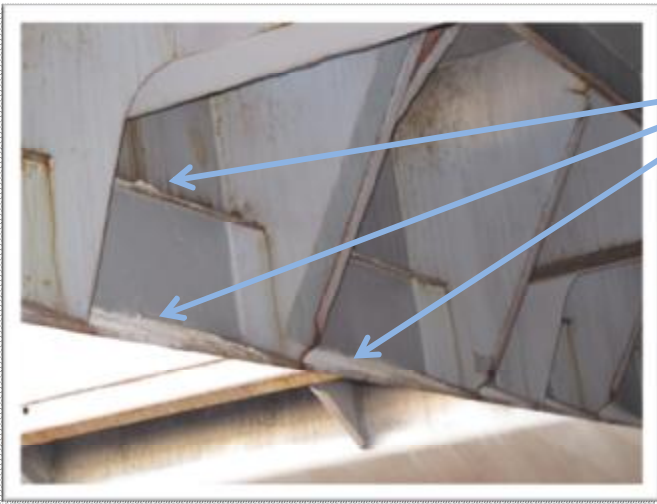




Under deck beam residues and foreign material must be removed.



Under deck beam previous cargo residues must be removed.



Residues on access ladder must be removed.



Broken ladder rails are collection points for previous cargo. These may become infested with insects if the cargo was a grain product. Smell the area to ensure there is no odor.



Previous cargo residues under ladder platform angles. Check under ladder structure for cargo / rust / loose paint.



Split ladder stiles are catch points for previous cargo and possible infestation.



Bulkhead blisters that sound hollow should be chipped back. These are easy to identify by tapping with a paint scraper or chipping hammer.



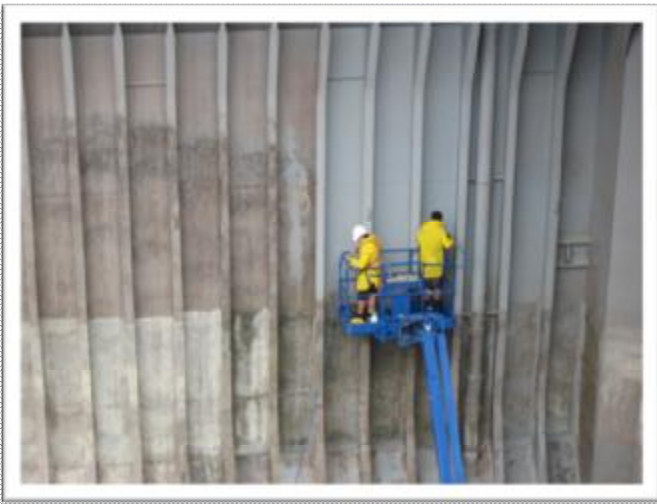
And end up coming back rusted plating



Hopper side paint and scale must be removed where edges are lifting and can be removed with a paint scraper.



Example of poor paint coating where flaking paint must be removed.



Side frames showing the difference between stained and cleaned plating. This type of staining requires cherry pickers and high pressure washing which can only be done safely alongside.



Coal stain on bulkhead that can be easily cleaned with a wet rag. Upper reaches of the holds are difficult to reach.



Tanktop sheet rust must be removed. In some cases a hammer or chipping machine may be required to ensure all loose rust is removed.



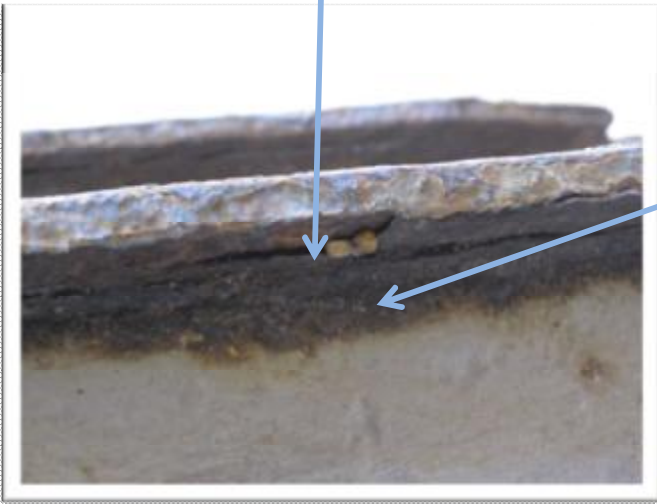
Tanktop sheet rust is best removed dry with chipping hammers and scrapers.



Side frames with stain mark from previous cargo.



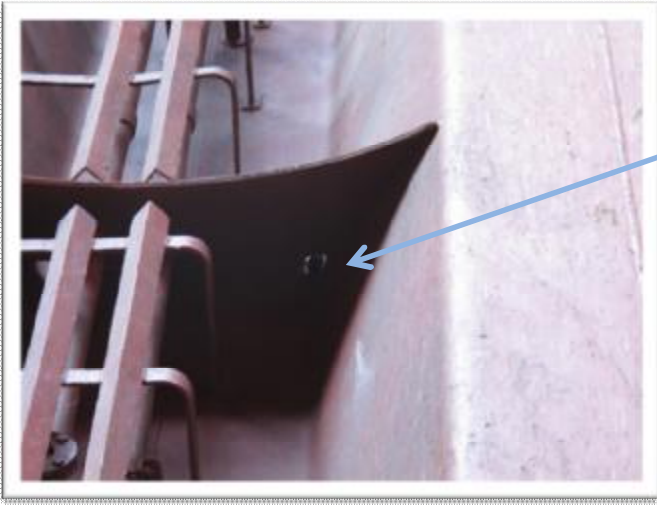
Always check behind frames for loose scale and also previous residues which may be lodged behind the rust scale.



Some sheet rust behind frames may also extend to the angle section of the frame



Sheet rust behind side frames may extend to upper reaches of frames. Check frames as high as possible particularly at the turn of the frames and in areas behind bent or damaged sections.



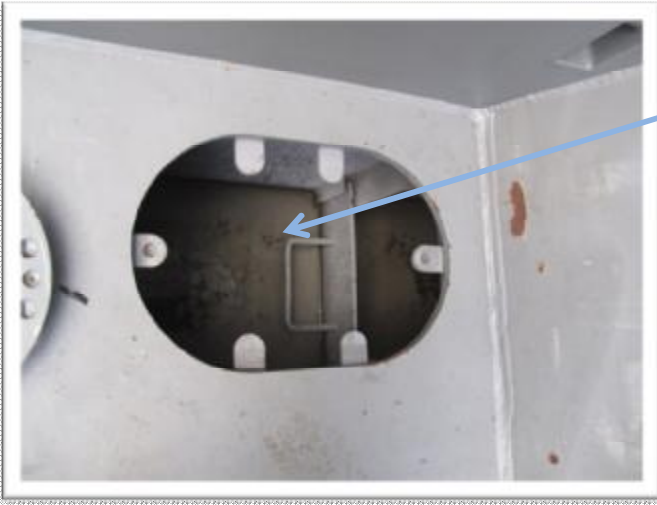
Cargo residue can get caught up in shedder plate holes.



Pipe brackets are also catch points for lumps of residue.



Behind pipework at the base is also a catch point for residues and rust scale.



Ensure bilges are clean, dry and functional prior to coming alongside.



Manholes should be checked for rust and debris in the grooves.



Cover plates over manholes should be removed and cleaned. All manholes covering ballast tanks must not have any evidence of water leaking through.





Previous grain cargo must be removed otherwise there is a risk of infestation and growth. This generally is found under deck beams which are hard to reach.



Bugs found in previous residues will generally require fumigation.

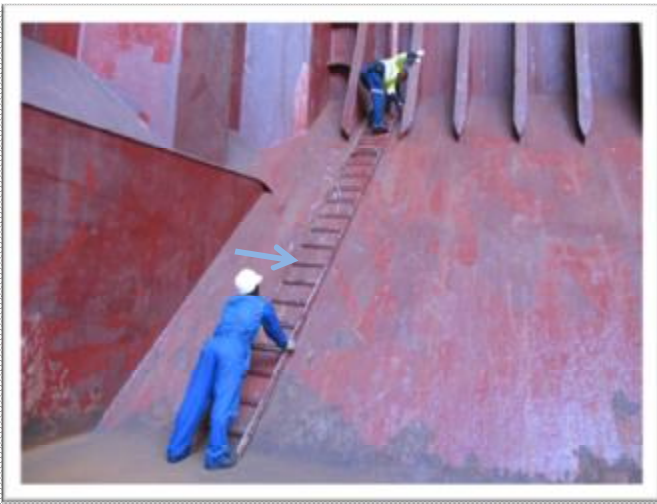


Another example of mouldy old grain. Ensure cleaning is thorough after each consumable cargo so that this type of residue is not onboard when presenting for a grain survey.



Man at the bottom places both feet at the base of the ladder.

This is safe practice to preventing the ladder sliding on the hopper side.



The ladder can be moved and braced at the bottom as the man on the hopper side cleans and checks behind frames



The man at the top should have a paint scraper to remove sheet rust from behind the frames



Paint scraper can get under loose paint / rust. In this case there is grit from blasting painted over.



Rusted out structures like spiral ladder posts must be cleaned out carefully and repaired.



Old straw type brooms should not be used in cleaning as they pose a quarantine issue and also leave behind pieces of straw as they break down. Synthetic brooms or brushes should be used.



This example shows grain sprouting from a mooring line on deck. All this must be removed from the quarantine perspective.