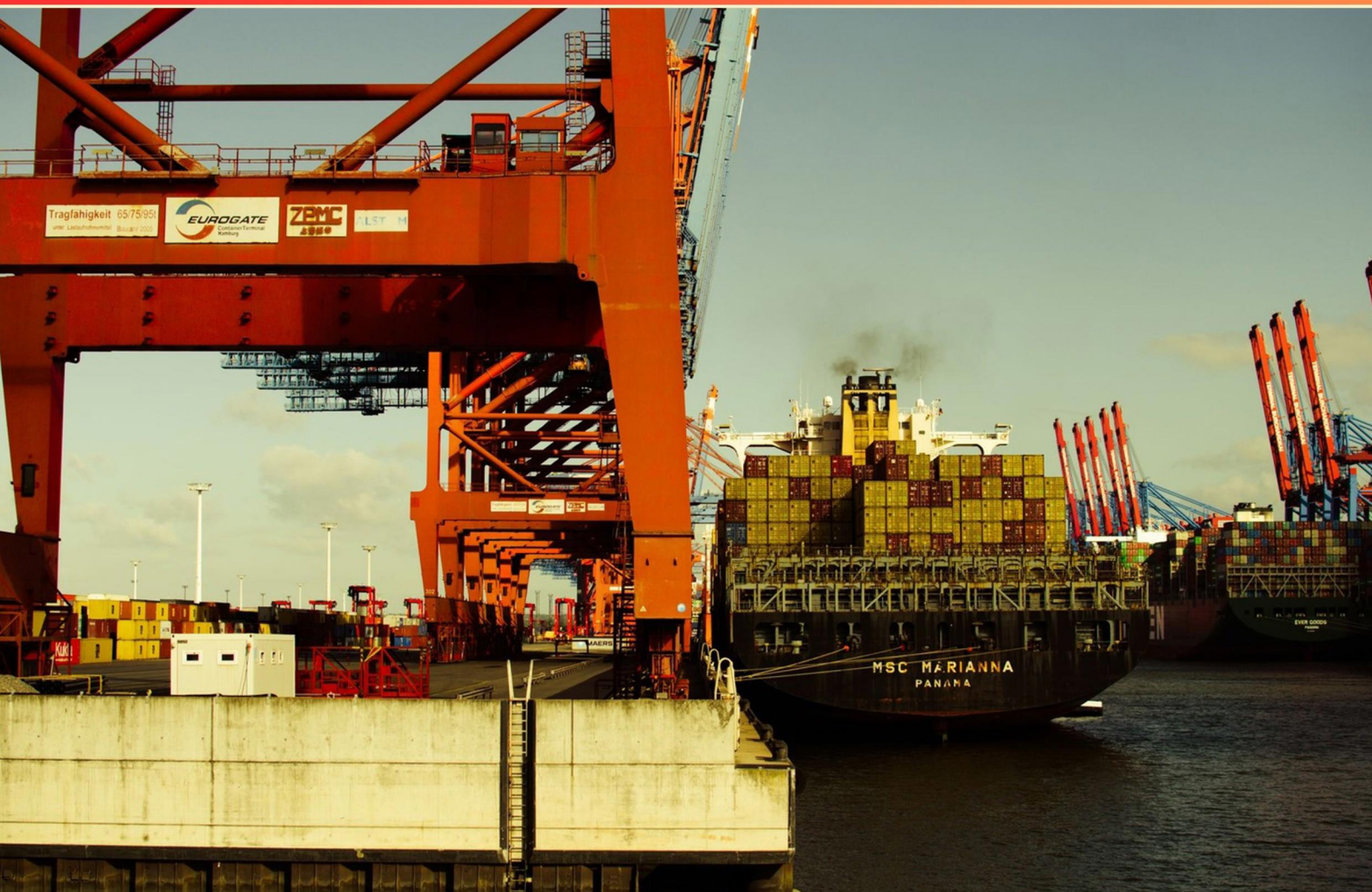


USCG PORT STATE CONTROL PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://uscgportstatecontrol.examzify.com>



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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 maximum point assignment for industry compliance in the PSC matrix?**
 - A. 3 points
 - B. 5 points
 - C. 7 points
 - D. 10 points
- 2. How many rocket parachute flares, hand flares, and buoyant smoke signals are required in a lifeboat?**
 - A. 2 rocket, 4 hand, 6 smoke
 - B. 4 rocket, 6 hand, 2 smoke
 - C. 6 rocket, 4 hand, 2 smoke
 - D. 2 rocket, 6 hand, 4 smoke
- 3. What is the minimum height of coaming required on the deck of tank ships?**
 - A. 2 inches
 - B. 4 inches
 - C. 6 inches
 - D. 8 inches
- 4. Which vessels are required to have a Shipboard Marine Pollution Emergency Plan (SMPEP)?**
 - A. All vessels carrying hazardous cargo
 - B. Vessels over 200 gross tonnage
 - C. Vessels over 150 gross tonnage
 - D. All passenger vessels
- 5. Where must the vessel name and port of registry be marked on a lifeboat?**
 - A. On the stern
 - B. On the sides of the hull
 - C. On each side of the bow
 - D. On the transom

- 6. What type of water is classified as waste from toilets?**
- A. Gray water
 - B. Black water
 - C. Clear water
 - D. Storm water
- 7. A Special Survey for ordinary vessels occurs how many years after the build date?**
- A. 10-15 years
 - B. 12-15 years
 - C. 16-20 years
 - D. 20-25 years
- 8. What are load lines commonly referred to as?**
- A. Plimsol Marks
 - B. Safety Marks
 - C. Load Indicators
 - D. Weight Marks
- 9. Which vessels are required to carry an Oil Record Book Part II?**
- A. Cargo Ships
 - B. Oil Tankers of 150 gross tonnage
 - C. Fishing Vessels
 - D. All vessel types over 100 GT
- 10. What is the maximum allowable interval for free-fall lifeboat launches?**
- A. 3 months
 - B. 6 months
 - C. 12 months
 - D. 2 months

Answers

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

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Explanations

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1. What is the maximum point assignment for industry compliance in the PSC matrix?

- A. 3 points
- B. 5 points**
- C. 7 points
- D. 10 points

The maximum point assignment for industry compliance in the Port State Control (PSC) matrix is set at 5 points. This allocation is part of a broader assessment framework used by the U.S. Coast Guard to evaluate a vessel's compliance with international maritime regulations. Industry compliance signifies how well a vessel adheres to the established safety, security, and environmental standards. Assigning 5 points reflects the importance of industry compliance within the ocean transportation ecosystem, as it encourages vessels to maintain high standards. This focus is essential for ensuring the safety of maritime operations and reducing the likelihood of incidents at sea. While it is important to note that there are other criteria that a vessel may be evaluated on, the specific cap of 5 points emphasizes that while non-compliance can lead to significant implications, a maximum of 5 points can be assigned in this particular category, making it crucial for ship owners and operators to strive for full compliance.

2. How many rocket parachute flares, hand flares, and buoyant smoke signals are required in a lifeboat?

- A. 2 rocket, 4 hand, 6 smoke
- B. 4 rocket, 6 hand, 2 smoke**
- C. 6 rocket, 4 hand, 2 smoke
- D. 2 rocket, 6 hand, 4 smoke

The correct number of safety signals required in a lifeboat is fundamentally tied to international maritime safety regulations, which govern the carriage of pyrotechnic distress signals to ensure safety and effective communication during emergencies at sea. According to these regulations, a lifeboat must carry a specific quantity of each type of distress signal to enhance the chances of being located and rescued in various conditions. The requirement of four rocket parachute flares serves to provide a means of signaling from a distance, as these flares can ascend high into the air and are visible over long ranges. Their visibility and elevation make them particularly effective at gaining the attention of search and rescue teams. In addition, six hand flares are required since they offer a reliable method of signaling when the situation allows for closer proximity to rescuers, and they can be ignited easily and used in various weather conditions. Their versatility and ease of use make them an essential part of the lifeboat's signal kit. Lastly, two buoyant smoke signals are included because they provide a visible distress signal over the water on a calm day, enhancing visibility to aircraft and vessels nearby, especially during daylight. This combination of signals is designed to ensure that survivors have adequate means to attract attention under various circumstances. The option

3. What is the minimum height of coaming required on the deck of tank ships?

- A. 2 inches
- B. 4 inches**
- C. 6 inches
- D. 8 inches

The minimum height of coaming required on the deck of tank ships is established to ensure the safe containment of liquid substances, preventing spills or leaks that could pose environmental hazards. A height of 4 inches is specified in international regulations as it effectively minimizes the risk of overflow during normal operations, such as loading and unloading of cargo. The coaming acts as a barrier to water and other liquids, aiding in the prevention of hazardous materials from escaping the tank area. It is designed to accommodate various natural conditions, such as waves and rainfall, maximizing the integrity of the containment system while not overly restricting operational activities on the deck. Meeting this threshold is crucial for compliance with safety regulations and for the protection of marine environments, underscoring its importance in tank ship design and operation. This requirement reflects a balance between safety, functionality, and practical operational considerations in maritime operations.

4. Which vessels are required to have a Shipboard Marine Pollution Emergency Plan (SMPEP)?

- A. All vessels carrying hazardous cargo
- B. Vessels over 200 gross tonnage
- C. Vessels over 150 gross tonnage**
- D. All passenger vessels

The requirement for a Shipboard Marine Pollution Emergency Plan (SMPEP) is specifically aimed at vessels that are over 150 gross tonnage. This regulation is in place to ensure that these vessels have a prepared and systematic approach to deal with any potential pollution emergencies that may arise during operations. A properly developed SMPEP helps define the procedures for crew members and officers to follow in the event of an incident that could lead to pollution. This encompasses not only oil spills but also the release of hazardous materials and other harmful substances into the marine environment. While the other options mention various classes of vessels that might be involved in hazardous operations, they do not align with the specific gross tonnage requirement laid out in international conventions such as MARPOL, which outlines the need for a marine pollution emergency plan for vessels of this size and above. Therefore, vessels over 150 gross tonnage are mandated to have an SMPEP, ensuring preparedness and compliance with environmental protection standards.

5. Where must the vessel name and port of registry be marked on a lifeboat?

- A. On the stern
- B. On the sides of the hull
- C. On each side of the bow**
- D. On the transom

The requirement for marking the vessel name and port of registry on a lifeboat is specifically intended to ensure clear identification of the lifeboat in case of an emergency. This identification is crucial as it helps rescue services to promptly determine the origin of the lifeboat and the associated vessel, facilitating coordinated rescue operations. The correct location for this marking is on each side of the bow of the lifeboat. This positioning allows for easy visibility from both sides and ensures that the information is clearly displayed irrespective of the angle from which a person might be observing the lifeboat. Additionally, it aligns with safety regulations and best practices for emergency situation protocols where quick identification can save lives. Marking the name and port of registry in this way supports the overall safety measures required during vessel operations, enhancing traceability and accountability at sea.

6. What type of water is classified as waste from toilets?

- A. Gray water
- B. Black water**
- C. Clear water
- D. Storm water

The classification of water generated on a vessel is crucial for understanding waste management practices and regulations. Black water specifically refers to wastewater that comes from toilets and contains human waste. This type of water is particularly concerning from a hygiene and environmental perspective, as it can harbor pathogens and requires special treatment before being discharged. Gray water, on the other hand, is wastewater from sinks, showers, and laundry, which doesn't contain significant amounts of human waste. Clear water is often used to describe water that is free of contaminants, while storm water refers to water that comes from precipitation and can carry various pollutants as it flows over surfaces. Understanding these classifications is essential for compliance with environmental regulations and safe disposal practices on board ships. Properly managing black water is a critical part of ensuring a vessel's operations meet public health standards and environmental protection guidelines.

7. A Special Survey for ordinary vessels occurs how many years after the build date?

- A. 10-15 years
- B. 12-15 years
- C. 16-20 years**
- D. 20-25 years

The correct timeframe for a Special Survey for ordinary vessels occurs 16 to 20 years after the build date. Special Surveys are a crucial part of vessel maintenance and safety compliance, as they focus on the structural condition of the ship and the importance of ensuring that vessels remain seaworthy over their lifespan. According to international maritime regulations and guidelines set forth by organizations like the International Maritime Organization (IMO), the Special Survey is required to assess and verify that the vessel's hull, machinery, and equipment are still in satisfactory condition, as well as to identify any maintenance needs. The 16 to 20-year range aligns with the philosophical basis behind these surveys, reflecting an industry standard that recognizes the aging of materials and equipment used in ship construction. This schedule ensures that vessels are regularly evaluated and maintained to mitigate risks associated with aging components and to preserve operational integrity, thereby enhancing safety at sea and compliance with statutory requirements. It is also important to note that different classes or types of vessels may follow distinct regulatory requirements, but an ordinary vessel typically adheres to this timeframe for Special Surveys based on industry standards.

8. What are load lines commonly referred to as?

- A. Plimsol Marks**
- B. Safety Marks
- C. Load Indicators
- D. Weight Marks

Load lines are commonly referred to as Plimsoll Marks. These marks are integral to maritime safety, indicating the maximum permissible draft of a vessel under different conditions, ensuring that the ship is not overloaded. This helps maintain the ship's stability and buoyancy, which are crucial for safe navigation. The Plimsoll line specifically helps to prevent overloading by indicating various loading limits depending on the water density and the type of sea conditions a vessel may encounter. The Plimsoll mark is named after Samuel Plimsoll, a British politician and social reformer who advocated for safer shipping practices in the late 19th century. The proper understanding and application of load lines are essential for compliance with international maritime regulations, which are designed to protect both the vessel and its crew, as well as the marine environment.

9. Which vessels are required to carry an Oil Record Book Part II?

- A. Cargo Ships
- B. Oil Tankers of 150 gross tonnage**
- C. Fishing Vessels
- D. All vessel types over 100 GT

An Oil Record Book Part II is specifically required for oil tankers of 150 gross tonnage and above as mandated by MARPOL Annex I regulations. This documentation is critical because it helps ensure that the management of oil and oily mixtures aboard these vessels is conducted in compliance with international regulations. The records within this book include operations involving loading, discharging, and transferring of oil, making it essential for maintaining transparency and accountability in oil handling. Oil tankers are particularly scrutinized due to the significant environmental risks they pose if oil spills occur. Regulations outline strict guidelines for managing oil waste, and thus, the Oil Record Book serves as a vital tool in demonstrating compliance with these regulations. The other vessel types mentioned in the options do not specifically require an Oil Record Book Part II solely based on their gross tonnage or function. While cargo ships and fishing vessels may have other types of record-keeping requirements, they are not mandated by MARPOL to uphold an Oil Record Book Part II unless they fall under the designation and condition set for oil tankers. Therefore, the requirement for the Oil Record Book Part II lands solely on oil tankers that meet or exceed the specified gross tonnage threshold.

10. What is the maximum allowable interval for free-fall lifeboat launches?

- A. 3 months
- B. 6 months**
- C. 12 months
- D. 2 months

The maximum allowable interval for free-fall lifeboat launches is six months. Regular launches are essential for ensuring that the lifeboats, as well as their launching systems, remain fully functional and safe for use in an emergency. Conducting launches at this interval allows the crew to verify that all equipment is in proper working order and that the procedures for launching are well-practiced. This frequency aligns with international safety regulations, reflecting a commitment to maintaining high safety standards onboard vessels. Maintaining this six-month interval helps ensure readiness and compliance with safety regulations, ultimately enhancing the safety of the crew and vessel in emergency situations. Regular drills and practical exercises are crucial components in reinforcing the crew's competence and confidence in utilizing the lifeboat during actual emergencies.

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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