

Ship Name: **HOHEPLATE**
Ship Type: **Containership**
Flag: **Antigua and Barbuda**
IMO Number: **9366237**
Date of Action: **8/7/2026**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Rass Schiffahrt GmbH
Hoheplate UG (haftungsbeschränkt) & Co KG

Deficiencies: Code - Category
15109 - Maintenance of the ship and equipment

Description
The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirement 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 the company. In meeting these requirements, the company should ensure that: .1 inspections are held at appropriate intervals; .2 any non-conformity is reported, with its possible cause, if known; .3 appropriate corrective action is taken; and .4 records of these activities are maintained. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code.

07126 - Oil accumulation in engine room

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... Excessive fuel oil was located under the main engine compartment, on all bulkheads, deckplates, and below, pipes, and bilges. Additionally, excessive oil was located in the fuel oil purifier room in containment areas and around piping.

07199 - Other (fire safety)

Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces, Insulation and lagging on the forward bulkhead of the fuel oil purifying room, around pipes, and through the bulkheads were heavily saturated with wet fuel oil. This is a repeat deficiency from the last PSC examination performed by Sector Miami on 5 March 2026 (see Act. No. 8320341).