
Ships and marine technology — Shark jaws and towing pins

*Navires et technologie maritime — Broches d'entraînement et
stoppeurs "shark jaws"*



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Foreword

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

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.

Ships and marine technology — Shark jaws and towing pins

1 Scope

This document specifies requirements for the design, operation, performance and acceptance tests of marine shark jaws and towing pins having electric, hydraulic, diesel or steam drive.

It is applicable to the design, manufacture and acceptance of marine shark jaws and towing pins.

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.

ISO 3828, *Shipbuilding and marine structures — Deck machinery — Vocabulary and symbols*

ISO 7365, *Shipbuilding and marine structures — Deck machinery — Towing winches for deep sea use*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3828 and the following 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

shark jaw

equipment for temporarily securing the inboard end of a towline

Note 1 to entry: A left-hand shark jaw is a shark jaw placed on the left-hand side of the central axis of the *towing pins* (3.2) when looking at the bow from the stern of a ship.

Note 2 to entry: A right-hand shark jaw is a shark jaw placed on the right-hand side of the central axis of the *towing pins* (3.2) when looking at the bow from the stern of a ship.

Note 3 to entry: A central shark jaw is a shark jaw placed on the central axis of the *towing pins* (3.2) when looking at the bow from the stern of a ship.

3.2

towing pin

equipment for leading and restraining a towline to the intended path

3.3

support box

device fixing and supporting the *shark jaw* (3.1) and *towing pins* (3.2)

3.4

working height

maximum height from a towline to the board, when *shark jaws* (3.1) or *towing pins* (3.2) operate normally