

Ship Name: **CONTSHIP LEO**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9403451**

Date of Action: **4/1/2024**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

Recognized Org: **Bureau Veritas**

Recognized Security  
Organization (RSO):

Recognized Org  
(RO) Related: **Class Related**

Relevant Certificates: **ISM - Safety Management Certificate**  
**SOLAS Cargo Ship Safety Construction**

Organization Related  
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers  
**Syracuse Marine Ltd**  
**Contships Management Inc**

Deficiencies: Code - Category

**15102 - Company responsibility and authority**

**02105 - Steering gear**

**07126 - Oil accumulation in engine room**

**13101 - Propulsion main engine**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and any additional requirements which may be established by the company. In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals, any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken, and records of these activities are maintained. The technical and operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit is required prior to clearance of this deficiency.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects remains fit to proceed to sea without danger to the ship or person onboard. PSCO observed active hydraulic oil lead from the port side piston ran on steering gear while conducting a steering test.

Means shall be provided to control leaks of flammable liquids. Active diesel and fuel oil leaks and were observed on multiple areas of the main engine.

All gearing of every shaft and coupling used for transmission of power to machinery essential for the propulsion and safety of the ship shall so designed and constructed that they will withstand the maximum working stresses to which they may be subjected in all service conditions. Main engine stern tube leaking oil at a rate of 1 drop every 10 seconds.