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

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

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Contents

Page

Foreword ..... **iv**
Introduction ..... **v**
1 Scope **1**
2 Normative references **1**
3 Terms and definitions **1**
4 Classification **1**
4.1 Type 1
4.2 Nominal sizes 1
5 Dimensions **2**
6 Materials **2**
7 Construction **2**
8 Manufacturing and inspection **2**
9 Marking **2**
Annex A (normative) **Basis for strength assessment of mooring chocks** **7**
Bibliography **11**

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Foreword

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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).

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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.

This document was prepared 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 13713:2012), which has been technically revised.

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

— technical guidelines have been added in 7.2;

— the definition of SWL (3.1) has been reworded;

— the leader line in Figure 1 has 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.

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Introduction

The mooring 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 mooring chocks are normally adopted for ships which use nylon or other synthetic ropes other than wire ropes considering the small bending ratio (for wire ropes, see ISO 13729).

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

1 Scope

This document specifies the types, nominal sizes, dimensions and materials, as well as construction, manufacturing and marking requirements, for mooring 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 mooring chocks shall be classified by its installation site as belonging to one of the following types:

a) Type A: deck-mounted mooring chock;

b) Type B: bulwark-mounted mooring chock.

4.2 Nominal sizes

The nominal sizes, $L \times H$, of mooring chocks are denoted by reference to the width and height of the opening of the chock, in millimetres. For the mooring chocks having the same size, the letter of the alphabet, i.e. A or B, is followed by the nominal size for the different safe working loads (SWL).

The nominal sizes are: 250 × 200, 300 × 250, 350 × 250, 400 × 250, 450 × 250, 500 × 250A, 500 × 250B

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