

Mariner Survey Online Questionnaire

Welcome to the Mariner Survey 2027

Thank you for taking the time to participate in the Mariner Survey 2027, which is being conducted by Strategic Research Group (SRG) on behalf of the U.S. Department of Transportation (DOT) Maritime Administration (MARAD).

MARAD programs promote the development and maintenance of an adequate, well-balanced U. S. merchant marine, sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency.

The Mariner Survey 2027 will provide a systematic way to assess the adequacy of the Nation's merchant mariner pool to crew sealift vessels to support military during war, armed conflict, or national emergency (National Need). It is an invaluable tool for MARAD and its government and maritime industry partners to make valid vessel crewing projections and identify potential mariner shortfalls. Your input is critical to ensure MARAD has a true representation of how many qualified mariners would be willing to serve in times of National Need.

The survey includes questions about your current mariner status, experience sailing in different positions and on different vessels, and willingness to serve in times of National Need. MARAD is asking mariners to complete this survey regardless of whether they are willing to serve in times of National Need. Completing the survey will not obligate you to serve in times of National Need.

The survey also includes a few questions about your perspectives on sexual assault and sexual harassment in the U.S. merchant marine and the impact of mental health concerns on your willingness to serve in times of National Need.

As you complete this survey, be assured that your answers are completely confidential. SRG is prohibited under contract from sharing your individual responses with MARAD or anyone outside SRG. All results will be reported as group statistics. In order to better protect your privacy, please do not include any information on the survey that may identify you or others.

If you have any questions about the survey, you may contact SRG toll free at 1-800-341-3660 or email us at marinersurvey@websrg.com.

Thank you again for taking the time to complete this important survey!

Continue

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Paperwork Reduction Act Information

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2133-0555. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Maritime Administration, MAR-390, W26-494, 1200 New Jersey Avenue, SE, Washington, DC 20590.

OMB No. 2133-0555. Approval Expires XX/XX/XXXX.

Privacy Act Statement

The authority for the collection of this information is provided by National Security Directive #28 (October 5, 1989), Merchant Marine Act of 1936 (46 U.S.C. §§ 1101-1294 (1958)); and the Maritime Security Act of 2003 (Pub. L. 108-136). The information collected during this Mariner Survey will be used by SRG to provide MARAD with a statistically valid assessment of the willingness of our nation's merchant mariner pool to crew sealift vessels during a period of National Need. Mariners can choose to either complete this voluntary Mariner Survey or not provide the requested information. Information collected on this form is covered by a Privacy Act System of Records Notice (SORN) entitled DOT/ MARAD 031, Mariner Outreach System, published at 74 FR 47852, September 17, 2009, and will be subject to the routine uses published in this MARAD SORN and the two DOT General Routine Uses SORNs published at 75 FR 82132, December 20, 2010 and 77 FR 42796, July 20, 2012.

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Survey instructions:

- For each question, please select the one answer that best applies to your situation, unless you are asked to "select all that apply".
- If you would like to change your response, simply click the button or box next to your new response.
- When you have made your answer selections, please click the "Finish" button to submit your responses to our server.
- At the bottom of each survey page are 3 buttons:
 - **"Next"** saves your answers and takes you to the next page.
 - **"Previous"** takes you back to the previous page.
 - **"Save and Exit"** enables you to exit the survey and finish at a later time. When you return to the survey, simply enter your passcode again on the main page and you will be taken to the last question that you answered.
- At the bottom of each survey page are 3 links:
 - **"Introduction"** opens a new tab with the survey Introduction page.
 - **"Privacy"** opens a new tab with the Paperwork Reduction Act Information and Privacy Act Statement.
 - **"Instructions"** opens a new tab with these Instructions.

If you have any questions about the survey, please call Strategic Research Group at 1-800-341-3660 Monday-Thursday between 9:00am-9:30pm Eastern Standard Time (EST), Friday between 9:00am-5:00pm EST or email us at marinersurvey@websrg.com.

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1. Which of the following options BEST describes your current situation? [mandatory]

- ☐ Sailing and not seeking long-term ashore employment (includes mariners on periodic aboard/ashore rotation, vacation or brief shore employment who intend to resume sailing within one year)
- ☐ Sailing full-time or part-time but seeking long-term ashore employment
- ☐ Never sailed as a merchant mariner after obtaining U.S. Coast Guard (USCG) Merchant Mariner Credential (MMC) and not serving in the U.S. Armed Forces / Uniformed Services
- ☐ Serving on active duty in the U.S. Armed Forces / Uniformed Services
- ☐ Not sailing; working ashore in the maritime industry
- ☐ Not sailing; working ashore outside the maritime industry
- ☐ Retired or permanently quit working any full-time job; not seeking any permanent full-time employment
- ☐ Other; please explain: _____

2. Are you currently employed by the U.S. Government as a Civil Service Mariner (CIVMAR) sailing on a vessel operated by the Military Sealift Command (MSC), National Oceanic and Atmospheric Administration (NOAA), or U.S. Army Corps of Engineers (USACE)?

Select "Yes" only if you are currently a direct U.S. Government employee serving as a CIVMAR on an MSC, NOAA, or USACE vessel. All other respondents should select "No" (examples include employees of commercial vessel operators on government-owned vessels, government contractors, retired mariners, and unemployed mariners).

[mandatory]

- ☐ Yes
- ☐ No

3. Do you currently belong to a Reserve Component or National Guard? [mandatory]

- ☐ Yes
- ☐ No

4. For the scenarios described below, please indicate how likely you would be to volunteer to serve as a paid crew member in the event of a war, armed conflict, or national emergency (hereafter, collectively referred to as "National Need"). Any necessary training would be provided. You also would have reemployment rights (the legal right to resume your previous job after serving). Click [here](#) for further details about your reemployment rights.

As you respond to these questions, please know we understand that your answers will reflect your current thinking and that your perspective may change in the future.

Also, when responding to these questions, please consider the risks and benefits for merchant mariners who volunteer to serve during a time of National Need. Click [here](#) for information about these risks and benefits.

How likely would you be to volunteer to serve as a paid crew member in the following scenarios? When responding, please use the following scale: Very Unlikely (VU), Somewhat Unlikely (SU), Somewhat Likely (SL), and Very Likely (VL). [mandatory]

	VU	SU	SL	VL
Vessel: Privately-owned vessel engaged in commercial trade Tours: One tour not exceeding four months	☐	☐	☐	☐
Vessel: Privately-owned vessel transporting military cargo Tours: One tour not exceeding four months	☐	☐	☐	☐
Vessel: Government-owned vessel transporting military cargo Tours: One tour not exceeding four months	☐	☐	☐	☐
Vessel: Privately-owned vessel engaged in commercial trade Tours: At least two tours not exceeding four months each (with two months off between tours)	☐	☐	☐	☐

	VU	SU	SL	VL
<u>Vessel:</u> Privately-owned vessel transporting military cargo <u>Tours:</u> At least two tours not exceeding four months each (with two months off between tours)	☐ ☐	☐ ☐	☐ ☐	☐ ☐
<u>Vessel:</u> Government-owned vessel transporting military cargo <u>Tours:</u> At least two tours not exceeding four months each (with two months off between tours)	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Programming Note: Ask #5 of everyone except those who answered “Very Unlikely” to every scenario in #4.

5. If you were to volunteer to serve in a paid position aboard a vessel during a period of National Need, how long would it take you to report to an assigned vessel? (Please keep in mind that your answer reflects your current situation which may be subject to change.) **[mandatory]**
- ☐ Fewer than 4 days
 - ☐ 4-9 days
 - ☐ 10-30 days
 - ☐ 31-90 days
 - ☐ More than 90 days

Programming Note: Ask #6 and #7 of everyone except those who answered “Very Likely” to every scenario in #4. The two questions will appear on the same page.

In one or more of the previous scenarios, you indicated some uncertainty about whether you would volunteer to serve in a paid position aboard a vessel during a period of National Need.

6. If the government were to reimburse you for the required fees for all administrative requirements (physical examination fee, TWIC renewal fee, and MMC renewal fee) to maintain a valid MMC, would this make you more likely to be willing to volunteer to serve as a paid crew member aboard a vessel during a period of National Need? **[mandatory]**
- ☐ Yes
 - ☐ No
 - ☐ Unsure
7. If the government were to reimburse you to take all STCW required courses to maintain your MMC with your highest officer or rating endorsement, would this make you more likely to be willing to volunteer to serve as a paid crew member aboard a vessel during a period of National Need? **[mandatory]**
- ☐ Yes
 - ☐ No
 - ☐ Unsure
8. Does your MMC currently list any rating (unlicensed) endorsements, regardless of whether you have served or are willing to serve under that rating endorsement? (Note that if you hold an MMC with an officer endorsement, you also hold rating endorsements.) **[mandatory]**
- ☐ Yes
 - ☐ No → **SKIP TO #9**

8a. For each position below, select all the positions in which you have EVER served under that rating. [mandatory]

- ☐ Ordinary Seafarer
- ☐ Able Seafarer
- ☐ Qualified Member of the Engine Department (QMED)
- ☐ Wiper
- ☐ Any position in the Steward Department
- ☐ None of the above → [SKIP TO #9](#)

Programming note: For each position selected in 8a, respondents will be asked to enter the four-digit year they last served under that rating. They will be instructed to provide their best guess if they are unsure of the exact year. Responses from 1950-2027 will be accepted.

9. Do you hold or have you held an MMC with a DECK officer endorsement? [mandatory]

- ☐ Yes
- ☐ No → [SKIP TO #10](#)

9a. For each position below, select all the positions in which you have EVER served under that endorsement. [mandatory]

- ☐ Master of a vessel of over 1,600 gross tons upon oceans
- ☐ Chief Mate of a vessel of over 1,600 gross tons upon oceans
- ☐ Second Mate of a vessel of over 1,600 gross tons upon oceans
- ☐ Third Mate of a vessel of over 1,600 gross tons upon oceans
- ☐ Master of a vessel greater than 500 but less than 1,600 gross tons upon oceans
- ☐ Mate of a vessel greater than 500 but less than 1,600 gross tons upon oceans
- ☐ None of the above → [SKIP TO #10](#)

Programming note: For each position selected in 9a, respondents will be asked to enter the four-digit year they last served under that endorsement. They will be instructed to provide their best guess if they are unsure of the exact year. Responses from 1950-2027 will be accepted.

10. Do you hold or have you held an MMC with an ENGINEER officer endorsement? [mandatory]

- ☐ Yes
- ☐ No → [SKIP TO #11](#)

10a. For each position below, select all the positions in which you have EVER served under that endorsement.

MOTOR Vessels of ANY Horsepower

- ☐ Chief Engineer
- ☐ First Assistant Engineer
- ☐ Second Assistant Engineer
- ☐ Third Assistant Engineer
- ☐ None of the above

STEAM Vessels of ANY Horsepower

- ☐ Chief Engineer
- ☐ First Assistant Engineer
- ☐ Second Assistant Engineer
- ☐ Third Assistant Engineer
- ☐ None of the above

GAS TURBINE Vessels of ANY Horsepower

- ☐ Chief Engineer
- ☐ First Assistant Engineer
- ☐ Second Assistant Engineer
- ☐ Third Assistant Engineer
- ☐ None of the above

Programming note: For each position selected in 10a, respondents will be asked to enter the four-digit year they last served under that endorsement. They will be instructed to provide their best guess if they are unsure of the exact year. Responses from 1950-2027 will be accepted.

11. Are you:

- ☐ Male
- ☐ Female

12. Do you currently live with a spouse or a partner?

- ☐ Yes
- ☐ No

13. How many children, under the age of 19, are living with you at least two days a week?

- ☐ 0 → **SKIP TO #15**
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more

14. What is the age of the youngest child living in your household at least two days a week?

Programming note: Offer dropdown box ranging from Under 1 year-18

15. In the last six months, how difficult has it been for your household to pay for usual household expenses, including but not limited to food, rent or mortgage, car payments, medical expenses, student loans, and so on?

- ☐ Not at all difficult
- ☐ A little difficult
- ☐ Somewhat difficult
- ☐ Very difficult

16. Have reports about sexual assault and sexual harassment (SASH) incidents on board U.S. merchant vessels affected your willingness to volunteer to serve on these vessels during a period of National Need?

- ☐ My willingness has not changed due to any reports of SASH incidents
- ☐ I am more likely to volunteer
- ☐ I am less likely to volunteer
- ☐ I will not volunteer because of the potential for SASH incidents aboard vessels
- ☐ Unsure

17. Based on your experience in and knowledge of the U.S. maritime industry, which of the following statements best reflects your views about current shipboard culture?

- ☐ Shipboard culture has improved significantly and does not tolerate sexual misconduct or predatory behavior
- ☐ Shipboard culture has improved, but sexual misconduct and predatory behavior remain concerns
- ☐ Shipboard culture has changed little, and sexual misconduct and predatory behavior remain concerns
- ☐ Shipboard culture remains prone to sexual misconduct and predatory behavior
- ☐ Unsure
- ☐ Other, please explain: _____

18. Do you perceive the need for additional mental health support if you were to serve aboard a vessel during a period of National Need?

- ☐ Yes
- ☐ No

Programming note: Respondents who click "Next" on the page with #18 will see the following:

You are almost done! If you would like to review any of your responses, please do so now by clicking the "Previous" button until you reach the responses you would like to review. Once you are satisfied with your responses, please click the "Finish" button at the bottom of this page and your responses will be submitted to Strategic Research Group. Once you click "Finish" you will not be able to re-enter the survey without contacting Strategic Research Group.

Thank you page:

Thank you for participating in this survey! If you have questions, please contact Strategic Research Group at marinersurvey@websrg.com.

Programming Note: Respondents who click the link in the lead-in to #4 will see the following text:

Risks of Volunteering: Whether on a vessel engaged in commercial trade or transporting military cargo, the work of a mariner is dangerous, even when off-duty, and the fast-paced and demanding work environment in a time of National Need may increase stress, fatigue, and risk. Vessels supporting the transportation of military cargo can carry extremely hazardous cargo and military equipment, vehicles, and machinery, and often require special handling that involves increased risk. Additionally, these vessels could be targeted by foreign military or terrorist organizations. Although mariners have reemployment rights, they may forego other new or different employment opportunities as well as personal opportunities during the time they are sailing.

Benefits of Volunteering: There are also benefits for mariners who volunteer to serve in a time of National Need. These include monetary compensation and bonuses and increased contributions to mariner union pension benefits. Mariners can earn sea time and experience which may help them maintain or upgrade their credentials. Additionally, current employers are legally required to provide reemployment rights to mariners who volunteer during the event of a National Need. Volunteering mariners also may earn service recognition and can take pride in knowing they served their nation when called upon.