

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 1685

SHIPBUILDING DETAILS

MULTI-PURPOSE CHOCKS OF CAST STEEL

1st EDITION

October 1971

Withdrawn in 1984

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BRIEF HISTORY

The ISO Recommendation R 1685, *Shipbuilding details – Multi-purpose chocks of cast steel*, was drawn up by Technical Committee ISO/TC 8, *Shipbuilding details*, the Secretariat of which is held by the Netherlands Normalisatie-instituut (NNI).

Work on this question led to the adoption of Draft ISO Recommendation No. 1685, which was circulated to all the ISO Member Bodies for enquiry in October 1968. It was approved by over 60 % of the votes cast.

However, in view of important comments involving the technical substance of this Draft, the ISO/TC 8 Secretariat decided to withdraw the document, and drew up a second Draft ISO Recommendation No. 1685. The latter was circulated to all the ISO Member Bodies for enquiry in January 1971. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies:

Australia	India	Norway
Belgium	Israel	Poland
Czechoslovakia	Italy	Romania
France	Japan	Thailand
Germany	Netherlands	U.A.R.
Greece	New Zealand	United Kingdom

No Member Body opposed the approval of the second Draft.

This second Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided to accept it as an ISO RECOMMENDATION.

SHIPBUILDING DETAILS

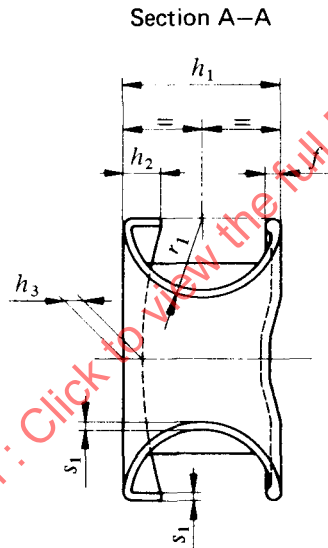
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ERRATUM

Page 3 :

In the section A-A, the radius r_1 applies to the working surface of the chock as shown in the following drawing, and not to the non-working surface.



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SHIPBUILDING DETAILS

MULTI-PURPOSE CHOCKS OF CAST STEEL

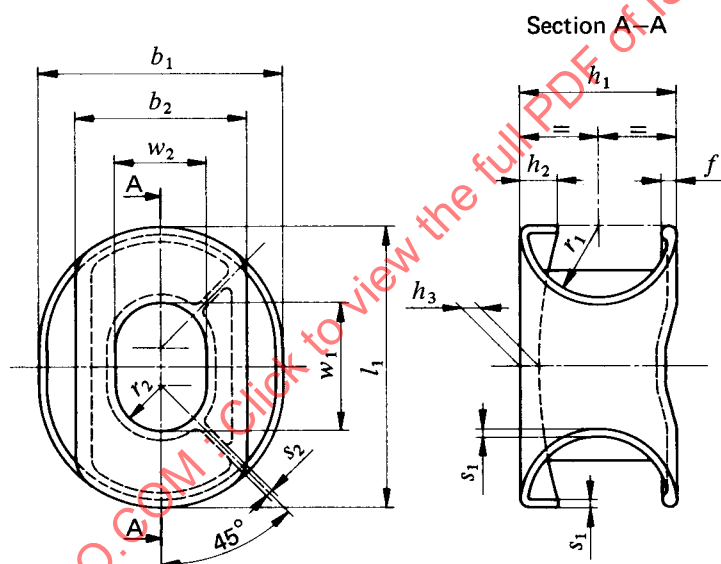
1. SCOPE

This ISO Recommendation specifies the characteristics of cast steel chocks to be welded in the bulwarks of ships. With a simple substructure, these chocks may also be welded on deck.*

2. FIELD OF APPLICATION

The multi-purpose chocks may also be used as bow chocks and stern chocks, mooring pipes and towing chocks. In accordance with the *Rules and Regulations governing navigation in the Panama Canal and adjacent waters – Chocks and Bitts*, of the Panama Canal Company, the chock of nominal dimension 320 may be used as a single chock and the chock of nominal dimension 400 may be used as a double chock.

3. CONSTRUCTION



Dimensions in millimetres

Nominal dimension	Maximum tensile force on chock kN**	b_1	b_2	f ≈	h_1	h_2	h_3	l_1	r_1	r_2	s_1	s_2	w_1	w_2
125	50	250	175	15	160	65	20	285	80	45	10	5	125	90
160	100	315	225	18	200	70	25	360	100	57.5	12	6	160	115
200	160	390	275	21	250	75	32	450	125	70	14	7	200	140
250	250	480	340	24	300	80	38	550	150	90	16	8	250	180
320	400	585	415	27	360	90	45	680	180	112.5	18	9	320	225
400	650	710	500	30	440	110	55	840	220	135	20	10	400	270
500	1000	840	595	33	520	130	65	1020	260	160	22	11	500	320

4. MATERIAL

The chocks should be of weldable cast steel, normalised, with tensile strength $\geq 380 \text{ N/mm}^2$ ($10 \text{ N/mm}^2 \approx 1 \text{ kgf/mm}^2$).

* This ISO Recommendation was approved by the "Navigation Division" of the Panama Canal Company on 28 September 1971.

** 1 kN $\approx$ 100 kgf.

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