



## TECHNICAL CIRCULAR No. 649 of 5<sup>th</sup> September 2020

To	All Surveyors/Auditors. All flags
Title	<b>Thickness Measurements Girth Belts</b>
Reference	CONARINA - Instructions

### Thickness Measurements Girth Belts

Girth belts, or transverse sections, are to include all longitudinal members such as plating, longitudinal stiffeners and girders at the vessel deck, side, bottom, inner-bottom and longitudinal bulkheads. The extent of thickness measurements is also to include the plating, stiffeners and girders of the transverse bulkhead and a representative web frame (bottom, side, deck, longitudinal bulkhead, and struts) in the region of each of the three girth belts. Thickness measurements of stiffeners and main supporting members, such as girders and web frames, are to include both web and flange thickness. Girth belts are to be chosen to include representative cargo spaces and ballast tanks.

#### Tankers, Container Vessels, LPG and LNG Carriers

Regardless of the age of the vessel, three (3) girth belts are to be selected within the cargo block and the amidships 0.4L.

The three (3) Girth belts are to be taken across three (3) different sets of Tanks.

#### General Cargo and Bulk Carriers

Regardless of the age of the vessel, the minimum extent of gauging required during the survey of bulk carriers depends on the as-built scantlings of the vessel. Many bulk carriers are designed to carry heavy cargoes in alternate holds. Such vessels have two distinct hold types, i.e., homogeneous (or typical) holds, and heavy cargo holds. Typically, the two alternating cargo hold types of these bulk carriers have different scantling sizes for the inner bottom, double bottom floors and girders, lower sloping bulkheads, and side frames.

At least three girth belts are to be gauged on every vessel with at least two girth belts for each of the different cargo hold types when the scantlings are different.

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REFERENCES:

- CONARINA – Instructions. Courtesy of ABS.
- ATTACHMENTS: No

Kindest Regards,

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