

# ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

## ISO RECOMMENDATION R 154

SHIPBUILDING DETAILS

MARKING OF ROLLED, DRAWN AND EXTRUDED PRODUCTS  
IN LIGHT METALS OR IN LIGHT ALLOYS

1<sup>st</sup> EDITION

March 1960

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Printed in Switzerland

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## BRIEF HISTORY

The ISO Recommendation R 154, *Marking of Rolled, Drawn and Extruded Products in Light Metals or in Light Alloys for Shipbuilding*, was drawn up by Technical Committee ISO/TC 8, *Shipbuilding Details*, the Secretariat of which is held by the Stichting Nederlands Normalisatie-instituut (NNI).

At its first meeting, held in Paris, in January 1954, Working Group ISO/TC 8/WG 1, *Light Metals and their Alloys for Shipbuilding*, decided to draft a proposal for the standardization marking of light metals and their alloys applied in shipbuilding.

At the second meeting, held in Dusseldorf, in December 1954, this subject has been considered. A proposal drawn up by France was discussed at the third meeting, held in The Hague, in November 1955. At the fourth meeting, held in Genoa, in November 1956, a draft proposal based on the proposal of France was discussed and approved with the addition, on the request of Italy, that markings should only be carried out at the explicit demand of the customers.

At the fifth meeting of the Working Group, held in Paris, in November 1957, the revised draft proposal was discussed again and was agreed to by all the delegates present.

Final approval of all the members of the Working Group was obtained in February 1958. The final draft proposal was distributed to all the members of the Technical Committee on 28 April 1958; no objection having been raised against this draft proposal, it was adopted as a Draft ISO Recommendation.

On 12 December 1958, the Draft ISO Recommendation (No. 267) was distributed to all the ISO Member Bodies and was approved, subject to some amendments, by the following Member Bodies:

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

No Member Body opposed the approval of the Draft.

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

**SHIPBUILDING DETAILS****MARKING OF ROLLED, DRAWN AND EXTRUDED PRODUCTS  
IN LIGHT METALS OR IN LIGHT ALLOYS**

1. All rolled, drawn and extruded products in light metals or in light alloys should receive markings for the purpose of identification.

The markings should comprise:

the symbol designating the metal or alloy

the treatment

the trade mark or other sign identifying the manufacturer and, in certain cases, the works or origin.

In cases where certain countries would consider it necessary to complete the symbol designating their alloys by means of a mark to indicate the quality as being for "shipbuilding", this mark should be a marine anchor.

2. The following spacing, usually effected by marking continuously, is recommended:

for rolled sheet material, the markings should be repeated over the whole area of one of the faces, in such a way that it should not be possible to cut out a square area of 200 mm side which is without markings,

for drawn and extruded material, the markings should also be repeated at such intervals that they appear on any piece 1 metre in length.

For products of a small cross-section delivered in bundles, the markings should be made on a metal tag attached to the bundle.

3. Repeated marking should be carried out only on a specific request being made by the purchaser.

If repeated marking is not carried out, at least the trade mark or other sign identifying the manufacturer, should be placed in one corner of the sheet or at one end of a drawn or extruded product.

Markings should be made in characters at least 10 mm high, using an ink which does not contain matter likely to cause corrosion.

The marking ink should be easily removable from the surface of the products without leaving any trace; however, it should not be susceptible of being washed off by water while in storage or during transport.