

Holds Inspection Guideline:

In general terms, cargo holds should be cleaned to ensure the absence of residues from previous cargoes, loose rust scale, paint flakes, blistered coatings, evidence of insect or rodent infestation (particularly when foodstuffs are to be loaded), and any odors, including those originating from cleaning chemicals or fresh paint.

Holds should be thoroughly dried prior to loading, although certain commodities loaded damp from open stockpiles may, in practice, negate this requirement.

The scope of the hold inspection will depend on the cleanliness standard required for the intended cargo. Prior to commencing the inspection, the surveyor may request a list of the previous three or more cargoes carried, and this information should be prepared in advance.

The surveyor may be acting on behalf of cargo interests and/or representing the National Administration of the exporting or importing country; therefore, it is important to determine the parties represented before the inspection begins.

Upon successful completion of the inspection, a certificate may be issued to the vessel.

Whenever a hold fails inspection, the surveyor will normally specify the reasons for rejection, such as the presence of loose rust scale, flaking paint, infestation, or other deficiencies, in an inspection report. This enables the crew to undertake targeted corrective action prior to re-inspection.

Disputes regarding hold cleanliness on bulk carriers may lead to operational delays and financial losses. It is advisable to incorporate explicit cleanliness standards into charter parties and contracts of carriage, ensuring that inspections are conducted by qualified Agricultural Commodity Graders registered with the Ministry of Agriculture, thereby securing accountability and technical adequacy.