

24-29 Jan 2011 AFPVE Course Scorecard

Course makeup: 15 Active and Civilian CG, 9 Cruise Industry stakeholders (cruise lines, class societies)

Course critique summary: Responses are from 1 (lowest) to 5 (highest). For each course date red denotes lowest rating(s), green the highest rating(s)

Course Date	Jan-11	Dec-10	Oct-10*	Dec-09	Nov-09
Critique response rate	91.7%	73.1%	96%	84%	40.9%
Quality fill	90.9%	90.1%	92.5%	61.8%	70.3%
Class critique overall average	4.54	4.51	4.56	4.27	4.22
Class critique overall median	5	5	5	4	4
Class critique overall standard deviation	0.57	0.62	0.58	0.71	0.61
Average # FPV exams by CG attendees	29.2	30.1	16.3	16.9	11
Average time in Marine Safety field by CG attendees	10.4	11.0	8.8	6.4	4.9
How well course prepared for FPV exams**	4.45	4.37	4.29	4.11	3.89
Training environment	4.36	4.42	4.46	4.29	4.67
Usefulness***	4.64	4.53	4.74	4.55	4.22
Training materials	4.27	4.53	4.5	4.19	4.00
Material presentation	4.50	4.74	4.33	4.29	4.11
Instructor knowledge & preparation	4.68	4.58	4.83	4.57	4.22
Usefulness of cruise ship visits	4.64	4.58	4.92	4.33	4.67
Time allotted	4.77	4.32	4.42	3.81	4.00

Critique response rate is the % of attendees that provided written course feedback.

Quality fill measures how successful we were at targeting CG students (is CG attendee: qualified, from an active cruise ship port, in a billet where he/she conducts FPV exams or supervises/manages those that do, from a unit short of people that have attended the course).

*Course delivery was modified and lessons repackaged starting with Oct 2010 course.

** The wording of this question was changed into two parts (CG and non-CG) for the Dec 2010 course.

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Comments: Each comment that identifies a gap or positive, or suggests an alternative method or process is documented and evaluated. We're not able to include all comments here, however below is a summary of the very frequent comments and our action:

Attendee Comment/Suggestion	CSNCOE Action/Response
Great idea having CG & Industry together. Learned from the discussion	This is by design
Benefit to have instructors that have recency in the field of work	That's the role of the NCOE's
Holistic approach is something new inspectors are missing... good to see it being brought back	Thanks
Room small... would like more wall space for writing/exercises.	This will be a determining factor when we choose the venue for the next round of courses.
SG pg 2-3, Annual & periodic exam seems to be redundant. Pg 4-3 under functional requirements, change "restricted us" to "restricted use".	We will look into and update before the next course. Thanks
Ship visits a good reinforcement of what learned in class. First day visit good idea.	We plan to continue this
Would be good for inspectors to realize costs associated with holding a cruise ship in port (cost per day)... including impact on local economy.	Interesting suggestion. We'll consider for the next courses.
Identifying groups by team, table, and group was confusing (team 2, table 4, group 3).	We agree and will address this during the "off season" and come up with a simpler methodology.
Creation of the job aid with USCG inspection team selection & guidance is excellent	Thanks.
Writing of Form B has become issue CG-wide... need to discuss	We'll pass this on to the PSC school. We'll reinforce where appropriate but we prefer to avoid going over Port State Control fundamentals.
Discussion of USCG training and selection of personnel quals for FPV Exam should be expanded... who should get the qual and what	We will pass on the suggestion to CG-543 regarding more clarification on who should get the qual or participate in the exams. For now, we feel the discussion

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experience range should be expected.	is appropriate as there is no limitation on rank/rate for obtaining the FPVE qual.
Environmental LP could use walk through procedures	Agree. We plan to add more emphasis on the environmental survey during the ship walkthrough and in the other assessments.
Would like more detail in security aspect, especially CVSSA. More security considering attention and resources committed by industry.	We expect to have more detail on the CVSSA next year. Though we realize the industry spends considerable resources on security, our course lesson must focus on those areas that are relevant to the examination and any decision making.
VGP section of Environmental LP really wasted time on a subject w/o any real CG role or policy established.	We'll be evaluating the information presented in each LP. Thanks.
Too much time spent on EPA's RCRA requirements	We'll be evaluating the information presented in each LP. Thanks.
Not sure we need extra half day on Sat...could be held in 5 days.	We're reviewing the need for the Saturday visit. Right now it's necessary in order to ensure everyone has the opportunity to observe particular key areas (namely engineering spaces).
Other mid-management (CG) should be encouraged to attend as well.	We are considering a mid-high level Sector management work-shop
Good class for already qualified FPVE's but could not train a new person in this course. Recommend development of basic FPVE course. Off-the-shelf power points would help MITO's.	We are working to develop knowledge based e-learning that is linked to the FPVE PQS. This course itself is not tailored for trainees but targets qualified FPVE's or those over 80% complete in the PQS.
Would help to add SOLAS/NVIC/CFR cites for all of the info in SG...they are absent from most articles.	We'll do our best to incorporate cites where appropriate. One concern is maintaining relevant cites. Another, more important concern with establishing cites for everything is that it will remove our ability to observe attendees' ability to research the appropriate references to find relevant cites (as would be required in real life).
DVD is outstanding. Recommend updating and disseminating to Sectors with cruise ships at least annually.	We hope to soon make this info available real-time via a website
Need to do better job of aligning instruction with Student Guide. Some tweaking is needed to make SG and other materials fluid with the course.	We collectively agree. We are considering our options on how to best orient the student guide with any powerpoint slides.
Ship visits interesting but were detached from actual FPV exam.	The Saturday visit used to encompass an Annual or Periodic exam but it became obvious we could not simultaneously maintain an efficient exam for the crew's sake AND provide proper learning oversight for 25 attendees. Every effort is made to emphasize the exam process during each ship visit.
Need more ship visits	We're always looking for ways to make the course more efficient. Right now, it's hard to imagine fitting in another ship visit.
Suggest including some hands on training for some equipment	This will be incorporated where available/appropriate as we develop lessons further
Had issues with some of the acronyms that are particular to military organization.	Point taken. We plan to develop a list of commonly used acronyms and post in the future.
If logistics could be worked out, would be more hands-on to hold class on a ship.	This is an idea we are considering but it is probably at least a couple of years to realization.
Provide example of COC for tenders...either as handout or on CD.	We will. Thanks
Recommend video instruction for/during presentation for "how to inspect" items.	Video or "Virtual walkthrough" is in the plan. Hopefully this will be within reach this off season.
Would like to see visit to cruise line corporate HQ, op center added to the schedule...allow to see day-to-day operations, behind the scenes processes FPVE's don't get to see	We disagree that a corporate office tour would help meet the course objective.
Would like more details in lieu of basics on advanced systems/types (i.e. hi fog variations, OWS, etc).	Our goal with this course isn't to get down to the component level for each system but to emphasize the need to consider all systems (both technically and how they are managed) together. We aim to help inspectors understand what's important for safety on a cruise ship, why it's important, what the symptoms are for systemic problems - how to differentiate those from case-by-case issues - and how to tailor CG actions accordingly, and ultimately to understand why the problem may have developed in the first place so we can genuinely effect "prevention".
Very responsive. Left no questions unaddressed	Thanks
This should be the gold standard for all NCOE's.	Wow. Thanks