

consistent with a satisfactorily legible label plate in the location concerned, and unusual care shall be exercised in determining the arrangement so that the most important information contained in the label, or that most frequently referred to, shall be in letters sufficiently large to be easily read; the remainder of the lettering may be reduced to suit the limitations of the plate size, but the minimum height of such reduced lettering shall be 1/4 inch.

The same size of label plate or tag for each group of subjects shall be maintained as far as practicable.

The lines of letters and figures shall be symmetrically arranged with reference to the upper and lower edges of the plates or tags, and to each other when there is more than a single line.

4. SECURING.

Label plates shall be secured by round-head machine screws, by rivets or by round-head wood screws. Machine screws shall be used for securing to metal where the thickness will permit. Rivets shall be used where the thickness of the metal is not sufficient for machine screws. Wood screws shall be used for securing to wood. Brass fastenings shall be used for brass plates and corrosion-resisting steel fastenings or aluminum rivets for aluminum label plates.

In securing the label plates to outside plating and to oiltight or watertight structure, care shall be taken to avoid piercing the structure with the means of securing; namely, the hole for the machine screw shall not pierce the structure. Where this is impracticable on light metal tight structure, the plate may be drilled through provided the point of the screw is peened over.

The center of the holes for the securing screws or rivets shall be in the middle of the width of the label plate and about 1/4 inch from the end. If necessary to secure long embossed plates rigidly, two additional screws or rivets shall be added at the center of the plate, one at top and one at bottom, or one in the middle of the plate if interference with the numbers or letters is not caused thereby. Care shall be taken that the heads of the screws or rivets do not cover any part of a number or figure. They shall be 1/8 inch clear of all figures and letters.

Label plates mounted on corrugated bulkheads or wire-mesh or expanded metal bulkheads shall be backed up with a metal strip.

The brass label plates shall be set in red lead. The back of aluminum alloy label plates shall be coated with zinc chromate iron oxide paint.

5. COMPARTMENTS. DOORS, HATCHES, AND MANHOLES.

Compartment numbering shall be in accordance with the scheme outlined in chapter 2. The label plates shall be located, as far as practicable, to clearly indicate the compartment being entered. The inscription shall give the door, hatch, or manhole number and compartment description and number. Door, hatch, and manhole number plates shall be combined with compartment plates and, whenever possible, with capacity plates.

Except as otherwise specified, labels on doors and hatches shall designate only the compartment to be entered. In the case of hatches the labels shall designate only the space below. The label on a hatch or door opening into a trunk from which a number of compartments have access shall designate all such compartments. Similarly, the labels on hatches or doors so located in the normal access route that they serve as points of departure for access to a number of compartments normally kept locked, such as storerooms, shall designate all compartments so served.

The first line of the inscription shall give only the number of the hatch, door, or manhole. On the line below shall be given the compartment designation to which the door gives access, and on the third line shall be the compartment number, for example:

4-16-2
C.P.O. Stores
A-412

From the above it will be noted that the door, hatch, or manhole number will consist of two or three parts, separated by hyphens. In this paragraph the term "door" includes hatches and manholes. The first part corresponding to the deck number as given in chapter 2; the next part the frame number just forward of the hinge of the door, and the last part the number of the door, if there is more than one door on the same frame on the deck designated by the first part; if not, the third part may be omitted. For the first part of their numbers, hatches and manholes shall take the number of the deck through which they are cut. Odd numbers shall be used in the third part for doors located on the starboard side and even numbers on the port side. For example:

Door 3-24-1, is on the third deck, frame 24, or between frames 24 and 25, starboard side.

Door 3-24-2, is on the third deck, frame 24, or between frames 24 and 25, port side.

Hatch 3-24-2, is in the third deck at or immediately aft of frame 24 on the port side.

Door, hatch, manhole, and compartment plates, either combined or single, shall be located on the door, hatch, or manhole cover, except as noted below and shall be located as follows:

Hinged doors-12 inches from upper edge of plate to top of door at center.

Small doors into trunks, wing passages, etc.-6 inches from upper edge of plate to top of door at center.

Hatches-6 inches from side opposite the hinges to nearest edge of plate.

Manholes-as convenient.

Where a hatch or manhole forms the access to a single compartment and the cover hinges against a bulkhead, the label plates shall be installed on the bulkhead just above the cover when it is hinged up, so that the label can be read with the cover either in the open or closed position. Where a hatch or manhole forms the access to a single compartment and the cover does not hinge against a bulkhead, the label plates shall be fitted on the top side of the cover.

Compartment plates for companionways shall be located on the inside of the hatch coaming opposite the ladder or ladder rungs.

In special cases where doors, hatches, or manholes give access to nontight or unimportant compartments, the plates may be omitted altogether, or may contain the door, hatch, or manhole number only, if approved by the superintending constructor.

Covers for all access manholes and hatches to fuel-oil tanks and to gasoline-tank compartments shall be painted red.

A large distinctive type of label plate shall be fitted in the vicinity of each watertight door through which portable trolley tracks extend. The inscription on this label plate shall be: "THE PORTABLE SECTION OF THIS TROLLEY TRACK IS NOT TO BE LEFT ERECTED WHEN NOT IN USE."

In-addition to label plates, there shall be painted in a conspicuous place on a bulkhead in each tight compartment the number of the compartment, prefixed by letter designating the division of the compartment, as A-412. The letters and figures shall be 2 inches high, and they shall be painted on a rectangular background of different color from that of the bulkhead.

6. CLOSURE CLASSIFICATION LABEL PLATES FOR ACCESS OPENINGS.

In addition to the identification label plates, closure classification label plates shall be provided for all access openings in compartmentation boundaries, such as doors, hatches, manholes, scuttles, and skylights, except bolted plate manholes.

A closure classification label plate shall also be provided for each armored door, armored hatch, and ammunition hoist cover.

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These label plates shall be 4 inches square where it is practicable to fit this size plate; otherwise the plates may be reduced in size, but it is desired to keep the plate as near 4 inches square as mounting space will permit.

These plates shall be provided only with a single plain block letter 3 inches in height for the four inch size plate. They shall be engraved with the letters X, Y, Z, V, or W. The particular designating letter to be used in each case shall be determined by the superintending constructor in consultation with the prospective commanding officer of the vessel concerned. A list, giving the location of the access openings with their classification letters shall be forwarded to the Bureau for approval. The significance of these letters is as follows:

X=Closed at all times except during periods of inspection or continuous use.

Y=Closed outside of working hours.

Z=Closed in action or emergency.

V=Closed at all times during wartime cruising.

W=Open during action.

The X, Y, V, and W plates shall have black letters; the Z plates shall have red letters.

The label plates shall be secured to the closure part of the opening, one plate being provided for each side of the door or cover so that the plate will be visible from both sides of the door and visible when the cover is closed and opened.

Closure classification labels for manholes need be fitted only on the side of the closed cover visible from outside the space to which the manhole gives access.

Closure classification labels shall be provided for, and fitted to, the closures of all miscellaneous openings which affect the compartmentation of the vessel.

7. STATEROOMS.

All staterooms shall be numbered. The numbers shall be in the same hundred series as the compartment numbers on the deck on which the staterooms are located. The numbers for staterooms located on decks

above the main deck shall be prefixed with zero. For example:

Those on the main deck, from 101 to 199 .

Those on the next deck above the main deck, from 0101 to 0199.

Those on the next deck below the main deck, from 201 to 299.

The numbering shall begin at the forward end of each deck, with the odd numbers on the starboard side and the even numbers on the port side. In each athwartship bank of staterooms, the numbering shall begin at the stateroom nearest the center line of the

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vessel, numbering outboard throughout each athwartship bank and continuing with the stateroom nearest the center line in the athwartship bank next aft.

The stateroom label plates shall have numbers 1 inch high.

The label plate shall be located on the bulkhead over the center of the entrance door.

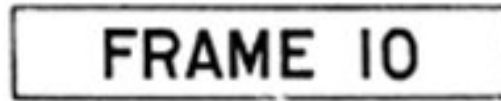
A metal card holder of corrosion-resisting steel arranged to hold single card about 3 1/8 inches long by 1 5/8 inches wide, shall be fitted on the outside of each stateroom on the bulkhead and adjacent to the door casing about 5 feet above the deck. For double-berthed staterooms, two such card holders shall be fitted, one above the other. In the case of staterooms the doors of which are located in an alley so that the cards would not readily be seen from the country, additional card holders shall be placed upon the bulkhead in the country adjacent to the alley. Where the passageway is short and gives access to two staterooms only, card holders shall be fitted only on the bulkhead in the country.

8. FRAMES.

At least every fifth frame shall be numbered in the principal living compartments and elsewhere as may be necessary readily to locate anyplace in the vessel. The plates shall be placed on beams in the most conspicuous place available with regard to light obstructions and probable flow of traffic and as near the bottom edge of beam as practicable. When fitted separately they shall be in accordance with sketch A, with letters and figures 1 inch high. Where a door is located in a transverse bulkhead on a frame line the door number will suffice as a frame number. On weather decks, or decks where there are no beams above, they shall be located on hammock berthing, bulwarks, superstructure, or deck houses at a suitable height above the deck. In case of a long stretch of deck without erections, frame numbers only in figures 2 1/2 inches high and without the word "frame" shall be cut into the margin planks of the deck at every fifth frame and filled in with marine glue and then finished flush with top of decking. In double .atoms the

plates shall be placed only on the reverse frame nearest the manhole, one at each manhole.

On aircraft carriers, every fifth frame shall be indicated on the flight deck by frame numbers 3 inches high, engraved in brass plate 3/32 inch thick and secured to the margin plate by wood screws, the label plate to be installed with its upper surface flush with the top of the margin plank.



SKETCH A

9. BULKHEADS.

Each transverse bulkhead shall have at least one number plate in each compartment.

Bulkhead number plates shall be combined with door, compartment, and capacity plates wherever possible. When individual bulkhead plates are fitted, that is when they are not combined with door, compartment, etc., plates, the inscription shall be "BH-."

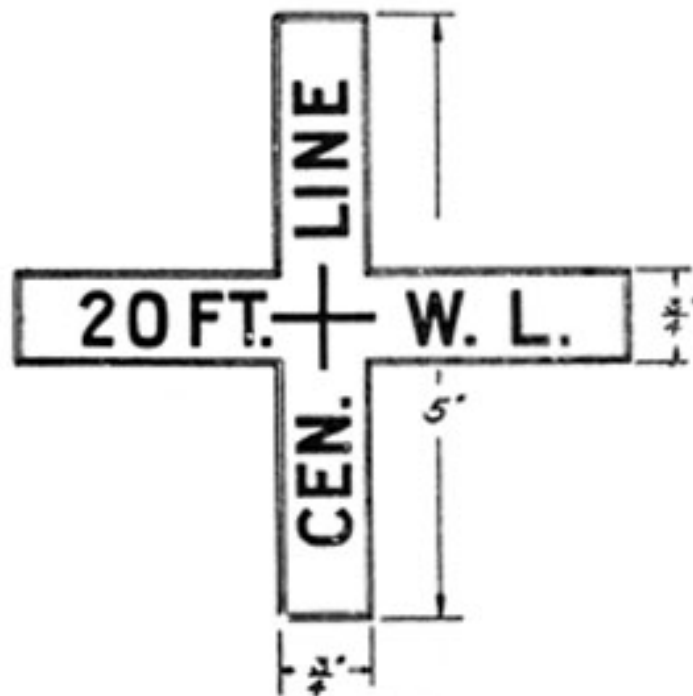
Bulkheads in principal compartments, as crew space, engine room and fire room, etc., and bulkheads which are not fitted with a door in a given deck space, shall have a number plate on each side.

Individual bulkhead label plates shall be placed at a height equivalent to the height of the frame numbers on the beams, and, if possible, at the midwidth of the compartment. Where this is impossible plates shall be located in a conspicuous place. In case of a bulkhead of more than one deck height the plates shall be located about 5 feet above the walking floor.

In general, bulkhead number plates shall be provided for solid bulkheads in all tight compartments, except that plates will not be required in tanks, voids, or cofferdams. Bulkhead number plates will not be required for nonstructural, nontight bulkheads, nor for wire mesh or expanded metal bulkheads.

10. CENTER LINE, WATER LINE, FORE-AND AFT LINES, AND ATHWARTSHIP LINES.

A sufficient number of plates in accordance with sketch B shall be placed in carefully selected positions at given heights, so that



SKETCH B

a center fore-and-aft line, or a center vertical line through hatches, also height of any point on bridge, may readily be established.



SKETCH C

Water-line plates, in accordance with sketch C, shall be secured to the frames, outside plating, or bulkheads in wing, armor and ammunition passages and in 'tween decks, in carefully selected places, so that the height above the keel at any point may be readily ascertained. All plates shall be carefully checked as regards heights.

Suitable tram marks and bench marks shall be provided and labeled to accurately align and check guns, directors, torpedo tubes, searchlights, magnetic and gyro compasses, and pelorus stands. The locations of these marks shall be recorded on the vessel's plans and in the General Information Book.

11. CAPACITY, GAGE, AND WORKING LOAD PLATES.

Capacity plates shall be combined with door, hatch, or manhole plates wherever possible.

Label plates for drinking water, peak, reserve feed, ballast, fuel-oil, and lubricating-oil tanks shall show the number of the compartment and the capacity. The inscription shall have the compartment or tank description and number on the upper line and the capacity on the lower line. Thus, for a double-bottom reserve feed water tank in the "B" division of the vessel it will be:

RESERVE FEED B-903
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and for a fresh water tank in the "A" division of the vessel it will be:

FRESH WATER TANK A-603
7,482 GALS.-27.8 T

Capacities of drinking-water tanks shall be given in gallons and Tons plates for built-in water tanks shall be located on the front of the tanks ; also on manholes if so directed plates for

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cofferdams shall be placed in the center of the door or manhole cover to cofferdam.

Capacities of peak, reserve feed, and ballast tanks shall be given in tons of fresh water.

Capacities of fuel-oil and Diesel oil tanks shall be given in gallons and tons, and, except in the case of submarines fitted with a compensating system, the label plate shall be inscribed to correspond to 95percent of the full capacity of the tank as calculated after allowance has been made for obstructions and structure in the tank. In the case of submarines fitted with a compensating system the label plate shall be inscribed to correspond to 100percent of the full capacity of the tanks as calculated after allowance has been made for obstructions and structure in the tank.

Capacities of oil tanks other than fuel-oil and Diesel oil tanks shall be given in gallons. Plates for these oil tanks shall be located on the front of the tank, or where it is a compartment, at the manhole leading to the compartment. Oil-tank label plates shall be inscribed with the nature of the contents of the tank, the department to which assigned, if specially assigned, and the capacity in gallons, as:

HOT RUNNING TORP. OIL
ORD.-200 GALS.

Where gages, pneumerators, or other instruments or means for indicating capacities are fitted to tanks or compartments, and such instruments clearly indicate total capacities as well as actual contents, capacity plates may be omitted, if approved by the superintending constructor.

On each gravity tank and ship's fresh-water tank small label plates shall be secured opposite each 6-inch level of glass gages, inscribed with the capacity at that level.

The maximum working load shall be conspicuously marked on all boat cranes, derricks, booms, davits, trolley hoists, etc., in a manner to be approved by the superintending constructor.

12. PIPING SYSTEM IDENTIFICATION LABELS.

Identification labels shall be fitted for valves and manifolds and for distant operating gear in each of the following piping systems:

- (a) Fuel oil suction and transfer system.
- (b) Drainage system.
- (c) Fire system.
- (d) Compressed air system.
- (e) Magazine flooding and sprinkling system.
- (f) Damage control system, where fitted.
- (g) Sprinkling system for airplane stores, where fitted.

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- (h) Hangar sprinkling system.
- (i) Miscellaneous sprinkling systems, such as pyrotechnic locker, photo room, etc.

Identification labels shall be provided for the following:

- (a) Filling connections (oil, water, gasoline, etc.)
- (b) Sounding tubes.
- (c) Air escapes.
- (d) Sea floods.
- (e) Voice tubes.

Identification labels for the foregoing systems and fittings shall conform to the requirements of sections 1 to 4, subject to the following interpretation:

The labels shall be installed to insure maximum visibility of the inscription, consistent with economical installation, due consideration being given to the influence exerted by the size of the label. The following methods of installation are approved; their relative desirability is in the order listed:

1. Label plates secured to a bulkhead, hatch coaming, ship's side, or other structure where unmistakable identification can thereby be assured.
2. Inscription engraved or stamped on the rim of the hand wheel; a portion of the rim may be finished smooth for this purpose.
3. Label plates secured to the valve wheel or operating lever.
4. Label plates attached to the valve flange or the flange stamped with the inscription.
5. Tag labels securely wired to the valve stem or operating mechanism.

Flood cock and sea valve labels, if engraved or stamped, shall be filled in with a bright red composition. For valves, deck plates and air escapes connected with fuel oil tanks, the prefix "F. O." and/or the suffix "F" shall be filled in with red composition; the remainder of the inscription shall be in black.

On submarines red composition shall be used for oil system labels, and black for water system labels.

Operating gear for magazine flood valves shall be labeled in accordance with section U-12 of the General Specifications.

The inscriptions on deck plates for sounding tubes and valve operating gear shall be in accordance with the latest issue of the Bureau's Standard plan C. & R. No. 120775 or superseding plan, modified to the extent that the inscription shall include the valve number as hereinafter described. In addition to the deck plate, a supplementary plate shall be provided on the bulkhead or beam nearest to or over the deck plate, carrying an inscription identical to that on the deck plate.

Manifold labels shall be located on the bulkhead over the center of the group of valves, and just above the valve label plates. Where there is no bulkhead adjoining, the manifold plates shall be located on the manifold box or box casing in a manner approved by the superintending constructor. The plates shall be similar to sketch D. In addition to the manifold label, each valve in the manifold shall be labeled.



SKETCH D

For valves with wheels located beneath the floor plates, a label plate repeating the label on the valve shall be set into the top of the floor plate close to the cover giving access to the valve.

Piping system identification labels shall be in accordance with the following provisions where applicable:

(a) The inscription shall indicate specifically the designation of the fitting, as, for examples:

"Fire Main Cutout."

"3,000-Pound Air Main Cross-Connection."

"Drain Bulkhead Stop "

"Drain B-1."

(b) The inscription shall contain the number of the fitting where such numbering is hereinafter required. The number shall be determined in accordance with the scheme for numbering doors, section 5. The number shall consist of two or three parts, the first part indicating the number of the deck, the second part the frame number, and the third part, if necessary, a serial number to differentiate between two or more similar fittings in the same location.

(c) The numbers which are assigned to valves and fittings in voids, tanks, and other spaces habitually closed, shall be determined by the location of the distant control gear nearest the valve or fitting from which it is normally operated. The valve in this case shall be assigned the number as determined for this operating station. The numbers for all valves not in voids, tanks, or spaces habitually kept closed shall be determined from the location of the valve itself ; in other words, from the point where the valve is normally operated. In this case, the distant operating station, if any, shall carry the number as so determined by the location of the valve.

(d) Fittings in each system shall be numbered without respect to fittings in other systems; that, is, there may be a number of

valves carrying the same number, but the valves will be differentiated by the designation required under (a) above.

Fittings which serve no particular compartment, such as a fire main riser cut out valve, or a compressed air bulkhead stop valve, shall be labeled with identifying name and number only.

Identification numbers will not be assigned the following: Sounding tubes, air escapes, and filling connections particular care shall be taken, however, to insure that identification of such fittings is completely indicated by the label.

Subject to the foregoing limitations, all fittings requiring a label, which serve a particular compartment, shall be labeled to indicate the compartment served.

The arrangement of piping identification labels shall generally be as follows:

- (1) The function or distinguishing name of the fitting.
- (2) The compartment served.
- (3) The number of the fitting.

Voice tube numbers shall be assigned serially in accordance with the voice tube list, each number bearing the prefix "VT" instead of the composite number above described. Each voice tube shall be labeled at least once in each compartment through which it passes, with a tag permanently secured to the tube in such a manner that the tube can be readily identified. At the outlets, labels shall be fitted both on the inside and outside of the cover, so that the tube number and the station to which the voice tube leads will be clearly shown at all times. Where such label plates may be installed close to and above the mouthpiece in such a manner that the voice tube can be readily identified whether open or shut, it will not be necessary to install labels on the cover proper.

Labels on cutout valves in gas ejecting and gun rammer air systems shall indicate the serial numbers of the guns served. Each fireplug label shall indicate the number of the cutout valve serving that particular fireplug. The following examples illustrate the application of the above requirements:

FIREPLUG 3-40-1
CUTOUT 5-46

This label indicates a fireplug on the deck or platform on which the compartments are numbered in the 300 series, and at frame 40; that there is more than one fireplug on this deck in this frame space, and that the one in question is on the starboard side. This label also indicates that this fireplug is served through a riser cutout located on the deck or platform on which the compartments are numbered in the 500 series, and at frame 46. It should be

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noted that the name "fireplug" is essential to the label in order to differentiate fireplug from cutout valves.

F. O. SUC. B-85
3-76-1

This label indicates a fuel oil suction valve from fuel oil tank B-85F, the valve being normally operable from a station on the third deck at frame 76 on the starboard side. The valve in this example is in the inner void of a battleship. The label in question shall be put on the valve as well as on the operating gear.

SOUND C-905F

This indicates a sounding station for fuel oil tank C-905. No number is assigned to this fitting in accordance with the foregoing requirements.

FLOOD MAG. A-408
4-37-2

This indicates a magazine flood for compartment A-408M, which valve is located on the deck or platform on which the compartments are numbered in the 400 series and at frame 37 port side. This label shall be fitted on the valve, on the deck plate, and in the vicinity of the deck plate as previously required.

13. CLOSURE CLASSIFICATION LABELS FOR PIPING SYSTEMS.

In addition to the identification labels required for piping systems by section 12, closure classification labels shall be fitted as follows:

Closure classification labels shall be fitted to valves, manifolds, and operating gear, except those which are obviously closed when not in use, such as the following:

- (a) Suction valves from fuel oil transfer lines to individual fuel oil tanks.
- (b) Fireplugs.
- (c) Group control valves on magazine flooding and sprinkling systems.
- (d) Control valves on hangar sprinkling systems.
- (e) Control valves on miscellaneous sprinkling systems.

The closure classification labels shall be of the same general type as specified for access openings, section 6, except that the letters may be as small as one inch in height, providing they are easily read in the location installed. The location and means of securing these closure classification labels shall be

determined by

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the same considerations as those outlined in section 12 for piping system identification labels. If of tag form, mounted on the rim of the hand wheel, the labels shall be brass for composition hand wheels, and aluminum alloy on aluminum alloy hand wheels.

These closure classification labels shall be of the engraved type with letters filled in with baked nitrocellulose enamel.

The following shall be labeled with closure classification labels:

(1) *Drainage system:*

- (a) Deck drain valves.
- (b) Cut-out valves.
- (c) Scupper hull valves.
- (d) Reach rods for distant operation.
- (e) Drainage manifold valves.
- (f) Drainage suction and cut-out valves in engine and boiler rooms.
- (g) Drain valves for plumbing fixtures on or below the second deck.

(2) *Firemain.*

- (a) Cut-out valves in the main.
- (b) Cut-out valves in risers.
- (c) Flushing system cutout valves in the discharge from the flushing pumps and cut-out valves in the cross connections to the firemain.
- (d) Individual magazine cut-out valves for magazine flooding and sprinkling systems.
- (e) Gasoline system valves.

(3) *Fuel-oil system:*

- (a) Cut-out valves in belt line.
- (b) Cross connection valves.

(4) *Compressed-air system:*

- (a) Valves in the main.
- (b) Cut-out valves to service lines.
- (c) Riser cut-out valves.
- (d) High pressure air bank valves.

(e) Control valve for conning tower gas expelling system.

(5) *Voice tubes:*

(a) Outlets below second deck.

(b) Outlets on weather decks.

(6) *Air escapes.*

(7) *Sounding-tube caps.*

(8) *Deck plates concealing a reach rod.*

Closure classification labels shall also be provided for, and fitted to, the closures of all miscellaneous openings which affect the compartmentation of the vessel.

14. AUXILIARIES.

Electrical appliances shall be provided with manufacturer's label plates as specified in the leaflet specifications for the respective apparatus, appliances, etc.

A lubricating chart similar to the oiling diagram furnished for automobiles, shall be prepared for and installed adjacent to the steering gear, windlass, boat and airplane cranes, and corresponding important C. & R. auxiliary machinery. The charts shall have blue or black line prints on a white background and shall be mounted in metallic frames with non-scatterable glass covers, suitably mounted on a bulkhead.

15. VENTILATION.

All ventilation sets shall be provided with manufacturer's label plates as specified in the governing leaflet specifications.

Identification labels shall also be provided for ventilation sets and systems in accordance with the following:

(a) Ventilation sets.

(b) Each ventilation closure and operating station therefor.

(c) Each ventilation trunk or duct in each compartment, unless identified by other labels in that compartment.

(d) Ventilation louvres where necessary to identify their character; that is, "Supply" or "Exhaust."

Where any label provided in accordance with any one of the foregoing requirements is so located that it serves the purpose of another label required by these specifications, but one label will be required.

Ventilation sets and ventilation closures shall be numbered in accordance with the scheme for doors, section 5.

The labels for ventilation sets shall indicate whether the system is supply or exhaust, shall give the number of the system, and the compartments served by the system. These labels shall be placed on the blower casing or on the structure adjacent to the blower, whichever is more easily read, and in such a manner that identification is unmistakable.

All ventilation closure identification labels shall indicate the number of the closure.

Labels for ventilation covers shall be located on the cover, or if this is impracticable, on the adjacent structure. In either case, the labels shall be so provided and arranged that they are visible whether the cover is closed or open. Duplicate labels shall be provided at distant operating stations where such stations exist, indicating also the numbers of the compartments served.

Labels for ventilation valves shall be located on the operating wheel or lever of the operating mechanism, or in a conspicuous

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place on the adjacent structure. Where distant operation is provided, duplicate labels shall be fitted on the operating wheel or lever or on the adjacent structure in such a position as to insure unmistakable identification. Ventilation valve labels, in addition to the number of the valve, shall also indicate the compartment served by the duct. However, when this service is through a subsequent valve which controls ventilation to two or more compartments, the label shall indicate the number of this subsequent valve in lieu of the numbers of the compartments served.

Weather covers on natural ventilation ducts shall, in addition to the cover number, indicate the compartments served by the duct.

Closures on the discharge side of exhaust systems and on the suction side of supply systems, including the weather covers, shall, in addition to the number of the cover, indicate the number of the ventilation set served.

All ventilation labels on ventilation closures shall be preceded by the appropriate word "VALVE" or "COVER." Ventilation set labels shall be preceded by the words "VENT SET."

Examples of the foregoing requirements follow:

VALVE 2-60-1
SUPPLY A-306L, A-407E, NEXT VALVE 3-64-2

This label indicates a valve (line closure) on the deck or platform level on which the compartments are numbered in the 200 series, the valve being located on the starboard side at frame 60, from which air is supplied direct to compartments A-306-L, and A-407-E and to other compartments which are beyond the succeeding valve 3-64-2.

VENT SET 2-28-2
SUPPLY A-118L, A-212L, A-306A, A-311A, A-312A

This label indicates a vent blower on the deck or platform level on which the compartments are numbered in the 200 series, at frame 28 port side, which supplies air to the compartments listed.

COVER 01-10-1
EXHAUST A-214M

This label indicates a weather cover on the forecastle deck at frame 10 on starboard side for exhaust from compartment A-214M.

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COVER 01-12-2
SUPPLY SYSTEM 2-16-2

This label indicates the cover on the forecastle deck at frame 12 port side for the intake of a supply system located on the deck or platform level on which the compartments are numbered in the 200 series, at frame 16, port side.

EXHAUST A-408M

This label indicates that the vent duct on which it is placed is an exhaust from compartment A-408M. Such a label shall be fitted in all compartments through which the duct passes, wherein no other labels identifying that duct, such as valve labels, are provided.

In addition to the identification labels, all ventilation closures shall be marked with a closure classification label. The size, location, and method of installation of these closure classification labels shall be governed by the principles and requirements applied to piping system closure classification labels as outlined in section 13. Particular care shall be exercised to insure that each label is clearly visible and its application unmistakably identified, whether the closure is either closed or open. The letters on ventilation closure classification labels shall be at least 2 inches high.

16. CARD HOLDERS.

Card holders for damage control check-off lists, station cards, safety instructions, etc., shall be provided in accordance with the latest issue of C. & R. plan No. 206560 or superseding plan.

The numbers, sizes, and locations of these card holders shall be as determined to be necessary by the superintending constructor after consultation with the prospective commanding officer.

At least one card holder for damage control check-off lists shall be provided for and installed in each watertight compartment and for each airtight compartment, and as many more as may be directed by the superintending constructor.

17. LIFE PRESERVER, HAMMOCK, BUCKET STOWAGE, AND LOCKER LABEL PLATES.

The contractors shall supply a sufficient number of label plates for the purposes named above and turn same over to the prospective commanding officer of the vessel for installation by the ship's force or by the Government.

The label plates for crew's clothes lockers shall be as indicated on Bureau's type plan of clothes lockers.

Label plates of the embossed type shall be provided for life preserver racks and lockers. The inscriptions on these label plates

shall be in accordance with information to be obtained from the prospective commanding officer.

18. STEERING GEAR.

Special label plates for steering gear shall be provided as specified in section U-8 of the General Specifications for Building Vessels of the United States Navy.

The fore-and-aft position of the rudder and the position of the rudder when the by-pass valves start to open shall be permanently marked on the ship's structure inside the vessel. These lines and marks shall be recorded on the ship's plans, and referred to in General Information Book.

19. KEYS.

Keys shall be provided with tags, in accordance with the specifications for key tags and key rings issued by the Navy Department (obtainable from the Bureau of Supplies and Accounts).

20. GUNS AND AMMUNITION HOISTS.

In general, all guns of the same caliber shall be numbered consecutively from forward aft; odd numbers to starboard, even numbers to port.

When all guns of a caliber are mounted in center-line multiple mounts, or mounts designed to fire on either beam, the guns shall be numbered consecutively from forward aft; the mounts being trained to port.

When guns of the same caliber are mounted at different levels, but at approximately the same frame, the higher guns shall have the lower number.

Guns mounted in multiple mounts arranged to fire on only one side of the ship shall bear in each mount consecutive odd numbers if the mount fires to starboard, and consecutive even numbers if the mount fires to port; the guns within a mount being numbered from right to left when standing at the breech of the gun.

The numbers of the guns shall be painted in a conspicuous position over, under, or in close proximity to the guns. The numbers shall be Arabic type, black in color, 4 inches in height, and preceded by the letters "NO." For example, "NO. 6." The Naval Inspector of Ordnance shall be consulted by the superintending constructor when considered necessary as to the number to be assigned to each gun and as to the location of the number.

Serial numbers shall be painted on or near the bottom of each ammunition hoist. Each hoist shall be numbered to correspond with the number of the broadside gun they serve. Where more than one hoist serves one gun, each shall have the same number and the upper hoist shall be given an additional designation "A"

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and the lower hoist "B." Where one hoist or group of hoists serve more than one gun, the hoist or group of hoists shall be given a compound number, as 7-8. Where hoists serve no particular gun, as in the case of those serving conveyors, they shall be given consecutive numbers, starting forward and running aft, next succeeding the highest gun number.

Closure classification labels, as described in section 6, shall be fitted to all ammunition hoists, doors, or passing scuttles which constitute an impairment to the compartmentation of the vessel. These closure classification labels shall be so located that they unmistakably apply to the closure in question, and they shall be installed or arranged so as to be visible from any point or position from which operation is possible, both when the closure is open and closed.

In marking arcs of gun fire of turret guns, the zero points shall correspond to the train ahead, 90° to train on the starboard beam, 180° to train astern, and 270° to train on the port beam.

21. SHIP'S NAME.

The ship's name shall be in block letters of composition or steel, 6 inches and 12 inches in height (12 inches on large vessels) of type and spacing shown on plan C. & R. No. 51497, and finished in accordance with the General Specifications, Appendix 6-Instructions for painting and Cementing Vessels of the United States Navy.

On vessels with sharp stern, the name shall appear on each quarter. On destroyers, regardless of the shape of the stern, the ship's name shall be in accordance with the latest issue of standard plan for "Distinguishing figures" for destroyers. On other vessels it shall appear directly on the stern.

The composition letters and figures shall be embedded against the plating in a thick layer of red lead putty. Composition letters shall be secured by brass machine screws. Steel letters shall be secured by welding.

Distinguishing numerals for destroyers, patrol vessels, submarine chasers, and submarines shall be painted on the vessel in accordance with Appendix 6-Instructions for painting and Cementing Vessels of the United States Navy.

The designating symbols of coal barges, water barges, etc., shall be in accordance with Appendix 6-Instructions for painting and Cementing Vessels of the United States Navy.

22. HISTORICAL DATA.

A historical-data plate in accordance with Bureau's plan, C. & R. No. 205000, shall be provided and installed by the contractor in a position to be approved by the superintending constructor.

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The plate shall be cast in brass or bronze of simple, dignified design, with lettering of the block type.

The plate shall contain the following data and nothing else:

- (a) Name of ship.
- (b) Type of ship.
- (c) For whom or what named.
- (d) Where built.
- (e) Date of authorization by Congress.
- (j) Date of laying of keel.
- (g) Date of launching.
- (h) Date of first commissioning.

The plate shall be 12 by 18 inches for large vessels, such as battleships, airplane carriers, cruisers, and large auxiliaries; and 10 by 15 inches for smaller vessels, such as destroyers, submarines, mine sweepers, and small auxiliaries. The lettering shall be in proportion to the size of the plate.

The letters and borders shall be cast with the plate and shall be raised about 1/16 to 3/32 inch above the face of the plate, and these raised portions shall be polished, leaving the balance of the plate with a roughened or stippled finish.

23. BUILDER'S DATA.

A cast or engraved plate of moderate dimensions giving the vessel's name and that of her builders, date of launching, delivery, etc., may be fitted by the contractors at their own expense in a location to be approved by the superintending constructor below the weather deck in or near the engine-room access trunk or hatch. Such plates shall not be fitted above the weather deck or in the pilot house.

24. MISCELLANEOUS.

Card holders for shelving, drawers, and bins in storerooms and issue rooms will not be required.

The bins, drawers, and shelving shall be lettered and numbered in all storerooms and issue rooms except those in the ship's store, provision issue room, and clothing and small stores. The rows of bins, shelving, and drawers shall be lettered and the individual bins and drawers shall be numbered, even numbers being used on the port side and odd numbers on the starboard side. The letters shall be about 4 inches high and the numbers about 1 inch high and shall be stenciled in a color that will be legible on their background.

Special systems, fittings, and appliances such as gasoline systems, airplane lubricating-oil systems, foam fire-extinguishing systems, elevators, etc., shall be provided with all labels and special markings necessary fully to describe the function of the valves and operation of the systems and appliances.

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