

# Logistics Specialist Third Class Petty Officer (LS3) Advancement Practice Exam (Sample)

## Study Guide



**Everything you need from our exam experts!**

**Copyright © 2025 by Examzify - A Kaluba Technologies Inc. product.**

**ALL RIGHTS RESERVED.**

**No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.**

**Notice: Examzify makes every reasonable effort to obtain from reliable sources accurate, complete, and timely information about this product.**

**SAMPLE**

## **Questions**

SAMPLE

- 1. Which chapter would you refer to for Financial Management procedures in the P-485?**
  - A. Chapter 7**
  - B. Chapter 8**
  - C. Chapter 9**
  - D. Chapter 10**
- 2. Document identifier A0E specifically deals with which area?**
  - A. Data for requests made overseas**
  - B. Data for requests made within the continental United States**
  - C. Non-RFI transactions**
  - D. Billing adjustments**
- 3. Media and Status Codes are found in which appendix of NAVSUP P-485?**
  - A. Appendix 14**
  - B. Appendix 16**
  - C. Appendix 18**
  - D. Appendix 19**
- 4. Which status code indicates a requisition was sent to the wrong activity?**
  - A. CG**
  - B. CH**
  - C. BF**
  - D. BD**
- 5. What is the purpose of Spot Inventory?**
  - A. To assess overall inventory levels**
  - B. To physically check specific items**
  - C. To record velocity of items**
  - D. To audit financial expenditures**

- 6. What is the size of the padlock used for general stores spaces?**
- A. 1 inch**
  - B. 1 1/2 inches**
  - C. 2 inches**
  - D. 1 inch 1/4**
- 7. Which document identifier is responsible for follow-up on NONRFI transactions?**
- A. BK1**
  - B. BK3**
  - C. BK2**
  - D. A05**
- 8. What is the primary topic of Chapter 4 in P-485 Volume 1?**
- A. Material Expenditure**
  - B. Material Receipt, Custody, and Stowage**
  - C. Inventory Management**
  - D. Packaging and Transportation**
- 9. What is the review frequency for outstanding requisitions on days 9-15?**
- A. Daily**
  - B. Weekly**
  - C. Monthly**
  - D. Quarterly**
- 10. What does the acronym OPTAR stand for?**
- A. Operational Target Assessment Review**
  - B. Operating Target**
  - C. Operational Target Allocation Rate**
  - D. Operational Transport and Resources**

## **Answers**

SAMPLE

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

SAMPLE

## **Explanations**

SAMPLE



**1. Which chapter would you refer to for Financial Management procedures in the P-485?**

- A. Chapter 7**
- B. Chapter 8**
- C. Chapter 9**
- D. Chapter 10**

The correct reference for Financial Management procedures in the P-485 is found in Chapter 9. This chapter typically covers all aspects related to financial management, including budget preparation, financial transactions, and financial reporting. Understanding this chapter is crucial for Logistics Specialists, as it lays out the guidelines and procedures needed to manage resources effectively, maintaining accountability and transparency in financial dealings. Familiarizing yourself with the contents of Chapter 9 will enable you to navigate financial management tasks related to logistics and supply chain operations. This knowledge is essential for fulfilling duties such as monitoring budgets, ensuring compliance with financial regulations, and preparing necessary documentation for financial assessments.

**2. Document identifier A0E specifically deals with which area?**

- A. Data for requests made overseas**
- B. Data for requests made within the continental United States**
- C. Non-RFI transactions**
- D. Billing adjustments**

The document identifier A0E specifically refers to data concerning requests made within the continental United States (CONUS). This identifier is part of logistics documentation that helps streamline and categorize the handling of requests and transactions occurring inside the mainland U.S. Understanding the context of document identifiers, each one serves a specific purpose and provides clarity to logistics activities, ensuring that supply chain operations run smoothly and efficiently. A0E being aligned with CONUS requests is crucial for logistics specialists to manage shipments, inventory, and other logistical processes that fall within domestic boundaries. This allows for more effective tracking and management of resources and supports the overall goal of logistical readiness and efficiency in operations.

**3. Media and Status Codes are found in which appendix of NAVSUP P-485?**

- A. Appendix 14**
- B. Appendix 16**
- C. Appendix 18**
- D. Appendix 19**

The correct answer is Appendix 18 because this appendix specifically outlines the Media and Status Codes utilized within the NAVSUP P-485 guidelines. These codes are essential for the logistics and supply chain operations, providing critical information on the management and tracking of materials and services. Understanding these codes is vital for Logistics Specialists, as they help streamline the procurement and inventory processes. Appendix 18 serves as a reference point for these codes, ensuring that personnel can accurately identify items, track status, and apply the appropriate logistical processes. This emphasis on standardization is crucial for maintaining efficiency in supply chain management.

**4. Which status code indicates a requisition was sent to the wrong activity?**

- A. CG**
- B. CH**
- C. BF**
- D. BD**

The status code indicating that a requisition was sent to the wrong activity is CH. This code is used to signal that an error occurred in routing, meaning the requisition did not reach the intended destination. Such codes are essential for tracking issues and ensuring that requests are redirected properly to the correct activity. Understanding the implications of the CH status code helps logistics personnel address and rectify errors in the requisition process, ultimately ensuring efficient supply chain management. Other codes may indicate different statuses related to requisitions, such as cancellation or other processing issues, but CH specifically highlights the concern of misaddressed requisitions within the logistics system.

**5. What is the purpose of Spot Inventory?**

- A. To assess overall inventory levels
- B. To physically check specific items**
- C. To record velocity of items
- D. To audit financial expenditures

The purpose of Spot Inventory is primarily to physically check specific items within an inventory. This process allows personnel to verify the existence, condition, and quantity of selected items without conducting a full inventory count. By focusing on particular items, the spot inventory can help identify discrepancies in the inventory records, assess the physical stock against the documented data, and ensure that what is recorded matches what is physically present. This practice is essential for maintaining accurate inventory management, facilitating timely restocking and enhancing overall logistical efficiency. While assessing overall inventory levels, recording the velocity of items, and auditing financial expenditures are important inventory management activities, these do not specifically describe the focused nature of a Spot Inventory, which aims at ensuring the reliability and accuracy of specific items on hand.

**6. What is the size of the padlock used for general stores spaces?**

- A. 1 inch
- B. 1 1/2 inches**
- C. 2 inches
- D. 1 inch 1/4

The size of the padlock used for general stores spaces is indeed 1 1/2 inches. This specification is significant because it ensures a robust level of security suitable for storing a wide range of supplies and materials that may be critical to operations. The 1 1/2-inch padlock strikes a balance between strength and ease of use; it is large enough to deter tampering and unauthorized access but still manageable for personnel to operate effectively. Having a standardized padlock size helps maintain uniformity across storage spaces, making inventory management and security protocols easier to enforce. The specifications for padlocks can also derive from best practices established within military logistics, which prioritize security and operational readiness in all storage applications.

**7. Which document identifier is responsible for follow-up on NONRFI transactions?**

**A. BK1**

**B. BK3**

**C. BK2**

**D. A05**

The document identifier responsible for follow-up on NONRFI transactions is identified by the code BK1. NONRFI (Non-Routine Follow-Up Item) transactions are those that do not involve ready-for-issue items and require special tracking and management. The BK1 identifier specifically indicates that the document is generated for follow-up actions, which aids in ensuring that all transactions are monitored appropriately until resolution. This identifier is an essential aspect of logistics operations, facilitating better inventory control and fostering effective communication regarding non-routine items. It ensures that personnel can efficiently track and resolve discrepancies or follow-ups that arise with these transactions, enhancing overall operational effectiveness.

**8. What is the primary topic of Chapter 4 in P-485 Volume 1?**

**A. Material Expenditure**

**B. Material Receipt, Custody, and Stowage**

**C. Inventory Management**

**D. Packaging and Transportation**

The primary topic of Chapter 4 in P-485 Volume 1 focuses on Material Receipt, Custody, and Stowage. This chapter is essential for understanding the procedures and responsibilities involved in receiving materials into the supply system, ensuring they are properly accounted for, and managing their storage. It covers the protocols for verifying the accuracy of received items, the documentation required, and the importance of maintaining accurate custody records throughout the supply chain. Material receipt is critical because it sets the foundation for effective inventory management and operational readiness. Proper stowage practices are also discussed, which are vital for ensuring materials are stored safely and efficiently, maximizing space and preventing deterioration or loss. The other topics mentioned play significant roles in logistics but are addressed in different chapters, emphasizing various aspects of supply chain management, such as financial transactions, overall inventory oversight, and the processes of packaging and transport. However, Chapter 4 distinctly centers on the initial phase of material management, making it pivotal for contractors, supply officers, and those involved in supply logistics.

**9. What is the review frequency for outstanding requisitions on days 9-15?**

- A. Daily**
- B. Weekly**
- C. Monthly**
- D. Quarterly**

The correct answer is based on the standard operating procedures for reviewing outstanding requisitions within the logistics field. Outstanding requisitions typically require close monitoring to ensure timely fulfillment of requests. During days 9-15, it is established practice to review these requisitions on a monthly basis. This monthly frequency allows logistics personnel to analyze and assess the status of requisitions without the burden of daily checks, while still providing adequate oversight to identify any potential issues. This timeframe strikes a balance between ensuring that outstanding needs are addressed and allowing for operational efficiency in reviewing logistics requirements, making it an expected norm in logistics operations. Other options suggest review frequencies that are either too frequent or too infrequent for this specific timeframe, making them less appropriate for effectively managing outstanding requisitions.

**10. What does the acronym OPTAR stand for?**

- A. Operational Target Assessment Review**
- B. Operating Target**
- C. Operational Target Allocation Rate**
- D. Operational Transport and Resources**

The correct definition of the acronym OPTAR is "Operating Target." OPTAR is a key term used within the Navy for managing funds and resources allocated for operational purposes. It serves as a financial tool that allows commanders to manage and control expenditures associated with different operations and maintenance activities. Understanding OPTAR is essential for Logistics Specialists as it relates to budgeting for operational needs, ensuring that ships and units can carry out their missions without unnecessary financial burdens. This term encapsulates the idea of setting a financial benchmark or target that operational units aim to adhere to regarding their budget. The other options, while they may contain elements related to operations or targets, do not accurately reflect the established meaning of the acronym in a naval logistics context. Thus, "Operating Target" is the recognized and correct interpretation of OPTAR.