

OFFICER OF THE DECK (OOD) PHASE 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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. Which element combined with a current is categorized as an uncontrollable force on a vessel?**
 - A. Tide
 - B. Weather
 - C. Wind
 - D. Pressure

- 2. What does the hour angle measure?**
 - A. Angular distance above the horizon
 - B. Distance from terrestrial to celestial coordinates
 - C. Angular measurement from Greenwich to a celestial body's hour circle
 - D. Distance from the prime meridian

- 3. In maritime navigation, what does a rhumb line represent?**
 - A. The shortest path between two points
 - B. A constant compass direction
 - C. A straight line distance
 - D. An approach to a harbor

- 4. What is defined as the angular distance above the horizon?**
 - A. Declination
 - B. Hour Angle
 - C. Altitude
 - D. Azimuth

- 5. What does the term "slow headway" refer to in relation to tug operation?**
 - A. Full speed backward
 - B. A gradual stoppage
 - C. Tug is moving forward
 - D. Tug is at anchor

- 6. Which factors affect the height and timing of tides?**
 - A. Wind speed and direction
 - B. Relative position of the moon and sun
 - C. Ship speed
 - D. Bathymetry and local weather

- 7. What does an isolated danger buoy typically look like?**
- A. Black with horizontal bands
 - B. Yellow with crossed topmark
 - C. Red spherical top mark
 - D. Green cone topmark
- 8. In terms of ship stability, where is the geometric center located?**
- A. At the rear quarter
 - B. At the bow
 - C. At the geometric center
 - D. At the stern
- 9. Which component does NOT affect rudder lift?**
- A. Size of the rudder
 - B. Velocity of water moving past the rudder
 - C. Rudder angle
 - D. Weight of the vessel
- 10. During which phase of twilight can navigation be performed using visible stars?**
- A. Civil Twilight
 - B. Nautical Twilight
 - C. Sunrise
 - D. Sunset

Answers

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

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Explanations

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1. Which element combined with a current is categorized as an uncontrollable force on a vessel?

- A. Tide
- B. Weather
- C. Wind**
- D. Pressure

The element categorized as an uncontrollable force on a vessel, especially when considering its interaction with current, is wind. Wind can significantly affect a vessel's maneuverability and stability, especially during operations in open water. It can create forces that the crew must constantly manage, impacting the vessel's course and speed. While tides, weather, and pressure can also influence a vessel's operations, they do not interact with the current in the same direct and immediate manner as wind does. Tides are a predictable element that change gradually, allowing for some planning in navigation, and weather encompasses a range of factors including wind but also precipitation and atmospheric conditions. Pressure, particularly atmospheric pressure, may influence weather but is not a direct force acting on a vessel like wind is. Thus, wind is the most direct and uncontrollable force impacting the vessel's performance in conjunction with current.

2. What does the hour angle measure?

- A. Angular distance above the horizon
- B. Distance from terrestrial to celestial coordinates
- C. Angular measurement from Greenwich to a celestial body's hour circle**
- D. Distance from the prime meridian

The hour angle is a key concept in celestial navigation and astronomy, measuring the angle that describes the position of a celestial object relative to the observer's location and the reference point of the Greenwich Meridian. Specifically, the hour angle represents the angular measurement from the Greenwich meridian to the hour circle of a celestial body. In more practical terms, it is the difference in time between the local solar time and the time at the prime meridian, expressed in angular measurement. As the Earth rotates, celestial objects appear to move across the sky, and the hour angle provides a way to quantify this movement in degrees. Each hour equates to 15 degrees of arc, as the Earth rotates 360 degrees in 24 hours. This understanding is essential for navigators and astronomers, as it helps them determine the precise positioning of celestial bodies and aids in the calculation of local solar time, ultimately facilitating accurate navigation.

3. In maritime navigation, what does a rhumb line represent?

- A. The shortest path between two points
- B. A constant compass direction**
- C. A straight line distance
- D. An approach to a harbor

A rhumb line represents a path of constant compass direction, which allows a navigator to maintain a single heading throughout the course. This characteristic is significant because it simplifies the navigation process; mariners can steer a consistent angle relative to true north or magnetic north without needing to constantly adjust their course. In contrast to a great circle route, which is the shortest path between two points on the Earth's surface and requires changes in direction as the vessel travels, a rhumb line remains straight on the chart but may not provide the most efficient route in terms of distance traveled. Its use is particularly useful for longer voyages where courses need to be held over extended periods, thereby making navigation more straightforward. Other options, while related to navigation, do not accurately define a rhumb line; for example, the shortest path pertains to great circles rather than rhumb lines. Thus, the definition of a rhumb line as a consistent compass heading clarifies its critical role in maritime navigation.

4. What is defined as the angular distance above the horizon?

- A. Declination
- B. Hour Angle
- C. Altitude**
- D. Azimuth

The term that describes the angular distance above the horizon is altitude. In celestial navigation, altitude refers to the angle between the observer's local horizontal plane and the line of sight to an object in the sky, such as a star or the sun. It is measured in degrees and helps navigators determine how high an object is in the sky, which is crucial for accurate positioning and navigation. In contrast, declination refers to the angular distance of an object north or south of the celestial equator, hour angle relates to the time since the object has crossed the observer's meridian, and azimuth is the angle from a reference direction, typically north, to the vertical line from the observer to the object. Each of these terms serves a distinct purpose in navigation, but they do not describe the angle above the horizon as altitude does.

5. What does the term "slow headway" refer to in relation to tug operation?

- A. Full speed backward
- B. A gradual stoppage
- C. Tug is moving forward**
- D. Tug is at anchor

The term "slow headway" refers to the condition where a tug is making forward progress, but at a reduced speed. This is a common operational term used in maritime contexts to indicate that the vessel, in this case the tug, is actively moving forward, albeit not at a significant pace. Maintaining slow headway allows for more controlled movements, which can be crucial when maneuvering with other vessels or navigating in tight spaces. Understanding this term is essential for effective tug operation, particularly when managing tow lines, responding to changing environmental conditions, or ensuring the safety of operations in congested waterways. In these situations, the ability to make incremental forward movements can enhance precision and control as the tug assists larger vessels or performs docking maneuvers. Other options, while related to tug operations, do not correctly encapsulate the meaning of "slow headway."

6. Which factors affect the height and timing of tides?

- A. Wind speed and direction
- B. Relative position of the moon and sun**
- C. Ship speed
- D. Bathymetry and local weather

The height and timing of tides are primarily influenced by the gravitational pull exerted by the moon and the sun on the Earth's oceans. The relative positions of these celestial bodies cause changes in the tide's height and timing as they align or are positioned at varying angles relative to the Earth. When the moon is positioned directly above or below a particular location on Earth, it creates a bulge of water, leading to high tide in that area. Conversely, when the moon is at a right angle to that location, it produces a lower tide. The sun exerts a similar, though lesser, gravitational force, which can enhance or diminish the tidal effects caused by the moon, resulting in spring tides (when the sun and moon are aligned) and neap tides (when the sun and moon are at right angles). The other options do have roles in the broader context of tides. For example, local weather and bathymetry can influence how tides manifest in specific areas, while wind can impact water levels temporarily. However, these factors do not directly determine the fundamental height and timing of tides as the gravitational forces from the moon and sun do. Thus, the relative positions of the moon and sun are the key factors in understanding tidal patterns.

7. What does an isolated danger buoy typically look like?

- A. Black with horizontal bands**
- B. Yellow with crossed topmark
- C. Red spherical top mark
- D. Green cone topmark

An isolated danger buoy is designed to mark a specific hazard that is not immediately obvious, such as a submerged rock, wreck, or a shallow spot. The correct answer, which indicates that these buoys are black with horizontal bands, is in line with international standards for maritime navigation. The black color signifies that the buoy indicates a danger, while the horizontal stripes serve a dual purpose: they make the buoy readily recognizable and alert mariners to approach with caution. This unique marking pattern helps ensure that the buoy is clearly visible during both day and night, contributing to navigational safety. Other buoy markings serve different purposes. For instance, a yellow buoy with a crossed topmark typically indicates a special mark or feature that is not a danger but may require attention. A red spherical top mark signifies a safe water mark, and green cone top marks usually represent lateral buoys that are part of a channel marking system. Understanding the specific color and shape coding of buoys is essential for safe navigation, which is why knowing the characteristics of an isolated danger buoy is crucial for mariners.

8. In terms of ship stability, where is the geometric center located?

- A. At the rear quarter
- B. At the bow
- C. At the geometric center**
- D. At the stern

The geometric center of a ship, often referred to as the centroid or center of gravity, is the point at which the ship's mass is evenly distributed in all directions. It is a theoretical point calculated based on the ship's hull shape, dimensions, and weight distribution. By definition, this geometric center is located at the midpoint in both length and width of the hull when considering a symmetrical design. This point is crucial for understanding stability because a ship's stability is influenced by the position of its center of gravity in relation to its center of buoyancy, which is affected by the shape of the underwater portion of the hull. The geometric center helps determine how the ship will respond to external forces, such as waves and wind, as well as the effects of the ship's loading condition. In comparing it to the other options, the geometric center is not specifically at the rear quarter, bow, or stern, as those locations refer to specific points along the ship's length, rather than the calculated center of mass. Hence, the location of the geometric center provides a foundational understanding of stability principles critical for the Officer of the Deck.

9. Which component does NOT affect rudder lift?

- A. Size of the rudder
- B. Velocity of water moving past the rudder
- C. Rudder angle
- D. Weight of the vessel**

Rudder lift is influenced by several key factors that directly interact with the physical characteristics of the rudder and the flow of water around it. The size of the rudder plays a crucial role because larger rudders can generate more lift due to an increased surface area interacting with the flow of water. Similarly, the velocity of the water moving past the rudder affects lift; a faster flow increases the lift generated according to Bernoulli's principle, which states that as the speed of a fluid increases, its pressure decreases, contributing to lift. The rudder angle, or the angle at which the rudder is turned relative to the water flow, also significantly affects lift. A greater angle typically increases the lift generated by the rudder as it increases the effective surface area interacting with the water flow. In contrast, the weight of the vessel does not directly affect the rudder's lift. While the overall weight of the vessel could potentially influence its maneuverability and stability, it does not alter the hydrodynamic principles that govern how lift is generated by the rudder itself. Thus, the correct answer is that the weight of the vessel does not affect rudder lift.

10. During which phase of twilight can navigation be performed using visible stars?

- A. Civil Twilight
- B. Nautical Twilight**
- C. Sunrise
- D. Sunset

Nautical Twilight is the phase during which navigation can be effectively performed using visible stars. During this period, the sky is dark enough that sailors can see stars for navigation, yet there is still some light on the horizon, which helps differentiate between sea and sky. This stage typically occurs when the sun is between 6 and 12 degrees below the horizon. In this phase, mariners can take their bearings using a sextant and rely on celestial bodies for navigation, as the visibility is sufficient to identify stars while still being dark enough for them to be visible against the backdrop of the sky. This capability is essential for maritime navigation, especially when out of sight of land or in situations where visual aids are limited.

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://oodphase2.examzify.com>

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

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