

**Supporting Statement  
for  
Vessel Inspection Related Forms and Reporting Requirements  
Under Title 46 U.S. Code**

OMB No.: 1625-0032  
COLLECTION INSTRUMENTS: CG-841, CG-854, CG-948,  
CG-949, CG-950, CG-950A, CG-2832 & Instruction

**A. Justification.**

1) Circumstances that make the collection of information necessary.

The reporting/recordkeeping requirements of Notice of Cargo Gear Tests, Notice of Drydocking, Major Alteration or Repair Reporting, Appeal of Decision or Action of the Officer in Charge, Marine Inspection (OCMI), Certificate of Inspection (CG-841), Temporary Certificate of Inspection (CG-854), Permits to Proceed (CG-948), Vessel Inspection Record (CG-2832), Application for Excursion Party (CG-950), Permit to Carry an Excursion Party (CG-949), and Request to Carry Persons in Addition to the Crew, Application for Underwater Survey, and Application for Drydock Extension are part of the Coast Guard's Commercial Vessel Safety (CVS) program in Title 46, Code of Federal Regulations (CFR).

The statutory authority is 46 U.S. Code (U.S.C.) 2113, 3301, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, and 3714.

The laws and regulations relating to these reporting or recordkeeping requirements are described below. These reporting and/or recordkeeping requirements are necessary and useful in the proper administration of the Coast Guard CVS program. The regulations for the reporting and recordkeeping requirements are found in Title 46 CFR Chapter I.

**a. Notice of Cargo Gear Test:** This reporting requirement is authorized by 46 U.S.C. 3306(a)(4) and 3313(a).

**b. Notice of Drydocking:** This reporting requirement is authorized by 46 U.S.C. 3306(a)(4).

**c. Major Alteration or Repair Reporting:** This reporting requirement is authorized by 46 U.S.C. 3306(a)(10). No repairs or alterations affecting the safety of the vessel shall be made without the knowledge of the OCMI.

**d. Appeal of Decision or Action of the OCMI:** Title 46 U.S.C. 3313(d) grants the owner or master the right to appeal the suspension or revocation of a vessel's CG-841.

**e. Permits to Proceed (CG-948):** Title 46 U.S.C. 3313(b)(2) authorizes the issuance of a CG-948.

**f. Certificate of Inspection (CG-841) and Temporary Certificate of Inspection (CG-854):** These forms are authorized all or in part by 46 U.S.C. 3309, 3310, 3311, 3312, 3313, 3714; and 46 CFR 31.05-10, 91.01-10, 107.211, 115.107, 126.250, 169.201, 176.107, and 189.01-10.

**g. Carrying Persons in Addition to Crew:** Title 46 U.S.C. 3304 specifically identifies and requires these functions.

**h. Permit to Carry an Excursion Party (CG-949), Application for Excursion Party (CG-950), and Application for Special Permit (CG-950A):** These forms are specifically identified and required by 46 U.S.C. 2113, 3301, and 3305. CG-950A is called for by 46 CFR 26.03-8.

**i. Vessel Inspection Record (CG-2832):** This recordkeeping requirement is authorized by 46 U.S.C. 3310.

**j. Underwater Survey Inspection in Lieu of Drydocking (UWILD) program:** This application for a voluntary program is authorized by 46 CFR §§ 71.50-5, 115.615, 126.140, 167.15-33,

169.230 and 176.615.

**k. Alternate Hull Exam (AHE) program:** This application for a voluntary drydock extension is authorized by 46 CFR §§ 71.50-19, 29, 31; 115.630, 655, 660; and 176.630, 655, 660.

2) Purposes of the information collection.

**a.** The owner, agent, or master of a vessel is required to give the U.S. Coast Guard advance notice when it is desired that the tests and examinations of cargo gear be made by or under the supervision of a marine inspector. A thorough examination of assembled cargo gear shall be made at least once every year. An inspection to determine the condition and suitability of shipboard cargo gear is made by a marine inspector at each inspection for certification. Inspections may be made at such other times as considered necessary by the OCMI. For vessels fitted with cargo gear, an initial test of the assembled units under proof loads is conducted, followed by a complete dismantling or disassembling of such gear and a thorough examination of the parts to ascertain its condition. Subsequent tests of the assembled unit under proof loads, followed by dismantling or disassembling of such gear and a thorough examination is made once every four years or more often if necessary.

**b.** The master, owner or agent of a vessel is required to notify the OCMI, when the vessel is to be placed on drydock in order that an examination of the underwater portion of the vessel may be made if deemed necessary.

**c.** Drawings of alterations shall be approved before work is started unless deemed unnecessary by the OCMI. Drawings are not required for repairs in kind. An inspection, either general or partial depending upon the circumstances, is conducted whenever any important repairs or alterations are undertaken.

**d.** The results of this appeal would be a recordkeeping requirement for the owner or master of the vessel.

**e.** The OCMI may issue a permit to a vessel to proceed to another port for repairs if in his judgment it can proceed with safety, even if the CG-841 of the vessel has expired or is about to expire. Such permit is issued upon the written application of the master, owner, or agent of the vessel. The permit will state upon its face the conditions under which it is issued and whether or not the vessel is permitted to carry freight or passengers. The permit shall be carried in a manner similar to that described for a CG-841.

**f.** Every inspected vessel is issued a CG-841. Most CG-841s are good for five years, with certain vessels receiving a 1-year certificate. If it is necessary to prevent delay of a vessel, a CG-854 can be issued pending the issuance and delivery of the regular CG-841. A CG-854 is carried in the same manner as a regular CG-841 which it represents. When changes in the vessel owner, operator, route, equipment, etc., occur after the issuance of the original CG-841, a revised CG-841 is provided.

**g.** The purpose of this requirement is to allow some cargo vessels and some vessels engaged in certain fisheries to carry persons in addition to the normal crew without having to meet more stringent material requirements for passenger carrying vessels. In that a separate form does not exist to request this permission to carry persons in addition to the crew, the owner/operator of an affected vessel simply notes it when making the routine application for certification. This reporting requirement is part of the Coast Guard CVS programs of 46 CFR. It enhances these programs by implementing laws designed to reduce the regulatory burden on some vessel owners/operators.

**h.** These forms are utilized whenever the operator of an inspected vessel desires to temporarily deviate from the limits of his Coast Guard issued CG-841. These temporary deviations may include either operation of the vessel upon a route not previously allowed. In addition, uninspected vessels participating in Maritime Events of National Significance are also required to apply for an excursion permit that would allow them to participate in the event by filing out CG-950A (the permit is temporary and valid only during the duration of the event). The cognizant OCMI examines the vessel and reviews its inspection files and operating history prior to deciding to grant the requested authorization. Usually, as a condition for authorizing the excursion, the vessel will be required by the OCMI to provide additional lifesaving

equipment and/or personnel. The vessel's master must be aware of the new conditions and the best way to accomplish this is to require that the permit be posted along with the vessel's CG-841. This also ensures that the passengers may observe whether the vessel has been properly certified or the deviation from the posted conditions of the CG-841.

i. The form provides the marine inspector with ready information as to the inspection status of a specific vessel when it is boarded for various inspections. It is prepared by the Coast Guard at annual inspections for certification on large passenger ships (those of at least 100 gross tons) and every five years for certification on cargo ships, including tank ships, of 500 gross tons or more.

j. Passenger vessels under 15 years old (except wooden hull vessels), nautical school ships, sailing school ships, and offshore supply vessels may be considered for an alternate underwater survey instead of drydocking examinations, provided the vessel is fitted with an effective hull protection system. Vessel owners that want to participate in the UWILD program must apply to the Officer in charge, Marine Inspection for approval of underwater surveys instead of alternate drydock examinations for each vessel. This is a voluntary collection of information, which is intended to allow greater flexibility for owners of passenger vessels.

k. The information provided provides the OCMI information necessary to determine eligibility of a vessel for the AHE program. The application includes information such as a Hull Maintenance and condition Assessment program and an Internal Structural Examination.

### 3) Consideration of the use of improved information technology.

Information may be submitted in writing or electronically via e-mail, to the CG OCMI at the local Sector Office, or the CG Marine Safety Center (MSC). Contact info for CG OCMI's can be found at— <https://www.uscg.mil/Units/Organization/>. For information on submitting information to the CG MSC, go to — <https://www.dco.uscg.mil/msc/>. We estimate that approximately 35% of the reporting and recordkeeping requirements can be done electronically. At this time, we estimate that 25% of the responses are collected electronically.

### 4) Efforts to identify duplication.

The Coast Guard monitors State and local regulatory activity in the field. To date, no equivalent State and local programs have been identified that require equivalent information, and no other Federal agencies have similar or equivalent regulatory requirements.

### 5) Methods to minimize the burden to small businesses if involved.

This information collection does not have an impact on small businesses or other small entities.

### 6) Consequences to the Federal program if collection were conducted less frequently.

The recordkeeping/reporting requirements in paragraphs A.1.a through k. are mandated by law and required by regulation. These requirements are concerned with the safety of personnel, equipment, and the vessels on which they are found. They are designed to coincide with particular events, a number of which the U.S. Coast Guard has no control over. The reporting requirements are considered necessary to ensure the safety of lives and property. Any changes to the requirements would require a change in the law.

Without the reporting arrangement of paragraph A.1.h (Permit to Carry an Excursion Party, etc.), inspected vessels would not be permitted to operate beyond the limits of their COI on special occasions. The existing system allows flexibility for safety, administration and enforcement of these infrequent changes to vessel operations on an "as needed" basis. If a vessel operator wishes to carry the additional passengers on a more frequent basis, he must have the vessel's COI amended and the additional safety equipment carried on board at all time.

7) Special collection circumstances.

This information collection is conducted in manner consistent with the guidelines in 5 CFR 1320.5(d)(2).

8) Consultation.

A 60-day Notice was published in the Federal Register to obtain public comment on this collection (See [USCG-2021-0740]; October 5, 2021, 86 FR 51169) and 30-Day Notice (January 11, 2022, 87 FR 1429) were published in the Federal Register to obtain public comment on this collection. The Coast Guard has not received any comments on this information collection.

9) Provide any payments or gifts to respondents.

There is no offer of monetary or material value for this information collection.

10) Describe any assurance of confidentiality provided to respondents.

There are no assurances of confidentiality provided to the respondents for this information collection. This information collection request is covered by the Marine Information for Safety and Law Enforcement (MISLE) Privacy Impact Assessment (PIA) and System of Records Notice (SORN). Links to the MISLE PIA and SORN are provided below:

- [https://www.dhs.gov/sites/default/files/publications/privacy\\_pia\\_uscg\\_misle.pdf](https://www.dhs.gov/sites/default/files/publications/privacy_pia_uscg_misle.pdf)
- <https://www.gpo.gov/fdsys/pkg/FR-2009-06-25/html/E9-14906.htm>

11) Additional justification for any questions of a sensitive nature.

There are no questions of sensitive language.

12) Estimate of annual hour and cost burdens to respondents.

- The estimated annual number of respondents is 4,647.
- The estimated annual number of responses is 4,647.
- The estimated annual hour burden is 735 hours.
- The estimated annual cost burden is \$47,775.

The burden to respondents is provided in Appendix A. The burden varies based on the type of requirement. For example, the telephone call notification of a cargo gear test from the master of a cargo vessel to the OCMI would be "on occasion" and the time involved would be minimal for both parties. On the other hand, the posting of a vessel's new Certificate of Inspection is completed at specific intervals.

*COI Certificates (Annual & 5-year cycle) and Permits to Proceed:* We estimate that it takes about 6 minutes (0.1 hours) to post each certificate or permit.

*Application and Permit for Excursion Party (Inspected & Uninspected vessels):* We estimate that it takes about 15 minutes (0.25 hours) to apply for and upon approval/receipt post each permit. The Coast Guard expects some inspected vessels will annually apply for an excursion permit. In addition, some uninspected vessels will periodically apply for excursion permits for participation in Maritime Events of National Significance.

*AHE program:* We estimate that it takes about 2 hours to apply for the AHE program. Each application includes burden for research and review.

*Application for participation in UWILD program:* We estimate that it takes about 2 hours to apply for the UWILD program. Each application includes burden for research and review.

*Other Applications and Requirements:* We estimate that for other applications and requirements, it takes respondents<sup>1</sup> about 15 minutes (0.25 hours) to submit an application or comply with another reporting/recordkeeping requirement.

We estimate the application and posting/recordkeeping tasks are performed by a Mate (vessel). For the wage rate, we used the Bureau of Labor Statistics (BLS) wage rate for Captains, Mates, and Pilots of Water Vessels (53-5021) [May 2020, mean hourly wage, loaded 50%, and rounded].<sup>2</sup>

13) Total of annualized capital and start-up costs.

There are no capital, start-up or maintenance costs associated with this information collection.

14) Estimates of annualized Federal Government costs.

The estimated annual Federal Government cost is \$292,824 (see Appendix B). We estimate that it will take a Coast Guard Lieutenant (LT, O-3) about 45 minutes (0.75 hours) to review and issue inspection-related documents. For the wage rate, we used the current edition of COMDTINST 7310.1(series) for "In-Government" personnel.

15) Explain the reasons for the change in burden.

The change in burden is an ADJUSTMENT due to a change (i.e., decrease) in the estimated time for respondents to complete certain recordkeeping tasks. Specifically, the Coast Guard is changing the estimated time to post a Certificate of Inspection from 0.5 hour to 0.1 hour per response. This change is made to align the 1625-0032 posting requirements with other certificate/document posting requirements the Coast Guard has in OMB-approved collections, such as 1625-017 and 1625-0041. Additionally, the number of responses was decreased. Besides the change noted above, there is no proposed change to the reporting or recordkeeping requirements of this collection. The reporting and recordkeeping requirements, and the methodology for calculating burden, remain unchanged.

16) Plans for tabulation, statistical analysis, and publication.

This information collection will not be published for statistical purposes.

17) Approval for not explaining the expiration date for OMB approval.

The certificates associated with this collection are prescribed by regulation. These certificates all have specific one to five year expiration dates related to requirements. The addition of a second expiration date to these certificates—that for OMB approval—may cause problems. Specifically, it may cause U.S.-flag vessel owner/operators to interact with the Coast Guard more frequently than required to reconcile the existence of 2 expirations dates on their ships' certificates. It is for this reasons that expiration dates for OMB approval are not displayed on the certificates associated with this collection. However, the OMB expiration date is displayed on the instruction sheet related to the information collection request.

18) Explain each exception to the certification statement.

The Coast Guard does not request an exception to the certification of this information collection.

**B. Collection of Information Employing Statistical Methods.**

This information collection does not employ statistical methods.

<sup>1</sup> We estimate that about 6.5% of current inspected commercial vessels population will submit an application annually.

<sup>2</sup> <https://www.bls.gov/oes/2020/may/oes535021.htm>

