

- * FCC Radio Station License not onboard
- * NOTED MMSI Number NOT Entered
- * Provided FCC Public notice to Master
- * Provided overview of exam to Master
- * Interviewed crewman about EAP, - Didn't know about it
- ⊗ Life Ring Line Broken
- * Wiring issues in Battery
- ⊗ Flo Gauge Lines
- * Open light socket
- ⊗ Carpet rot in yesterday
- ⊗ Flo Shutoffs inaccessible
- * E/R & Vent Closures
- * Lifejackets 79 + 90 = 169
- * Fire ex Tinguisher in ER/Basket Broken
- * Horseshoe collar / Hoist Line too short
- * Hatch Castles Found

VA 1202
TX - IPAT (Assessant)
AR 1250

United States Coast Guard



Inspector Proficiency Assessment Tool

The optimal Marine Inspector is a competent and confident member of the marine inspection community who:

- Has an in-depth technical knowledge of the maritime transportation system including vessel components, policy and regulations
- Demonstrates thorough understanding and correct application of regulations, policies, and technical information
- Is capable of balanced decisions with consideration of how they affect commerce, public safety and environmental risk.
- Is committed to the Coast Guard marine safety mission
- Promotes self and others in continued professional and inspector development
- Is recognized as a leader in the marine inspection community

The Assessor MUST read and understand MMS Work Instruction WI-5P-TI-03(A) and the rating scale descriptors prior to use of the IPAT.

The IPAT is designed to be used by *experienced* inspectors who, at a minimum, meet Verifying Officer requirements.

Strict adherence to the rating scales and definitions (p. 10) as well as the qualification requirements for Assessors are crucial to ensure the integrity of the data collected and provide a foundation for overall assessment of the marine inspections program.

The Inspector Proficiency Assessment Tool (IPAT) is a key component of ISO 9001:2008 implementation as required by COMDTINST 5200.4 and the Mission Management System. This tool meets the following ISO 9001 requirements:

- 1) Clause 6.2.2 regarding the competence, training and awareness of personnel,
- 2) Section 8.2.4 regarding product/service monitoring and measurement, and
- 3) Clause 8.3 control of non-conforming product/service.

The Assessor will intervene anytime an unsafe practice is observed or if a serious discrepancy is not identified by the MI/Examiner. Care should be used to only intervene if necessary, however, safety of both Coast Guard personnel, crew members and the general public is paramount. Intervention requires written comments.

General Information

Lead MI/Examiner Name		CWO [REDACTED]	
Unit of MI/Examiner being assessed		Sector St. Petersburg	
Date Completed (MM/DD/YYYY)		21 March 2017	
Age of Vessel in Years		23	
Rank/Rate of MI/Examiner: <u>MSDZ</u>		Total Time Certified/Qualified in this Competency:	
Competency Assessed:		Years: <u>2</u>	Months: <u>11</u>
Check Ride (not qualified) Y or N		Verification of Qualified MI/Examiner <input checked="" type="radio"/> Y or N	
Barge Inspector	BI	Hull Inspector (Tankship)	HT
Drydock Inspector	DI	K-Boat Inspector	KI
Foreign Chem Tank Vsl Examiner	FCTE	Machinery Inspector (Diesel)	MI
Foreign Freight Vsl Examiner	FFVE	Machinery Inspector (Steam)	MS
Foreign Gas Carrier Examiner	FGCE	MODU Inspector	MU
Foreign Passenger Vsl Examiner	FPVE	OSV Inspector	OI
Foreign Tank Vsl Examiner	FTVE	T-Boat Inspector	<input checked="" type="radio"/> TI
Commercial Fishing Vsl Examiner	FVSE	UTV Examiner	UTVE
Hull Inspector	HI		
Assessor Name		[REDACTED]	
Assessor Unit		Sector St. Petersburg	

Printing directions (for most duplex printers)

- 1) These print options should already be pre-selected. If not then choose the following from the "page setup" settings in MS Word:
 - a. Landscape and
 - b. Book fold.
- 2) Select print.
- 3) Click the printer "properties" button which should take you to the printer settings menu. Choose double sided and flip on short edge.
- 4) It should print out in booklet format similar to an 840 book/job aid.
- 5) Staple in the middle.

Current Version

The most current version of this booklet can be found on the Inspector Proficiency Assessment Tool CG Portal worksite:
<https://cgportal2.uscg.mil/communities/ipat/SitePages/Home.aspx>

Technical Assessment (Lead MI/Examiner)						
T1) Opening/Closing Meetings						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	N/O
Comments: Greeted us to master, explained scope of exam, purpose of "periodic Inspector Assessment", ID'd crew vs. "extra" people onboard. Displayed pleasant demeanor/set proper tone for inspection						
T2) Certificates, Document, Manual, License						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	N/O
Comments: Noted missing FCC station license, issued def. noted MMSX number not programmed in radio, issued def. Did not note missing MOB procedures until prompted to review them by VO.						
T3) Machinery						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	N/O
Comments: Did not properly address inaccessible R/O shut off - failed to issue no-sail 835 requiring correction before sailing. Did not ID tripped vent closure and missing hold back pin.						
T4) Deck Walk/Structure						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	N/O
Comments:						

T5) Nav Safety/Bridge						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	④	5	N/O
Comments: See note regarding positives noted under (T2)						
T6) Lifesaving						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	③	4	5	N/O
Comments: Missed detached grab line on ring buoy, grab line corrected prior to completion of exam.						
T7) Firefighting						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	④	5	N/O
Comments: Noted incorrect fire fighting details on CO2, verified equipment onboard and amended CO2 to properly reflect reqs. Required replacement of portable fire extinguisher bracket in engine room prior to completion of exam.						
T8) Drills						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	④	5	N/O
Comments: Noted rescue platform would not properly fit in mount. Suspended drill until platform mount was repaired.						

T9) Health & General Safety (includes accommodations, ILO, galley, hospitals, etc)						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	②	3	4	5	N/O
Comments: Entered confined space without 4-gas meter as required by unit's Safe Work Passages.						
T10) ISM						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	① N/O
Comments:						
T11) Security						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	4	5	① N/O
Comments:						
T12) Pollution Prevention						
Proficiency	Fails	Concerned	Good	Excellent	H.Perf	
	1	2	3	④	5	N/O
Comments: witnessed in limited capacity as vessel was an SPV. However ensured, prior to examining, bilge pump o/p implemented procedures to prevent threat of pollution from over discharge.						

Professionalism Assessment						
P1) MI/PSCO Confidence Level						
Proficiency	Fails	Concerned	Good	Excellent	Highest	
	1	2	3	4	5	
Comments: Property ID's potential problems but takes additional time to determine relevance of issue.						
P2) MI/PSCO/Crew Interaction						
Proficiency	Fails	Concerned	Good	Excellent	Highest	
	1	2	3	4	5	
Comments:						
P3) Problem Resolution						
Proficiency	Fails	Concerned	Good	Excellent	Highest	N/O
	1	2	3	4	5	
Comments:						
P4) Decision Making						
Proficiency	Fails	Concerned	Good	Excellent	SME	N/O
	1	2	3	4	5	
Comments: See general comments on Pg 9						

Inspection/Examination Results			
Defs corrected on-the spot:	Total #		
	5		
Defs outstanding:	Total #		
	4		
Exam Length (hours):			
835's/Form B IAW Policy?	(Y)	N	N/A
Insp/Exam IAW Safety Policies?	Y	(N)	N/A
Cohesive CG Team?	Y	N	(N/A)
Scope of Exam?	Too little	(Just right)	Too much
Comments:			
CWO [redacted] possesses the ability to conduct an examination aboard an SPV. Interaction with the crew, personal confidence, professionalism are above average. However, his regulatory knowledge and decision making is that of a seasoned apprentice but has not developed the level of competency and proficiency beyond initial certification one would expect from a Journeyman Marine Inspector who should be approaching the level of a Verifying Officer.			

Rating Scale Descriptions

MI Confidence		
Rating		Description
1	Fails	No-confidence; easily intimidated OR the opposite, too confident; confidence creates a barrier to inspection
2	Concerned	Between rating of 1 and 3
3	Good	Demonstrated expected confidence level for qualified MI/PSCO
4	Excellent	Between rating of 3 and 5
5	Highest performer	Confidence was clear and without question; greatly enhanced interactions and outcome of examination

MI/crew interaction ¹		
Rating		Description
1	Fails	Profane, abusive or insulting OR all of the following: 1) poor interpersonal skills; 2) left negative impression of CG when within MI/PSCO control; 3) no rapport with crew when within MI/PSCO control; 4) MI/PSCO actions clearly impeded examination
2	Concerned	Did not meet criteria for rating of 1, but did not meet BOTH criteria for a rating of 3
3	Good	Left positive impression of CG when possible; established rapport w/ crew when possible
4	Excellent	Ability to overcome distrust; rapport enabled deeper inspection and ID/resolution of deficiencies; outstanding ambassador for US/USCG
5	Highest performer	Left best image of CG w/ crew or demonstrated ability to overcome highest level of distrust/antipathy toward US/USCG

¹ Rating is of MI/PSCO's execution of attempt to establish rapport, at times it will not be possible for an MI to develop rapport (eg, you can lead a horse to water); at times (very rarely) it is not possible for a MI to pacify hostile crew/owner/officers. Examples could include a detention or no-sail result, when the Master's or Crew's job is on the line, initiation of a MARPOL investigation or when crew has strong anti-American/USCG sentiment.

Problem/Conflict Resolution ²		
Rating		Description
1	Fails	Inability to reach resolution on testing or inspection procedures/items or deficiencies when <i>possible</i> (see MMS work instruction for elaboration)
2	Concerned	Resolution not consensus based when possible; USCG dictated outcome was <i>less</i> effective than industry proposal; didn't use appropriate "level of force" possible to achieve required outcomes
3	Good	Engendered cooperation and arrived at mutually agreeable resolution when possible
4	Excellent	Resolved challenging deficiency/testing challenges through outstanding cooperation
5	Highest performer	Best of the best, brought outstanding interpersonal and technical skills to bear on problems; diffused tense situations and achieved results not normally obtainable

² This includes resolution of disagreements over testing procedures and extent or scope of examination as well as resolution of deficiencies.

Decision Making		
Rating		Description
1	Fails	No consideration of risk (probability & consequences) when making decisions
2	Concerned	Could not integrate systems and risk management
3	Good	Applied risk based decision making and understanding of vessel systems to determine courses of action and resolve problems
4	Excellent	Able to integrate not only ship/system specific considerations, but broad understanding of the Maritime Transportation System
5	Highest performer	Meets all of rating of 4 and ability to make nuanced decisions or develop novel solutions based on risk

Technical Proficiency Assessment		
Rating		Description
1	Fails	Missed or highly probable that detainable items would be missed; lacked knowledge or ability to apply knowledge to vital system(s)
2	Concerned	Missed serious but not no-sail or detainable defs; did not adequately inspect item/system; identified, but did not adequately resolve major problems/ deficiencies identified
3	Good	Demonstrated application of required knowledge, carried out applicable tasks and steps per policy; identified (if present) and adequately resolved deficiencies; no unresolved defs
4	Excellent	Meets all of requirements for rating of 3, but does not warrant a rating of 5
5	Highest Performer	Displayed advanced knowledge & ability to apply it; identified subtle deficiencies that other inspectors may have missed, expertly identified and resolved all deficiencies through superior knowledge and understanding of vessel and vessel systems