

BASIC OFFICER LEADER COURSE (BOLC) 3 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. The front-most vehicle in your convoy will display which color flag?**
 - A. Blue Flag
 - B. Red Flag
 - C. Green Flag
 - D. Yellow Flag

- 2. True or False: Command and Signal capabilities include hand and arm signals?**
 - A. True
 - B. False
 - C. Not Mentioned
 - D. Not Applicable

- 3. Water terminal locations include which facilities?**
 - A. Fixed-Port facilities; Unimproved Port Facilities; Bare Beach Facilities
 - B. Fixed-Port facilities
 - C. Unimproved Port Facilities
 - D. Bare Beach Facilities

- 4. Which are the 3 functional elements of a convoy?**
 - A. Head, Main Body, and Trail
 - B. Front, Middle, and Rear
 - C. Lead Vehicle, Main Body, and Support
 - D. Pacing Vehicle, Main Body, and Tail

- 5. In SPOD Operations, which organization manages port operations?**
 - A. SDDC
 - B. PSA
 - C. ASG
 - D. Movement Control Organizations

- 6. Which item is NOT listed as a basic map-reading fundamental for field operations?**
- A. Grid coordinates
 - B. Map scale
 - C. Magnetic declination
 - D. Weather forecasting information
- 7. What is the difference between a mission statement and a commander's intent?**
- A. The mission statement describes task and purpose; the commander's intent communicates the desired end state and purpose beyond the tasks.
 - B. They are the same.
 - C. The mission statement is about logistics only.
 - D. The commander's intent is not used in planning.
- 8. Which of the following is NOT part of Sustainment in warfighting functions?**
- A. Sustainment
 - B. Protection
 - C. Maintenance
 - D. Transportation
- 9. Which DD Form is titled Motor Vehicle Inspection (Transporting HAZMAT)?**
- A. DD Form 626
 - B. DD Form 626A
 - C. DD Form 1260
 - D. DD Form 1266
- 10. The Convoy Clearance Number (CCN) is composed of how many digits and sections?**
- A. 10 digits and 4 sections
 - B. 8 digits and 2 sections
 - C. 12 digits and 3 sections
 - D. 6 digits and 1 section

Answers

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

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Explanations

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1. The front-most vehicle in your convoy will display which color flag?

- A. Blue Flag**
- B. Red Flag
- C. Green Flag
- D. Yellow Flag

In convoy signaling, the front-most vehicle carries a blue flag to mark its position as the lead. This blue flag provides a clear, immediate visual cue for all following drivers to align their speed, spacing, and maneuvers with the leader, which helps maintain order and safety even when radio communication is limited or noisy. The other colors are used in different contexts or roles within some units, but they are not the standard indicator for the lead vehicle, so they aren't the correct choice here.

2. True or False: Command and Signal capabilities include hand and arm signals?

- A. True**
- B. False
- C. Not Mentioned
- D. Not Applicable

Hand and arm signals are a standard method within Command and Signal to convey orders when radios are unavailable or restricted. Leaders use clear, prearranged gestures to communicate quickly across short distances, preserving tempo and reducing the risk of miscommunication in noisy or crowded environments. In practice, signals might indicate halt, move, turn left or right, or adjust to a different formation; these gestures are understood within the unit and don't rely on verbal communication, which is crucial under radio silence, enemy interference, or limited visibility. Because these signals are a defined part of how command and control can be exercised across conditions, the statement is true. They complement other methods like radio communication and visual signaling devices to maintain control in diverse situations.

3. Water terminal locations include which facilities?

- A. Fixed-Port facilities; Unimproved Port Facilities; Bare Beach Facilities**
- B. Fixed-Port facilities
- C. Unimproved Port Facilities
- D. Bare Beach Facilities

Water terminal locations cover a range of environments where ships and landing craft can offload personnel and supplies, from established ports to improvised beaches. The best answer includes all three types: fixed-port facilities with permanent docks and infrastructure, unimproved port facilities that lack full infrastructure but can be used with temporary improvements, and bare beach facilities where unloading occurs directly on the shore with minimal facilities. Together, these categories reflect the spectrum of options a commander might rely on for seaborne logistics. Choosing only fixed-port facilities ignores the capability to use less-developed ports or beach landings, and choosing only unimproved or bare beach facilities omits the other available options.

4. Which are the 3 functional elements of a convoy?

- A. Head, Main Body, and Trail
- B. Front, Middle, and Rear
- C. Lead Vehicle, Main Body, and Support
- D. Pacing Vehicle, Main Body, and Tail

In a convoy, three functional elements organize how the group moves, communicates, and stays secure: the head, the main body, and the trail. The head or lead element is the first to navigate the route, clear obstacles, and set the pace and direction while keeping the rest informed. The main body carries the majority of vehicles and supplies, maintaining appropriate spacing and protection to keep the convoy moving smoothly toward its objective. The trail sits at the rear, providing rear security, monitoring for threats or problems behind the convoy, and ensuring no one is left behind or unaccounted for. This structure ensures effective command and control, continuous movement, and comprehensive security.

5. In SPOD Operations, which organization manages port operations?

- A. SDDC
- B. PSA
- C. ASG
- D. Movement Control Organizations

SPOD port operations are managed by the Surface Deployment and Distribution Command. This DoD organization is responsible for the reception, processing, and distribution of personnel and equipment at sea ports, coordinating cargo handling, terminal operations, and the transition from the ship to inland distribution nodes. In practice, SDDC oversees the port terminals, interfaces with Navy harbor facilities and civilian contractors, and ensures smooth throughput from the sea port to the next mode of movement. Movement planning and other functions exist in support of this process, but the day-to-day management of SPOD port operations falls under SDDC.

6. Which item is NOT listed as a basic map-reading fundamental for field operations?

- A. Grid coordinates
- B. Map scale
- C. Magnetic declination
- D. Weather forecasting information

Basic map-reading fundamentals in field operations are using grid coordinates to locate positions, understanding map scale to gauge distances, and applying magnetic declination to align a compass with the map. Weather forecasting information, while valuable for planning and safety, doesn't help you read the map itself or determine where you are, how far to travel, or which direction is true north versus magnetic north. It's external operational data rather than a map-reading skill. So weather forecasting information is not a basic map-reading fundamental.

7. What is the difference between a mission statement and a commander's intent?

- A. The mission statement describes task and purpose; the commander's intent communicates the desired end state and purpose beyond the tasks.**
- B. They are the same.
- C. The mission statement is about logistics only.
- D. The commander's intent is not used in planning.

Tasking vs end state: The mission statement defines what needs to be done and why at a task level, while the commander's intent communicates the desired end state and the broader purpose that goes beyond specific tasks to guide flexible execution. The mission statement spellouts who, what, where, when, and why for the concrete task, giving subordinates a clear objective to achieve. The commander's intent describes the end state the operation must produce and why it matters, along with the essential tasks and the criteria for success, but it leaves room for how those goals are reached if conditions change. This lets leaders at all levels act with initiative while staying aligned to the overall purpose. For example, seizing a hill by a certain time would be stated in the mission as the objective and time, with the purpose tied to disrupting the enemy and securing a line of communication. The commander's intent would specify what the successful end state looks like (hill under control, secure and linked to friendly forces, with minimal civilian impact) and emphasize flexibility in approach if the direct plan encounters obstacles. That combination—task and purpose in the mission statement, end state and intent in the commander's intent—explains why the first option best captures the difference. The other choices misstate the relationship or the role of the commander's intent in planning.

8. Which of the following is NOT part of Sustainment in warfighting functions?

- A. Sustainment
- B. Protection**
- C. Maintenance
- D. Transportation

The topic being tested is how warfighting functions are organized, specifically what tasks belong to Sustainment versus a separate function. Sustainment covers the logistics that keep a force operating: maintenance to keep equipment in working order, transportation to move personnel and materiel, supply, medical support, and other support services. Protection, while essential, is a different warfighting function focused on safeguarding personnel, information, and critical assets from threats and hazards. So the item that is not part of Sustainment is Protection. Maintenance and Transportation are integral to Sustainment, providing the upkeep and movement necessary to sustain operations. Protection supports the force but operates as its own function.

9. Which DD Form is titled Motor Vehicle Inspection (Transporting HAZMAT)?

- A. DD Form 626**
- B. DD Form 626A
- C. DD Form 1260
- D. DD Form 1266

The key idea is to match the form's title to its purpose. A form labeled Motor Vehicle Inspection (Transporting HAZMAT) is the official document used to certify safety checks on vehicles that will carry hazardous materials. That exact title identifies it as the standard DD Form 626. The other forms have different titles and are used for different inspection tasks, so they don't fit the specific hazmat motor vehicle inspection requirement. In practice, this form is used to verify vehicle readiness and compliance before transporting hazardous materials.

10. The Convoy Clearance Number (CCN) is composed of how many digits and sections?

A. 10 digits and 4 sections

B. 8 digits and 2 sections

C. 12 digits and 3 sections

D. 6 digits and 1 section

The Convoy Clearance Number uses ten digits arranged in four sections. This structure gives enough unique combinations to identify a specific convoy clearance while keeping the code readable at a glance. Dividing the ten digits into four blocks helps you parse and verify different parts of the clearance quickly, such as date, route or area, unit, and a sequence; the blocks make validation straightforward without making the code unnecessarily long. Formats with fewer digits or fewer sections could lead to ambiguity or slower verification, while more digits or irregular grouping wouldn't add practical value.

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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://bolc3.examzify.com>

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

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