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## **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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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

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

The committee responsible for this document is Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 4, *Outfitting and deck machinery*.

This second edition cancels and replaces the first edition (ISO 13729:2012), which has been technically revised.

The main changes compared to the previous edition are as follows:

- technical guidelines have been added in 7.2 and 7.3;
- the definition of SWL (3.1) has been reworded;
- the extension lines and dimension line in Figures 1 and 2 have been amended;
- technical information on FEM has been added in A.3.2.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## 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 the wire rope diameter.

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

## 1 Scope

This document specifies the types, nominal sizes, dimensions and materials, as well as construction, manufacturing and marking requirements, for closed chocks installed to lead the mooring and towing rope of a ship.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

### 3.1

#### safe working load

#### SWL

safe load limit (maximum permissible load) of the fittings used for mooring and towing

## 4 Classification

### 4.1 Type

The closed chock shall be classified by its installation site as belonging to one of the following types:

- a) Type A: deck-mounted closed chock;
- b) 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 the depth of the chock, in millimetres. For the closed chocks having the same size, the letter of the alphabet, i.e. A or B, is followed by the nominal size for the different SWL.

The nominal sizes are:

250 × 200 × 214, 300 × 250 × 286, 350 × 250 × 333, 400 × 250 × 381, 450 × 250 × 381, 500 × 250 × 381, 400 × 250 × 428, 450 × 250 × 428, 500 × 250 × 428, 500 × 400 × 428, 500 × 250 × 525A, 500 × 400 × 525A, 500 × 250 × 525B, 500 × 400 × 525B

## 5 Dimensions

The closed chocks shall have dimensions and particulars in accordance with [Tables 1, 2, 3 and 4](#), and [Figures 1 and 2](#).

## 6 Materials

The following material shall be used for manufacturing the closed chocks:

- steel casting material, having a yield point of not less than 235 N/mm<sup>2</sup> or equivalent.

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

## 7 Construction

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

**7.2** The selection of ship's mooring fittings and mooring lines should take into account the diameter,  $D$ , of surfaces of mooring fittings that are in contact with the mooring line diameter,  $d$ , ( $D/d$  ratio) to reduce or mitigate bend loss of strength.

**7.3** The tensile strength of mooring rope may be reduced depending on bend radius ( $D/d$  ratio) through the mooring fittings, in accordance with the rope manufacturer's guidelines.

## 8 Manufacturing and inspection

**8.1** All surfaces of the closed chocks, including welded surfaces, 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.

## 9 Marking

**9.1** The SWL for the intended 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 IMO circular MSC/Circ.1175.

**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 document.

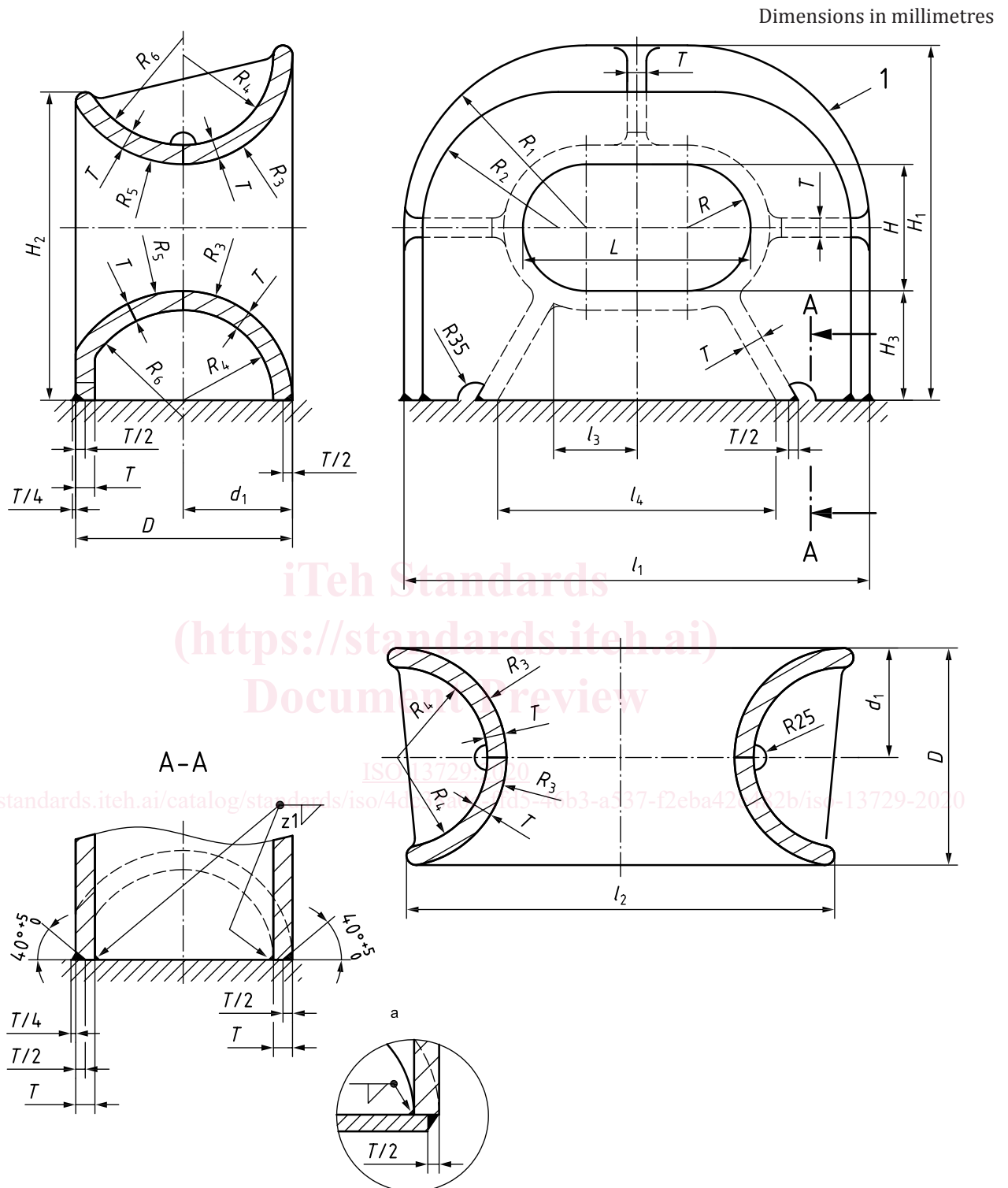
**9.3** The closed chocks shall be clearly marked with their SWL by weld bead or equivalent. The SWL shall be expressed in tonnes (symbol 't') and be placed so that it is not obscured during operation of the fitting.

EXAMPLE      SWL XXX t

**9.4** The SWL mark shall be provided on the foundation of the chock or on the deck.



9.5 The radii of edges and corners not shown in Figure 1 shall be of minimum 25 mm.



#### Key

- 1 closed chock
- a Alternative welding method.

Figure 1 — Type A — Deck-mounted closed chocks

**Table 1 — Dimensions of Type A — Deck-mounted closed chocks**

Dimensions in millimetres

Nominal size $L \times H \times D$	$l_1$	$l_2$	$l_3$	$l_4$	$H_1$	$H_2$	$H_3$	$R$	$R_1$	$R_2$	$R_3$
250 × 200 × 214	488	453	76	265	427	368	108	100	219	160	108
300 × 250 × 286	614	565	89	330	551	481	144	125	282	212	144
350 × 250 × 333	716	660	114	403	601	525	168	125	308	232	168
400 × 250 × 381	820	754	139	475	652	553	192	125	335	236	192
450 × 250 × 381	870	804	164	524	652	553	192	125	335	236	192
500 × 250 × 381	920	854	189	574	652	553	192	125	335	236	192
400 × 250 × 428	870	796	139	500	701	609	216	125	360	268	216
450 × 250 × 428	920	846	164	550	701	609	216	125	360	268	216
500 × 250 × 428	970	896	189	600	701	609	216	125	360	268	216
500 × 400 × 428	970	896	176	600	851	759	216	200	435	343	216
500 × 250 × 525A	1 068	1 000	190	652	798	675	264	125	409	286	264
500 × 400 × 525A	1 068	1 000	193	652	948	825	264	200	484	361	264
500 × 250 × 525B	1 074	1 000	176	652	801	680	264	125	412	291	264
500 × 400 × 525B	1 074	1 000	179	652	951	830	264	200	487	366	264

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