
**Ships and marine technology — Ship's
mooring and towing fittings — Closed
chocks**

*Navires et technologie maritime — Corps-morts et ferrures de
remorquage de navires — Chaumards fermés*

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Published in Switzerland

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Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 13729 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 4, *Outfitting and deck machinery*.

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Introduction

The closed chock is a type of ship's mooring and towing fitting installed on the shipside to lead the mooring and towing rope from the ship's inboard to outboard.

The closed chocks are normally adopted for ships which use wire ropes. The radius of chock surface was designed based on the bending ratio of rope through the chock of not less than twelve times of the wire rope diameter.

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Ships and marine technology — Ship's mooring and towing fittings — Closed chocks

1 Scope

This International Standard specifies the design, size and technical requirements for closed chocks installed to lead the mooring and towing rope of a ship.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

IMO Circular MSC/Circ.1175, *Guidance on shipboard towing and mooring equipment*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

safe working load

SWL

maximum load in kN on the rope that should normally be applied in service conditions

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4 Classification

4.1 Type

The closed chock is to be classified by its installation site as follows:

- Type A – Deck-mounted closed chock;
- Type B – Bulwark-mounted closed chock.

4.2 Nominal sizes

The nominal sizes, $L \times H \times D$ of closed chocks are denoted by reference to the width and height of the opening and depth of the chock in millimetres. For the closed chocks having the same size, the alphabetical character is followed by nominal size for the different SWL.

The nominal sizes are:

250x200x214, 300x250x286, 350x250x333, 400x250x381, 450x250x381, 500x250x381, 400x250x428, 450x250x428, 500x250x428, 500x400x428, 500x250x525A, 500x400x525A, 500x250x525B, 500x400x525B

5 Dimensions

Closed chocks have dimensions and particulars in accordance with Tables 1 and 2, and Figures 1 and 2.

6 Materials

The following material is to be used for manufacturing the closed chocks:

- Chock: steel casting material having a yield point of not less than 235 N/mm² or equivalent.

The carbon contents of the steel casting shall not be more than 0,23 % considering weldability.

7 Construction

The foundation of the closed chocks shall be determined by considering the actual load direction. The foundation and welding connections to the hull shall be guaranteed reliable transmission of the maximum loading of the closed chocks to hull construction without any plastic deformation or cracks.

8 Manufacturing and inspection

- 8.1 All surfaces of the closed chocks including welding shall be free from any visible flaws or imperfections.
- 8.2 All surfaces in contact with the ropes shall be free from surface roughness or irregularities likely to cause damage to the ropes by abrasion.
- 8.3 The closed chocks shall be coated externally with an anti-corrosion protective finish.

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9 Marking

9.1 The SWL intended for the use of the closed chocks shall be noted in the towing and mooring plan available on board for the guidance of the shipmaster, as specified in MSC/Circ.1175.

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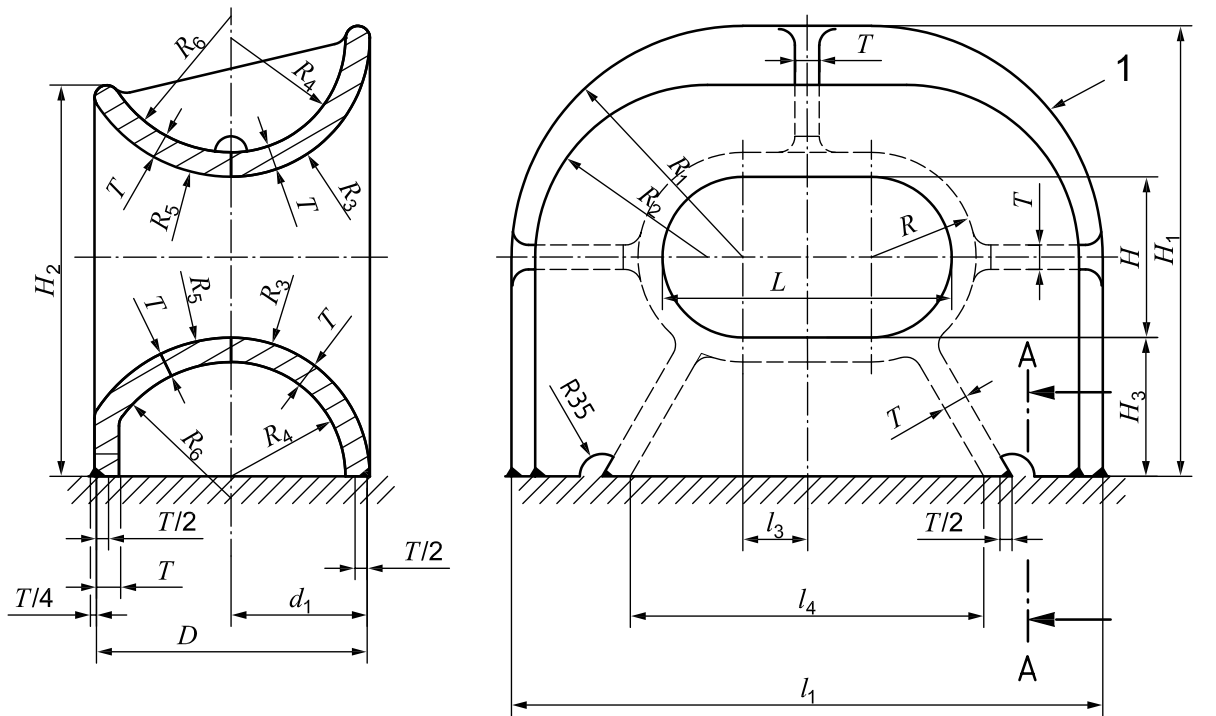
9.2 The actual SWL on board shall be determined by considering the foundation and under deck reinforcement, and it shall be marked on the towing and mooring plan. The actual SWL shall not be over the SWL indicated in this International Standard.

9.3 The closed chocks shall be clearly marked with their SWL by weld bead or equivalent. The SWL shall be expressed in tonnes (letter 't') and be placed so that it is not obscured during operation of the fitting.

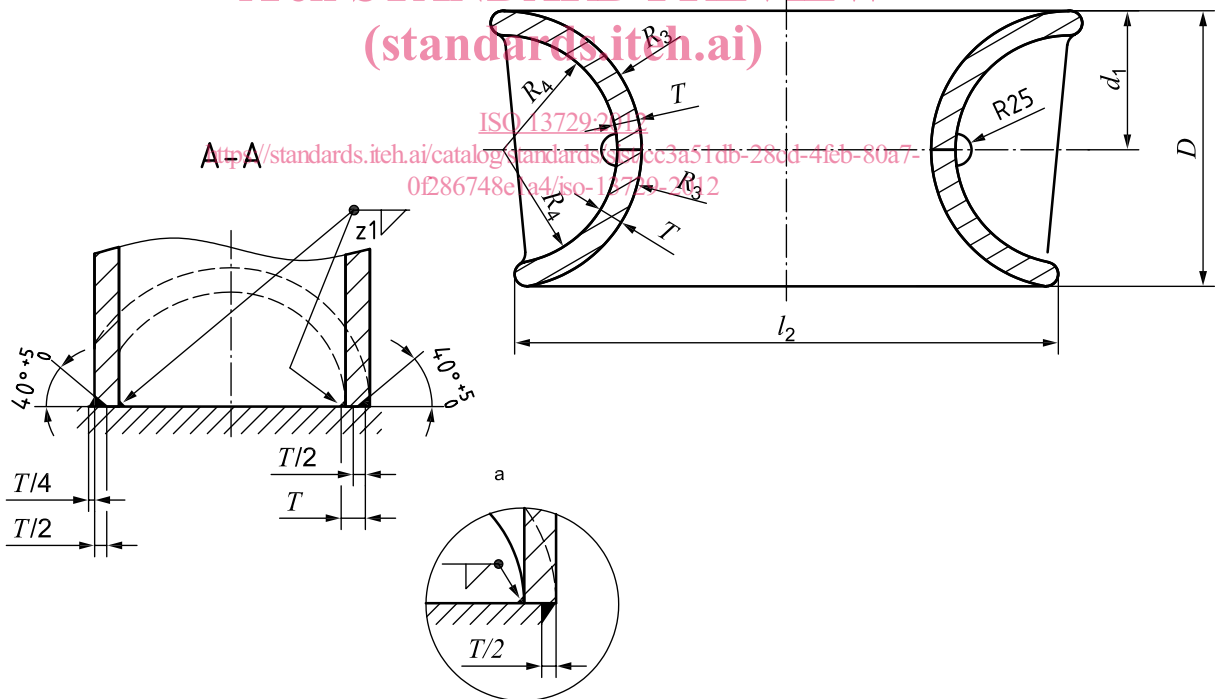
EXAMPLE SWL XXX t

- 9.4 The SWL mark shall be provided on the foundation of the chock or on deck.
- 9.5 The radii of edges and corners not shown in Figure 1 shall be of minimum 25 mm.

Dimensions in millimetres



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Key

- 1 closed chock
- a Alternative welding method.

Figure 1 — Type A — Deck-mounted closed chocks