International Standard ISO 6325

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Shipbuilding — Cable stoppers

Construction navale — Stoppeurs de chaîne

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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6325 was developed by Technical Committee ISO/TC 8, *Shipbuilding*, and was circulated to the member bodies in October 1978.

It has been approved by the member bodies of the following countries :

Austria	France	Netherlands
Belgium	Germany, F. R.	Norway
Brazil	India	Poland
Bulgaria	Ireland	Romania
China	Italy	United Kingdom
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Finland	Korea, Rep. of	

The member body of the following country expressed disapproval of the document on technical grounds :

Japan

Printed in Switzerland

Shipbuilding — Cable stoppers

1 Scope and field of application

This International Standard specifies requirements for the function, operation, design, construction, safety and strength of cable stoppers for use in connection with marine windlasses and anchor capstans.

2 References

ISO 1704, *Shipbuilding — Anchor chains.*

ISO 3828, *Shipbuilding — Deck machinery — Vocabulary.*

ISO 4568, *Shipbuilding — Marine windlasses and anchor capstans.*

3 Definitions

3.1 cable stopper : A device which is secured to the ship's structure separate from the cable lifter, for the purpose of securing a chain cable against the tension from the anchor.

NOTE — The stopper can also serve as a guide for the chain cable during operation.

3.2 nominal size of a cable stopper : A value derived from the chain cable diameter. (For the full designation and examples, see clause 6).

3.3 Classes

3.3.1 class A cable stopper : A cable stopper designed and constructed to withstand 80 % of the nominal breaking load of the maximum diameter and highest grade of chain cable for which it is intended.

3.3.2 class B cable stopper : A cable stopper designed and constructed to withstand 40 % of the nominal breaking load of the maximum diameter and highest grade of chain cable for which it is intended.

3.4 Handing

3.4.1 right-hand cable stopper : A cable stopper which is operated from the right-hand side when seen from the cable lifter. (See figure 1.)

3.4.2 left-hand cable stopper : A cable stopper which is operated from the left-hand side when seen from the cable lifter. (See figure 1.)

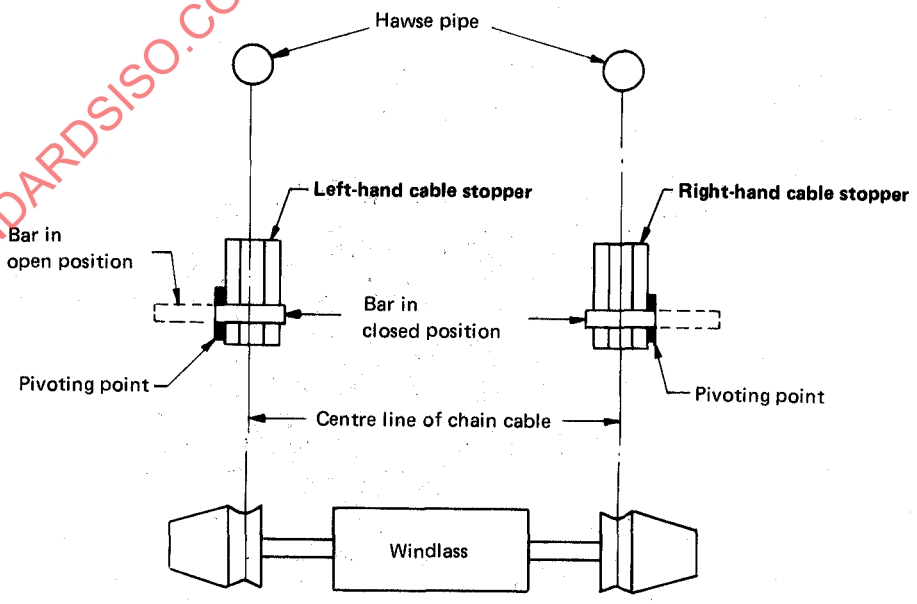


Figure 1 — Handing of stoppers

NOTE — Figure 1 is included for information only. It does not imply that the bar is the only possible means of blocking. Other means (for example those used in screw type stoppers) can be used.

3.5 Main types (see figure 2)

3.5.1 track-type stopper : A cable stopper over which the chain cable passes by sliding. It has a track to guide and keep the chain cable in place.

3.5.2 roller-type stopper : A cable stopper fitted with a roller over which the chain cable passes. The roller may have a shape which takes care of the guide function as well as part of the holding function.

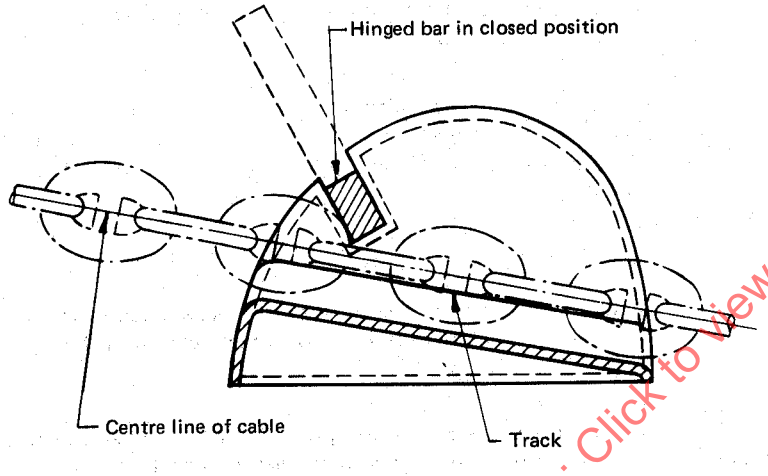
3.5.3 combined track and roller stopper : A cable stopper in which both the above-mentioned characteristics (3.5.1 and 3.5.2) are incorporated.

4 Functional and operational requirements

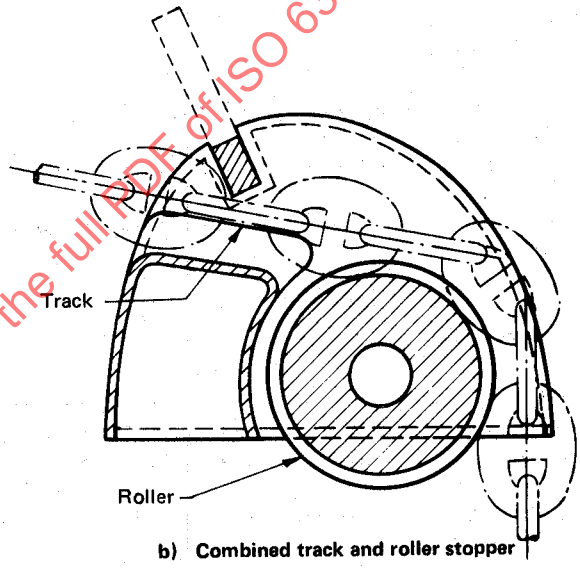
4.1 The function of the cable stopper is to lock the chain when the ship is already at anchor. The stopper will thus have to take the full load in the chain cable.

The stopper is normally fitted between the cable lifter and the hawse pipe, or the fairlead.

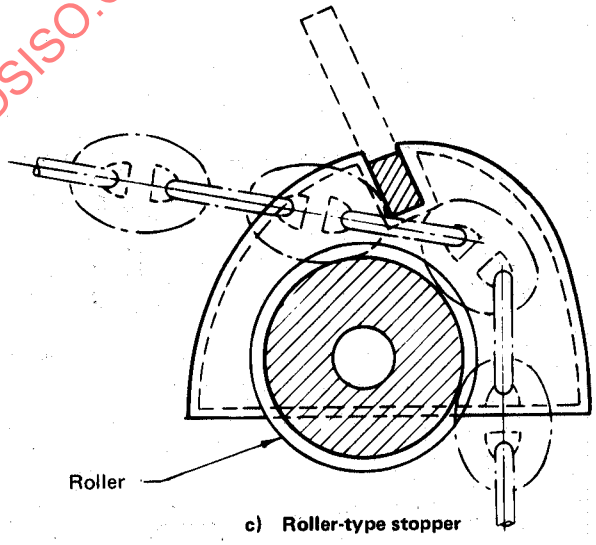
4.2 The operation of the cable stopper shall be easily understandable. The stopper shall be easy to operate and safe for the operator. Parts which may cause danger to the operator by unintended movements shall be fitted with locking devices.



a) **Track-type stopper**



b) **Combined track and roller stopper**



c) **Roller-type stopper**

Figure 2 — Main types of cable stoppers

NOTE — Figure 2 is included for information only and it must not be used for design purposes; in addition, blocking means other than bars can be used.