

Ship Name: **KNOX**

Ship Type: **General Dry Cargo Ship**

Flag: **Vanuatu**

IMO Number: **8123523**

Date of Action: **10/23/2025**

Action Taken: **Detention**

Port: **Palm Beach, Florida**

Unit: **Marine Safety Detachment Lake Wor**

Recognized Org: **Isthmus Bureau of Shipping**

Recognized Security  
Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**  
**SOLAS Cargo Ship Safety Equipm**

Organization Related  
to Detention: **Isthmus Bureau of Shipping**

Ship Management: Owners, Operators, or Managers  
**MMS Americas LLC**  
**Southeastern Freight Service Ltd**

Deficiencies: Code - Category

**15107 - Emergency preparedness**

**07125 - Evaluation of crew  
performance (fire drills)**

Description

**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 new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions which are essential to be provided prior to sailing should be identified, documented and given. The crew was not familiar with the shipboard emergency procedures regarding the fire drill. The crew failed the fire drill 02 times because of their inability to properly don firefighting equipment and follow shipboard firefighting procedures. A safety management audit report satisfactory to the Captain of the Port must be submitted prior to the clearance of this deficiency.**

**A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The fire team did not properly don firefighting equipment. The crew was not familiar with SCBA operations, which resulted in dispensing 02 SCBA bottles. Additionally, crew was not familiar with shipboard firefighting procedures, such as not securing ventilation. This resulted in a failure of their fire drill 02 times.**

**07101 - Fire prevention structural integrity**

The purpose of this regulation is to contain a fire in the space of origin. For this purpose, the following functional requirements shall be met. (1) the ship shall be subdivided by thermal and structural boundaries (2) thermal insulation boundaries shall have due regard to the fire risk of the space and adjacent spaces: and (3) the fire integrity of the divisions shall be maintained at openings and penetrations. The galley, accommodation spaces, and the navigation bridge are not separated by thermal or structural boundaries. The fire control plan fails to indicate any "A" or "B" class divisions throughout the ship. This deficiency constitutes a significant and unmitigated hazard of both fire and safe navigation if the bridge fills with smoke while underway.

**07116 - Ventilation**

Ducts provided for ventilation to accommodation spaces, service spaces or control stations shall not pass through... galleys... unless they comply with the conditions specifies in paragraphs 7.2.2.1.1 to 7.2.2.1.3 or 7.2.2.2.1 and 7.2.2.2.2. A single ventilation system connects the galley, the accommodation spaces, and the navigation bridge without complying with the precautions in the specified paragraphs. Of note, the ducts were neither insulated to "A-60" standard nor fitted with fire dampers. When asked how they would secure the galley ventilation in the event of a fire, the crew could not answer the question. This deficiency constitutes a significant and unmitigated hazard of both fire and safe navigation if the bridge fills with smoke while underway.

**07106 - Fire detection and alarm system**

The activation of any detector or manually operated call point shall initiate a visual and audible fire detection alarm signal at the control panel and indicating units. if the signals have not been acknowledged within 2 min, an audible fire alarm shall be automatically sounded throughout the crew accommodation and service spaces, control stations and machinery spaces of category A. This alarm sounder system need not be an integral part of the detection system. The smoke detectors in the galley and accommodation spaces were modular isolated household smoke detectors that were connected to a fixed system and did not initiate a visual and audible signal at the control panel.

**11113 - Launching arrangements for rescue boats**

For ships constructed before 1 July 1998, the Administration shall ensure that when life-saving appliances... are replaced or... undergo repairs, alterations or modifications of a major character which involve replacement... they comply with the requirements of this chapter. Each launching appliance shall be so arranged that the fully equipped survival craft or rescue boat it serves can be safely launched against unfavorable conditions of trim of up to 10 degrees and list of up to 20 degrees either way when boarded. The rescue boat was replaced in 2012. The davit must be physically swiveled by manpower alone, and the crew struggled to rotate the davit with no persons in the rescue boat while moored to the pier in calm weather conditions.