

USCG Port State Control Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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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 indicates that a vessel has been identified with serious issues or violations?**
 - A. High risk assessment**
 - B. Flagged state evaluation**
 - C. Issuance of a notice of violation**
 - D. Accreditation suspension**
- 2. The center of the load line ring should be placed amidships at a distance equal to which assigned load line mark?**
 - A. Winter load line**
 - B. Summer load line**
 - C. Tropical fresh load line**
 - D. Fresh water mark**
- 3. What is the significance of "3" on the 49 CFR 176.83 segregation table?**
 - A. Separated by complete hold**
 - B. Direct contact allowed**
 - C. Separated by distance of 5 feet**
 - D. In the same compartment**
- 4. For how long must a vessel retain the Oil Record Book on board?**
 - A. 1 year**
 - B. 2 years**
 - C. 3 years**
 - D. 5 years**
- 5. Where is the hull number required to be found on a vessel?**
 - A. Inside a cabin**
 - B. On the stern only**
 - C. On the hull's highest part**
 - D. On the main beam inside the cargo hatch**

6. What is the validity period for an ISM-DOC?

- A. 3 years**
- B. 5 years**
- C. 10 years**
- D. Indefinite until revoked**

7. What is the number of bolts required for the Standard Discharge Connection?

- A. 4 bolts**
- B. 5 bolts**
- C. 6 bolts**
- D. 7 bolts**

8. Which MARPOL Annex corresponds to oil pollution prevention?

- A. I**
- B. II**
- C. III**
- D. IV**

9. Intermediate surveys for the SMC ensure compliance with which aspect of maritime safety?

- A. Vessel design**
- B. Operational safety management**
- C. Environmental regulations**
- D. Training protocols**

10. What statute gives the USCG boarding authority for vessels?

- A. 14 USC 88**
- B. 14 USC 89**
- C. 14 USC 90**
- D. 14 USC 91**

Answers

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

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Explanations

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1. What indicates that a vessel has been identified with serious issues or violations?

- A. High risk assessment**
- B. Flagged state evaluation**
- C. Issuance of a notice of violation**
- D. Accreditation suspension**

A high-risk assessment indicates that a vessel has been identified with serious issues or violations because it involves a systematic evaluation of the ship's compliance with international regulations, safety standards, and operational performance. When a vessel is classified as high risk, it signifies that there are significant concerns regarding its safety and adherence to maritime laws, which may include various deficiencies in areas such as equipment, crew qualifications, and safety protocols. A high-risk assessment often leads to increased scrutiny during inspections, potential sanctions, or interventions by port state control authorities. This classification is particularly critical for ensuring maritime safety and protecting the marine environment, as vessels identified with serious concerns can pose threats not only to themselves but also to other vessels and coastal communities. While other options may suggest various forms of administrative actions or evaluations, they do not necessarily indicate serious issues to the same extent as a high-risk assessment does. For example, a flagged state evaluation looks at the general adherence of a flag state to international conventions, and an issuance of a notice of violation may be a result of inspected deficiencies but does not inherently classify a vessel as high risk. Accreditation suspension typically refers to the loss of authorization for an organization's or program's compliance but is not specific to individual vessel violations. Thus, the high-risk

2. The center of the load line ring should be placed amidships at a distance equal to which assigned load line mark?

- A. Winter load line**
- B. Summer load line**
- C. Tropical fresh load line**
- D. Fresh water mark**

The center of the load line ring is specifically required to align with the assigned load line mark that is applicable for the operational conditions of the vessel. The summer load line is the correct answer because it represents the maximum permissible draft for vessels when operating in temperate waters during the summer season. In practical terms, this ensures that the vessel maintains its buoyancy and stability under expected loading conditions during the warmer months when the water density may be lower. This regulatory framework helps to prevent overloading, thereby enhancing the safety of both the vessel and its cargo. While the winter load line, tropical fresh load line, and fresh water mark are also important, they each apply to different seasonal or environmental conditions and are not meant to replace the summer load line for general operation in warmer waters. Therefore, positioning the load line ring at the summer mark is crucial for compliance and safety during the vessel's voyages in those conditions.

3. What is the significance of "3" on the 49 CFR 176.83 segregation table?

- A. Separated by complete hold**
- B. Direct contact allowed**
- C. Separated by distance of 5 feet**
- D. In the same compartment**

The significance of "3" on the 49 CFR 176.83 segregation table indicates that hazardous materials must be separated by a complete hold. This means that shipments of certain incompatible hazardous materials cannot be stored in the same hold or compartment on a vessel, effectively preventing any risk of contamination or dangerous reactions that could occur if the materials were to mix. This measure is crucial for ensuring safety while transporting hazardous materials, as it adheres to regulations designed to minimize the risks associated with their transportation. The table helps guide ship operators in arranging cargo in a manner that maintains safety standards, reducing the chance of accidents related to hazardous materials. This segregation practice is particularly vital in maritime transport, where conditions may exacerbate the consequences of a spill or accidental mixing of incompatible substances.

4. For how long must a vessel retain the Oil Record Book on board?

- A. 1 year**
- B. 2 years**
- C. 3 years**
- D. 5 years**

A vessel must retain the Oil Record Book on board for a minimum of three years from the date of the last entry. This requirement is established under MARPOL Annex I, which regulates the discharge of oil and oily mixtures from ships. The Oil Record Book serves as an essential document for monitoring and controlling oil discharges, ensuring compliance with international regulations, and maintaining marine environmental protection. The three-year retention period allows port state control officers and other authorities to inspect the book during boardings and verifications. Keeping this record for an adequate duration is crucial as it provides a historical account of a vessel's oil management practices, helping to identify patterns or potential violations over time. The other options do not meet the established legal requirements for record retention and would not be sufficient for compliance with international maritime regulations governing pollution control.

5. Where is the hull number required to be found on a vessel?

- A. Inside a cabin
- B. On the stern only
- C. On the hull's highest part
- D. On the main beam inside the cargo hatch**

The hull number, also known as the hull identification number (HIN), is a unique identifier for a vessel and is crucial for purposes such as registration, ownership verification, and safety regulation compliance. It is typically required to be displayed in a standardized manner to ensure easy identification. Having the hull number on the main beam inside the cargo hatch is ideal because it places the number in a secure and less accessible area, helping to prevent tampering or erosion over time. This location is also practical because it's relatively sheltered from environmental exposure compared to other locations on the exterior of the vessel, such as the stern or any exterior surfaces that are subject to harsh marine conditions. The other potential options, such as positioning the hull number inside a cabin or solely on the stern, do not comply with the typical regulatory requirements for visibility and protection of the hull number. While placing the number on the hull's highest part (another option) might seem beneficial for visibility, it could lead to wear and tear that could compromise its legibility. Therefore, the placement on the main beam inside the cargo hatch strikes a balance between visibility for compliance checks when necessary and protection against deterioration.

6. What is the validity period for an ISM-DOC?

- A. 3 years
- B. 5 years**
- C. 10 years
- D. Indefinite until revoked

The validity period for an International Safety Management Document of Compliance (ISM-DOC) is indeed 5 years. This aligns with the standards established by the International Maritime Organization (IMO) under the International Safety Management (ISM) Code. The ISM-DOC is issued to the company after it has demonstrated compliance with the ISM Code requirements during an audit, which usually involves assessing the company's safety management system and its effectiveness. After the initial issuance, the validity of the document is for a period of up to 5 years. During this time, the company must maintain compliance with the ISM requirements, and it is subject to periodic audits to ensure that the safety management system continues to operate effectively and does not deteriorate over time. If compliance is found lacking at any point during these audits, the document could be suspended or revoked, hence emphasizing the importance of ongoing adherence to safety practices. It's essential for maritime companies to keep the validity of their ISM-DOC in check, as operating without a valid document can result in serious implications, including detainment of vessels during inspections. This regulatory framework is critical in promoting maritime safety and environmental protection.

7. What is the number of bolts required for the Standard Discharge Connection?

- A. 4 bolts**
- B. 5 bolts**
- C. 6 bolts**
- D. 7 bolts**

The number of bolts required for the Standard Discharge Connection is six. This specification is based on established maritime standards, which have been standardized to ensure that all connections can safely and effectively handle the pressure and flow of material being discharged. Using six bolts creates a secure and balanced connection, minimizing the risk of leakage and ensuring the integrity of the discharge system while in use. This particular design is also in line with safety regulations, which are critical for maintaining operational safety in maritime environments. Other choices do not meet the established standards for a secure connection. Using fewer bolts could lead to insufficient fastening, which might result in leaks or failure under pressure. Maintaining the correct number of bolts is essential for operational reliability and environmental protection in maritime operations.

8. Which MARPOL Annex corresponds to oil pollution prevention?

- A. I**
- B. II**
- C. III**
- D. IV**

MARPOL Annex I specifically addresses the prevention of oil pollution from ships. This annex contains regulations that aim to minimize the discharge of oil into the sea, ensuring that vessels take necessary precautions to prevent accidental and operational oil spills. It establishes standards for tankers, prohibits oil discharges in certain areas and under specific conditions, and mandates the implementation of pollution prevention equipment on vessels. Understanding the importance of this annex helps highlight the collective effort in maritime safety and environmental protection. It ensures that the shipping industry adheres to best practices in order to safeguard marine environments from harmful oil contamination, which can have devastating impacts on wildlife and coastal communities. This focus on oil pollution prevention is critical in promoting sustainable shipping practices and compliance across international waters.

9. Intermediate surveys for the SMC ensure compliance with which aspect of maritime safety?

- A. Vessel design
- B. Operational safety management**
- C. Environmental regulations
- D. Training protocols

The correct choice emphasizes operational safety management, which is a crucial element of the Safety Management Certificate (SMC) that relates to the Safe Management Systems for ships and their operations. Intermediate surveys ensure that the ship's management system continually operates effectively and complies with applicable safety management standards as set out by the International Maritime Organization (IMO) under the International Safety Management (ISM) Code. During an intermediate survey, the focus is on assessing the implementation of the safety management system, which covers the processes for handling operational risks and the safety of ship personnel. This includes reviewing documentation, procedures, and whether the crew is trained to handle emergencies according to the safety management practices established on board. Ensuring compliance with operational safety management is essential for maintaining not only the safety of the crew and vessel but also for preventing maritime incidents that can lead to environmental hazards or casualties. The other aspects, while important in their own right, do not directly relate to the core focus of intermediate surveys for the SMC. Vessel design is primarily addressed through initial inspections and assessments. Environmental regulations fall under different regulatory frameworks and compliance checks, while training protocols, although vital for safety, are part of a broader safety management framework rather than the sole focus of the survey. Hence, the emphasis on

10. What statute gives the USCG boarding authority for vessels?

- A. 14 USC 88
- B. 14 USC 89**
- C. 14 USC 90
- D. 14 USC 91

The statute that grants the U.S. Coast Guard boarding authority for vessels is 14 USC 89. This specific statute empowers the Coast Guard to board and search vessels to enforce laws and treaties of the United States. The language within this statute emphasizes the Coast Guard's role in ensuring maritime safety and security, which includes the prevention of illegal activities such as smuggling, piracy, and pollution. The ability to board vessels without a warrant, under certain circumstances, is critical to the Coast Guard's mission. This authority enables them to rapidly respond to potential threats and ensure compliance with various regulations, thus maintaining safety in U.S. waters. Understanding this statute is essential for comprehension of the Coast Guard's enforcement capabilities and responsibilities. Other statutes mentioned in the choices have different contexts and applications which do not relate to boarding authority directly, reinforcing the specific importance of 14 USC 89 in the Coast Guard's operations at sea.

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://uscgportstatecontrol.examzify.com>

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

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