

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
PORT STATE CONTROL REPORT OF INSPECTION - FORM A*

In accordance with the IMO's Procedures for Port State Control

MISLE Activity Number: 8023732		Exam Type: COC-CHEM REN	
1. Reporting Country: United States of America		2. Name of Ship: STI ESLES II	
3. Flag of Ship: Marshall Islands		4. Ship Type Code: 30	5. Call Sign: V7VF8
6. IMO Number: 9794434		7. Gross Tonnage: 29804	8. Deadweight: 49,990 MT
9. Yr. of Build: 2015	10. Date of Inspection: 01 NOV 24		
11. Place of Inspection: PORT OF ALASKA		13. Detention Info**: a) Date/Time Imposed: b) Date/Time Released:	
12. Classification Society: ABS			

14. Ship Management Information (include address):
SCORPIO MARINE MANAGEMENT (INDIA) PRIVATE LIMITED
SCORPIO HOUSE, CENTRAL AVENUE, HIRANANDANI BUSINESS PARK, POWAI MUMBAI, 400076, INDIA

Charterer (include address):

ISM DOC Company w/IMO Company #:
SCORPIO MARINE MANAGEMENT (INDIA) PRIVATE IMO #: 5562457

Owner w/IMO Company #:
STI ESLES II SHIPPING COMPANY LIMITED
IMO #: 5958342

Operator w/IMO Company #:
SCORPIO MARINE MANAGEMENT (INDIA) PRIVATE
LIMITED IMO #: 5562457

15. Relevant Certificates/Documents**:

a) Name	b) Issuing Authority	c) Date of Issue and Expiry
1) _____	_____	_____
2) _____	_____	_____
3) _____	_____	_____
4) _____	_____	_____

d) Information on last intermediate or annual survey/audit **

Date	Surveying/Auditing Authority	Place
1) _____	_____	_____
2) _____	_____	_____
3) _____	_____	_____
4) _____	_____	_____

Check all applicable for 16-20 below:

16. Deficiencies Identified: ☐ No ☒ Yes

17. Major Control Action: ☒ No ☐ Detention ☐ Expulsion ☐ Denial of Entry If denied entry, reason: ☐ Safety ☐ Security

18. Exam Category: ☐ PSC A ☒ PSC B ☐ Other


19. Drills Conducted? ☒ No ☐ Fire Drill ☐ Abandon Ship Drill ☐ ISPS/Security Related Drill

20. Exam Score:

Copy provided to: CAPT. IGORS MASLOBOJEV (Printed name of Master/Vessel Representative)

Duly Authorized PSCO: Thomas C. Thelen, CWO-2 (Printed name of Duly Authorized PSCO of Reporting Authority)

(Signature) [Signature] (Signature) [Signature] cwo-2



Issuing Unit Name, Address, and E-Mail: Sector Western AK + U.S. Arctic 49000 Army Guard Rd. G-Wing, JBEL, AK 99543	Copies forwarded to (Check as appropriate): <input type="checkbox"/> Agent <input type="checkbox"/> Ship Management <input type="checkbox"/> Flag State <input type="checkbox"/> Recognized Organization <input type="checkbox"/> Recognized Security Organization	Reviewed by Supervisor	
		Name:	Date:
		Signature:	

* This inspection report has been issued solely for the purposes of informing the master and other port States that an inspection by the USCG has taken place. This inspection report shall not be construed as a seaworthiness certificate in excess of certificates the ship is required to carry.

** To be completed in the event of a detention.

Privacy Notice

Authority: 46 U.S.C. §§3303; 70102a; and 33 C.F.R. Parts 155, 156, & 164.

Purpose: To document the outcome of a Port State Control (PSC) compliance examination conducted by the U.S. Coast Guard (USCG).

Routine Uses: The USCG Captain of the Port uses this information to ensure the results of a PSC examination is accurately documented in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. The Coast Guard issues this form to document compliance with the requirements. For more information on how USCG uses this information, please see DHS/USCG PIA-008 Marine Information for Safety and Law Enforcement (MISLE), available at <https://www.dhs.gov/privacy>.

Disclosure: Furnishing this information is voluntary.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 10 minutes (0.16 hours). You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-CVC), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0037), Washington, DC 20503.

APPEAL PROCEDURES

(Reference: Title 46, Code of Federal Regulations, Subpart 1.03)

Any person directly affected by a decision or wishing to dispute the validity of a PSC action or their association with an IMO reportable control action should follow the appeal procedures contained in 46 CFR 1.03 and as outlined below:

Detentions (Safety and/or Security) not related with RO/RSO/Charterer

- 1) Appeals must be submitted in writing within **30 days** after the decision or action being appealed was made. The appeal must contain a description of the decision or action appealed and the reason why the decision or action should be set aside or revised.
- 2) All IMO reportable control action appeals must be submitted first to the cognizant Officer in Charge of Marine Inspection (OCMI) for reconsideration. The issuing unit's name/address is located in the bottom left corner of the Form A.
- 3) If not satisfied by the decision or action of an OCMI after requesting reconsideration, a formal appeal of that decision or action may be made within **30 days**, via the office of the cognizant OCMI, to the District Commander of the district in which the office of the cognizant OCMI is located.
- 4) If not satisfied by the District Commander's decision or action on appeal, a formal appeal of that decision or action may be made within **30 days**, via the office of the cognizant District Commander to Commandant (CG-CVC).
- 5) Commandant (CG-CVC) is final agency action on the appeal.

RO/RSO/Charterer Related Detentions (Safety and Security)

- 1) Any RO/RSO/Charterer wishing to dispute their association with a detention must make their appeal in writing within 30 days after the last administrative action is taken by the Coast Guard DIRECTLY to Commandant (CG-CVC) at the following address:

United States Coast Guard Headquarters
COMMANDANT (CG-CVC)
Attn: Port State Control Division
2703 Martin Luther King Jr Ave, SE
Stop 7501
Washington, DC 20593-7501

OR

Email: portstatecontrol@uscg.mil

U.S. COAST GUARD PORT STATE CONTROL

For information on the U.S. Coast Guard's Port State Control (PSC) Program, you may visit our website at:

<http://www.dco.uscg.mil/cvc>

PORT STATE CONTROL REPORT OF INSPECTION - FORM B

COC-CHEM REN

Page 1 of 1

Privacy Notice

AUTHORITY: 46 U.S.C. §3303; 46 U.S.C. §70102a; and 33 CFR Parts 155, 156 & 164

PURPOSE: To document deficiencies identified during a Port State Control (PSC) compliance examination conducted on a foreign flag vessel by the U.S. Coast Guard

ROUTINE USES: The U.S. Coast Guard Captain of the Port uses this information to ensure deficiencies identified during a PSC examination are accurately documented in the Coast Guard's Marine Information for Safety and Law Enforcement database. For more information, please see DHS/ALL/PIA-008, Marine Information for Safety and Law Enforcement available at <https://www.dhs.gov/privacy>.

Disclosure: Providing this information is voluntary. However, the U.S. Coast Guard cannot properly document PSC examination activities without this valuable input.

INSTRUCTIONS FOR PORT STATE CONTROL REPORT OF INSPECTION FORM B (CG-5437B)

The **Port State Control Report of Inspection - FORM B** is intended to accompany the Port State Control Report of Inspection - FORM A and provide documentation to the various parties associated with a foreign vessel and other port States on the outcome of a Port State Control (PSC) examination conducted by the U.S. Coast Guard. A **Report of Inspection - FORM B** shall be completed for all foreign vessel exam types when deficiencies have been identified. The FORM B shall be signed by both the PSCO leading the exam and the master/vessel representative.

GENERAL

- 1) All dates should be written in mm/dd/yyyy format.
- 2) Ensure the MISLE Activity Number is entered in the upper right corner before issuing the Form.
- 3) The Exam Type should be the same as the exam type entered on the Form A.

Blocks 1-5: Shall be the same information that is included on the Form A.

Block 6 - Complete all columns for each deficiency listed. Use the current list of deficiency codes provided by CG-CVC and group them by order of severity in the "Action Taken" column using the "Action taken Codes" on the bottom of the Form B (*i.e. Code 20, 25, and 30 items first, Code 17 items next, etc.*). The current list of deficiency codes is available on the Marine Inspector Resource Page on the CGPortal.

Copies should be provided to the vessel, flag state, Recognized Organization (RO), and/or Recognized Security Organization (RSO) only after it has been signed by the Master or vessel representative and the PSCO leading the exam.

In the event of a detention, expulsion, or denial of entry; provide a copy (fax or email) of Forms A and B to the flag State, owner/operator/charterer, RO, and RSO as applicable after the supervisor has reviewed and signed the forms. Include the scanned forms in MISLE under the Documents tab and email them to CG-CVC-2 at portstatecontrol@uscg.mil with the return receipt option checked. Include a comment in the email if more than one major control action was applied (*i.e. detained, expelled, denied entry*). Also specify the number of Coast Guard issued detentions the vessel has had over the last 12 months.

DEFICIENCY WRITING

For all deficiencies the description of the deficiency must be a direct and succinct statement that shall contain two important elements:

- 1) The standard the ship does not meet;
- 2) A description of why the ship does not meet the standard.

DEFICIENCY ASSIGNED A CODE 20, 25, OR 30

The report must clearly articulate the reasons for detaining, expelling from port, or denying entry to port a substandard vessel for maritime security, safety, and environmental compliance deficiencies. To accomplish this, the report must outline a deficiency description that shows substandard conditions and list appropriate authority under the international conventions for each deficiency to support the action taken.

Since this form aligns with international standards, IMO convention cites shall have first priority on the Form B. CFR cites should not be used in lieu of IMO convention cites and when necessary, they should be used sparingly. If a vessel violates applicable domestic regulations, COTP authority/procedures should be used as appropriate (restrict cargo ops, detain, deny entry, or expel from port, etc.) and a NOV or civil penalty should be processed.