

USCG Officer in Charge Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 16

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. What is the purpose of the CG-3213 form?**
 - A. To request changes in Aid to Navigation**
 - B. To record safety inspections**
 - C. To document weather reports**
 - D. To apply for maritime permits**

- 2. What is discussed during a Docking Conference?**
 - A. Inspection techniques and critical work phases**
 - B. The docking time and vessel's draft**
 - C. Post availability report outcomes**
 - D. Material ordering processes**

- 3. Who is authorized to dispose of ammunition or pyrotechnics at sea?**
 - A. Logistics Officer**
 - B. CO/OINC or Aircraft Commander**
 - C. Fleet Commander**
 - D. Supply Officer**

- 4. When must an Ammunition Transaction Report be completed?**
 - A. Within 24 hours of a change**
 - B. Within 72 hours of a change in quantity or condition**
 - C. Immediately after any change**
 - D. Within one week of a change**

- 5. What does the term "restricted ability to maneuver" indicate in vessel hierarchy?**
 - A. The vessel cannot change its course**
 - B. The vessel is not under command**
 - C. The vessel is sailing**
 - D. The vessel is fishing**

- 6. What does CBDR stand for in the context of navigation risks?**
- A. Constant Bearing Decreasing Range**
 - B. Constant Bering Decreasing Range**
 - C. Controlled Bearing Decreasing Range**
 - D. Cautious Bearing Distance Range**
- 7. What personal protective equipment (PPE) is necessary for cutting and handling treated piles?**
- A. Steel-toed boots and safety glasses**
 - B. Long sleeves, respirators, eye protection, gloves**
 - C. Hard hats and hearing protection**
 - D. Gloves and face shields only**
- 8. AFC 41 funds are primarily used for what type of funding?**
- A. Naval Engineering**
 - B. Chief of Staff Funding**
 - C. Aeronautical Funding**
 - D. Training**
- 9. What is required from the OINC when the galley is out of compliance by +/- 10%?**
- A. A report to CG-1111**
 - B. A memo stating corrective actions**
 - C. A checklist of procedures**
 - D. A formal request for investigation**
- 10. What is the purpose of the Casualty Control Manual?**
- A. To outline all safety procedures for the ship**
 - B. To establish methods for operating vital systems and corrective actions**
 - C. To provide training for emergency responders**
 - D. To document the condition of major equipment**

Answers

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1. A
2. B
3. B
4. B
5. A
6. B
7. B
8. C
9. B
10. B

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Explanations

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1. What is the purpose of the CG-3213 form?

- A. To request changes in Aid to Navigation**
- B. To record safety inspections**
- C. To document weather reports**
- D. To apply for maritime permits**

The CG-3213 form serves the specific purpose of requesting changes to Aids to Navigation (ATON). This form is utilized by individuals or organizations to formally communicate their needs or recommendations regarding the positioning, establishment, maintenance, or alteration of navigational aids. Effective management of Aids to Navigation is crucial for ensuring safe maritime navigation, and the CG-3213 helps facilitate the efficient processing of these requests. In the context of other options, while safety inspections, weather reports, and maritime permits are important aspects of maritime operations, they each require different forms and processes. Safety inspections are typically documented using distinct inspection forms, weather reports are often submitted through a different reporting mechanism, and maritime permits involve applications under specific regulatory frameworks rather than the CG-3213. Thus, the CG-3213 is uniquely focused on the navigation aids aspect, making it the correct choice for the question asked.

2. What is discussed during a Docking Conference?

- A. Inspection techniques and critical work phases**
- B. The docking time and vessel's draft**
- C. Post availability report outcomes**
- D. Material ordering processes**

During a Docking Conference, the primary focus is on the specific logistical aspects that directly impact the docking process, particularly concerning the time allocated for docking and the vessel's draft. This discussion is vital for ensuring that the vessel can be safely accommodated within the dock and that all preparations align with the set timelines. Understanding the docking time is essential as it relates to scheduling the arrival and departure of vessels and coordinating the availability of dock space. The vessel's draft is equally important since it determines how deep the ship sits in the water, influencing whether the vessel can safely enter the dock given its dimensions and the dock's depth. Discussing these elements helps to prevent issues that could arise from a vessel being too deep or arriving at an unsuitable time, ensuring smooth operations during the docking period. Other choices, while relevant to broader ship maintenance and operations, do not directly pertain to the specific logistical focus of a Docking Conference.

3. Who is authorized to dispose of ammunition or pyrotechnics at sea?

- A. Logistics Officer
- B. CO/OINC or Aircraft Commander**
- C. Fleet Commander
- D. Supply Officer

The correct answer indicates that the commanding officer (CO) or officer in charge (OINC) or aircraft commander is authorized to dispose of ammunition or pyrotechnics at sea. This is grounded in the principle that the CO or OINC holds the ultimate responsibility for the safety and compliance of operations conducted by their unit, which includes the disposal of hazardous materials such as ammunition and pyrotechnics. Disposing of these materials requires careful consideration of both safety protocols and environmental regulations, reflecting the level of authority and responsibility that a CO or OINC possesses. This ensures that only qualified personnel with comprehensive knowledge of procedures and implications handle such potentially dangerous materials during disposal operations. Other roles, while they may support these operations or have involvement in logistics or supply, do not have the same level of authority or the overarching responsibility that falls to the CO/OINC or aircraft commander. The chain of command is crucial in maintaining operational safety and accountability, and this authority is specifically designated to the commanding officer in order to ensure proper oversight and adherence to established military and environmental protocols.

4. When must an Ammunition Transaction Report be completed?

- A. Within 24 hours of a change
- B. Within 72 hours of a change in quantity or condition**
- C. Immediately after any change
- D. Within one week of a change

An Ammunition Transaction Report must be completed within 72 hours of a change in quantity or condition because this timeframe is established to ensure timely and accurate reporting of any transactions related to ammunition. This is critical for safety, accountability, and regulatory compliance within military and law enforcement operations. Timely reporting helps maintain the integrity of munitions management systems, ensuring that any adjustments due to issues like usage, loss, or damage are promptly documented. The 72-hour requirement provides a balance between operational efficiency and thorough oversight, allowing agencies to track inventory effectively while not imposing an overly burdensome immediate requirement. This timeframe aligns with standard procedures in military logistics, ensuring that all personnel responsible for managing ammunition are aware of and adhere to uniform reporting practices, which is essential for maintaining operational readiness and security.

5. What does the term "restricted ability to maneuver" indicate in vessel hierarchy?

- A. The vessel cannot change its course**
- B. The vessel is not under command**
- C. The vessel is sailing**
- D. The vessel is fishing**

The term "restricted ability to maneuver" specifically refers to a situation in which a vessel faces limitations that impede its ability to change course or speed effectively. This can occur due to various operational constraints or environmental factors, such as being constrained by shallow waters, other vessels, or navigation hazards. When a vessel has a "restricted ability to maneuver," it is important for other vessels to understand that this ship may not be able to execute standard maneuvers to avoid collisions or navigate safely. This status is crucial for ensuring safety at sea, particularly in congested waterways or during complex operations. The other options relate to different statuses or activities of vessels. While the vessel being "not under command" means it cannot respond to the steering commands, that is a distinct maneuverability issue. A vessel "sailing" or "fishing" refers to specific operational activities, rather than its ability to maneuver. The focus on maneuverability in the context of this term underlines the nuances involved in maritime navigation and communication.

6. What does CBDR stand for in the context of navigation risks?

- A. Constant Bearing Decreasing Range**
- B. Constant Bering Decreasing Range**
- C. Controlled Bearing Decreasing Range**
- D. Cautious Bearing Distance Range**

The correct interpretation of CBDR in the context of navigation risks is "Constant Bearing Decreasing Range." This term is crucial in maritime navigation as it describes a situation where two vessels maintain a constant bearing to each other while the distance between them decreases. This indicates that one vessel is on a collision course with another. In navigation, understanding CBDR is important for mariners to assess potential collision risks. When two vessels have a constant bearing and the range is decreasing, it is imperative for the vessel that is not at fault to take appropriate action, such as altering course or speed, to avoid a collision. The concept promotes situational awareness and timely decision-making. Other choices do not accurately reflect the terminology used in navigating and collision assessment. "Constant Bearing Decreasing Range" uniquely captures the essence of the scenario described, which is vital for effective communication and operational safety among vessels at sea.

7. What personal protective equipment (PPE) is necessary for cutting and handling treated piles?

A. Steel-toed boots and safety glasses

B. Long sleeves, respirators, eye protection, gloves

C. Hard hats and hearing protection

D. Gloves and face shields only

When cutting and handling treated piles, the necessary personal protective equipment (PPE) includes long sleeves, respirators, eye protection, and gloves. This combination protects against various hazards associated with treated wood, which typically contains preservatives that can be harmful if inhaled or come into contact with the skin. Long sleeves are essential to protect the arms from splinters, sharp edges, and chemical exposure from the treated wood. Respirators are critical because they help filter out harmful dust and fumes that may be released during cutting, especially if the treatment chemicals can become airborne. Eye protection is vital to shield the eyes from flying debris and potential chemical splashes. Gloves are necessary to protect the hands from cuts and chemical exposure, enhancing grip and safety during handling. In contrast, while steel-toed boots and safety glasses can offer some protection, they do not provide comprehensive coverage against the specific risks associated with treated piles. Hard hats and hearing protection are important in certain construction environments but are not directly linked to the specific hazards of treated wood handling. Lastly, gloves and face shields alone do not provide adequate protection for all potential exposures, especially respiratory hazards.

8. AFC 41 funds are primarily used for what type of funding?

A. Naval Engineering

B. Chief of Staff Funding

C. Aeronautical Funding

D. Training

AFC 41 funds are specifically designated for aeronautical funding within the U.S. Coast Guard. These funds support the acquisition, operation, and maintenance of aircraft and related systems. Given the unique requirements of air operations and the need for efficient and effective aerial capabilities, the allocation of AFC 41 funds emphasizes the importance of aeronautics in mission readiness and operational effectiveness. The specialized nature of these funds emphasizes their purpose in bolstering the Coast Guard's aeronautical operations, which include search and rescue missions, law enforcement, and various other tasks that rely heavily on aviation assets. Therefore, your understanding of AFC 41 as related to aeronautical funding is aligned with its intended use within the organization.

9. What is required from the OINC when the galley is out of compliance by +/- 10%?

- A. A report to CG-1111**
- B. A memo stating corrective actions**
- C. A checklist of procedures**
- D. A formal request for investigation**

When the galley is out of compliance by more than or less than 10%, the Officer in Charge (OINC) is required to submit a memo stating the corrective actions taken or planned to address the non-compliance. This requirement emphasizes the importance of documenting and communicating how deficiencies will be rectified to ensure that food service operations align with health and safety regulations. The memo serves several critical functions: it provides a formal record of the issue and the measures being implemented to resolve it, which is essential for accountability and for maintaining operational standards. It also demonstrates proactive management on the part of the OINC and helps in fostering a culture of compliance and safety within the unit. In contrast, although reports or requests for investigation may be appropriate in some contexts, they do not specifically fulfill the immediate need for corrective action documentation that a memo would. Checklists may assist in routine inspections or compliance assessments but do not provide the detailed action plan that is necessary when a specific compliance issue arises.

10. What is the purpose of the Casualty Control Manual?

- A. To outline all safety procedures for the ship**
- B. To establish methods for operating vital systems and corrective actions**
- C. To provide training for emergency responders**
- D. To document the condition of major equipment**

The Casualty Control Manual serves a critical purpose on a vessel by establishing methods for operating vital systems and outlining corrective actions to be taken in the event of a casualty. This manual provides step-by-step procedures that crew members must follow to respond effectively to emergencies, ensuring that vital systems remain operational or are safely secured. In the context of a marine environment, where incidents such as fires, flooding, or machinery failures can occur, having a clear framework outlined in the Casualty Control Manual can significantly reduce the risk to personnel and the vessel itself. It empowers the crew with the necessary information to act swiftly and efficiently during emergencies, ultimately preserving life and property. While safety procedures for the ship are essential, they are typically encompassed within broader safety manuals rather than solely within the Casualty Control Manual. Similarly, while training for emergency responders is important, such training would usually be conducted separately from the operational guidelines that the Casualty Control Manual outlines. Documenting the condition of major equipment is also a critical function but is generally part of maintenance and inspection records rather than the immediate response procedures that the manual focuses on.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://uscgofficerincharge.examzify.com>

We wish you the very best on your exam journey. You've got this!

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