
**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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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.

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 13713 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 4, *Outfitting and deck machinery*.

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.)

The tensile strength of rope is reduced depending on bend radius through the chock in accordance with the rope manufacturer's guidelines.

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

1 Scope

This International Standard specifies the design, size and technical requirements for mooring 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 purpose 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

4 Classification

4.1 Type

The mooring chocks shall be classified by its installation site as follows:

- Type A – Deck-mounted mooring chock;
- 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 alphabetical character is followed by nominal size for the different safe working load (SWL).

The nominal sizes are:

250x200, 300x250, 350x250, 400x250, 450x250, 500x250A, 500x250B

5 Dimensions

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