



TECHNICAL CIRCULAR No. 637 of 5th July 2020

To	All Surveyors/Auditors
Applicable to flag	All Flags
Title	Gauging- Transverse Sections (Girth Belts)
Reference	CONARINA - Instructions

Gauging- Transverse Sections (Girth Belts)

Transverse Sections (Girth Belts)

TM's are mainly taken to evaluate the extent of corrosion which may have a detrimental effect on the longitudinal strength of the hull girder. Hence, TM readings of the top and bottom of transverse sections are to be taken in a systematic manner under the supervision of the attending Surveyor. If average wastage of either the top or bottom section, or the attached internals, of the girth belt exceed 10% (note: 20% for vessels under 61 meters length), additional girth belts are to be selected for gauging immediately forward and aft of the defective section, and the process repeated if further defective areas are noted. Wasted plates/stiffeners are to be renewed to the extent necessary to bring the average below the acceptable limit.

Should the Owner not agree to proceed with the required steel renewal, then CONARINA Head Office should be notified, and the TM results immediately submitted to Technical Director for determination of hull girder section modulus using the gauged thickness. Full details of steel repairs in progress or completed, and plate widths of any strakes in the girth belt that are no longer the same width indicated in the midship plans shall be provided.

In some cases, an Owner may elect to do only the upper and middle parts of the tanks, leaving the bottom of the tanks for survey in dry-dock. In such situations the Surveyor is to raise a Class Additional Requirement in the survey report, stating clearly the extent of the gauging completed in each girth belt, mentioning the frame and strake numbers where the gauging have been completed and the areas of each girth belt where the gauging remain to be completed. The due date of the Additional Requirement is to be in line with the date of the next scheduled drydocking survey of the vessel.

For ESP vessels: a 5-point pattern of gauging (the 5-point pattern is to be over a meter length) is to be taken between each longitudinal for the transverse section on deck. In addition, a 5-point

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pattern is to be taken of each longitudinal and each longitudinal girder. This pattern may be applied to any other non-ESP vessel also, at the discretion of the attending Surveyor.

For tankers with poor coating condition or no coating in ballast tanks or cargo/ballast tanks: three (3) partial sections using a 5-point pattern are to be taken within these tanks across the deck including each longitudinal and each longitudinal girder. Belt readings are to be taken in the aft, center and forward bays avoiding, if possible, areas previously measured.

Special Instructions

For all steel vessels in unrestricted service other than yachts where Rule required minimum thickness is 6 mm or less, the Surveyor may apply standard gauging allowances; however, any major structural areas (i.e., deck, shell, tank, void, space boundaries, etc.) found to be less than 6 mm thickness and not renewed, are to be considered suspect areas and readings should be confirmed by CONARINA Head Office.

REFERENCES:

- CONARINA – Instructions. Courtesy of ABS.

- ATTACHMENTS: No

Kindest Regards,

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