

Ship Name: **HANSA SALZBURG**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9516753**

Date of Action: **4/29/2024**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

Recognized Org  
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Schiffahrts-Gesellschaft 'Hansa Salzburg'  
mbH & Co KG**

**Leonhardt & Blumberg Shipmanagement  
GmbH & Co KG**

Deficiencies: Code - Category

**13106 - Insulation wetted through  
(oil)**

**13199 - Other (machinery)**

**02105 - Steering gear**

**01102 - Cargo Ship Safety  
Construction (including exemption)**

Description

**Surfaces with temperatures above 220c which may be impinged as a result of a fuel system failure shall be properly insulated.  
PSCOs observed insulation of piping in the engine-room contaminated by oil including at the No. 1 and No. 2 diesel generators, at the fuel oil purifier manifold, and behind the No. 2 booster pump.**

**The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids.**

**PSCOs observed evidence of a leak in the fuel oil piping system at a connection point located in the overhead of the purifier room creating a fire hazard.**

**Main and auxiliary steering gear power units shall be arranged to restart automatically when power is restored after a power failure.**

**During the functional system test, PSCOs observed that the steering gear power units failed to automatically restart when power was restored after a power failure.**

**The structure, machinery and equipment of a cargo ship as referred to in paragraph (b)(i) shall be subject to the surveys and inspections specified below: a minimum of two inspections of the outside of the ship's bottom during any fire-year period, except where regulation 14(e) and (f) is applicable.**

**Only one inspection of the ship's bottom has taken place within the last five years. The last two inspections of the ship's bottom took place on 31 March 2019 and 27 August 2021.**

**15109 - Maintenance of the ship and equipment**

**The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause, if known. The nature of the listed deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.**