

# OUPV 6-Pack Captain's License Practice Exam (Sample)

## Study Guide



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

**This is a sample study guide. To access the full version with hundreds of 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. Don't worry about getting everything right, 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, and take breaks to retain information better.**

## 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.**

## 7. Use Other Tools

**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!**

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## **Questions**

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- 1. What is the primary purpose of chafing gear?**
  - A. To prevent damage to a line**
  - B. To assist in towing**
  - C. To help secure an anchor**
  - D. To assist boarding from a boat**
  
- 2. What is Channel 13 primarily used for?**
  - A. Emergency alerts**
  - B. Ship-to-ship and ship-to-shore communication**
  - C. Navigation warnings**
  - D. Weather updates**
  
- 3. What is NOT a requirement for additional lights on a vessel?**
  - A. They should be visible from at least 600 feet**
  - B. They must not interfere with keeping a proper lookout**
  - C. They must indicate a specific action of the vessel**
  - D. They can be fixed or flashing**
  
- 4. The letter 'N' on a daymark indicates what?**
  - A. Navigation channel**
  - B. No lateral significance**
  - C. North orientation**
  - D. Navigation warning**
  
- 5. Which color is not used on day boards according to the chart mentioned?**
  - A. Red**
  - B. Green**
  - C. Yellow**
  - D. Blue**

**6. What is indicated by red flashing lights on a closed and locked drawbridge?**

- A. It is open for passage**
- B. Boaters should proceed with caution**
- C. It is closed and locked**
- D. Emergency services are on site**

**7. Frequent calms are most likely found in which area?**

- A. Trade winds**
- B. Doldrums**
- C. Coastal areas**
- D. Stormy zones**

**8. Where should a yellow triangle be positioned in the ICW?**

- A. Left**
- B. Attached to the vessel**
- C. Right**
- D. Neither side**

**9. When Vessel A is underway pushing ahead and sighting Vessel B off the starboard bow, which statement is true?**

- A. Vessel "A" is the give-way vessel**
- B. Vessel "B" is the stand-on vessel**
- C. Both vessels must change course**
- D. Vessel "A" should speed up**

**10. A partly submerged object that is 25 meters or more in breadth must display which type of lights at its greatest breadth on both sides?**

- A. Red lights**
- B. Green lights**
- C. All-around white lights**
- D. Sidelights**

## **Answers**

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

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## **Explanations**

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## 1. What is the primary purpose of chafing gear?

- A. To prevent damage to a line**
- B. To assist in towing**
- C. To help secure an anchor**
- D. To assist boarding from a boat**

The primary purpose of chafing gear is to prevent damage to a line. When a line, such as a mooring line or a tow line, comes into contact with a rough or abrasive surface, it can wear down and diminish the line's strength over time. Chafing gear acts as a protective layer that is placed around areas of the line that are at risk of abrasion, thus safeguarding it against fraying or breaking. This is crucial for maintaining the integrity and safety of the line during various marine operations, especially when under tension or when subject to movement and rubbing against surfaces. Other potential answers, such as assisting in towing or boarding from a boat, do not address the specific protective function that chafing gear provides to lines. Similarly, while chafing gear may somewhat relate to securing an anchor, this is not its primary function; rather, it is specifically designed to guard against the wear and tear that can lead to failure in the lines used on a vessel.

## 2. What is Channel 13 primarily used for?

- A. Emergency alerts**
- B. Ship-to-ship and ship-to-shore communication**
- C. Navigation warnings**
- D. Weather updates**

Channel 13 is primarily used for ship-to-ship and ship-to-shore communication. This channel is designated as a bridge-to-bridge communication frequency, which facilitates important communication between vessels in close proximity. It is particularly essential for navigational safety, allowing vessels to communicate their intentions or any urgent messages to one another while navigating in busy waters or during potential emergencies. This channel helps enhance situational awareness among vessels, which is crucial to prevent collisions and ensure smooth navigation. Its significance is further highlighted in busy ports and congested waterways where effective communication can greatly reduce risks.

### 3. What is NOT a requirement for additional lights on a vessel?

- A. They should be visible from at least 600 feet**
- B. They must not interfere with keeping a proper lookout**
- C. They must indicate a specific action of the vessel**
- D. They can be fixed or flashing**

The option indicating that additional lights on a vessel must indicate a specific action of the vessel is not a requirement. In maritime navigation, the purpose of additional lights is primarily related to safety and visibility rather than conveying specific actions. When a vessel displays additional lights, those lights serve to enhance visibility and ensure that other vessels can see and identify the vessel, but they do not necessarily need to represent or indicate particular maneuvers or statuses of the vessel. This means that while lights can indicate whether a vessel is anchored, sailing, or engaged in fishing, not all additional lights must fulfill this role. The other options reflect established maritime regulations. The visibility requirement ensures that lights can be seen from a distance, the stipulation regarding not interfering with proper lookout emphasizes the importance of safety and awareness, and the allowance for lights to be either fixed or flashing provides flexibility in the design and use of navigational lights.

### 4. The letter 'N' on a daymark indicates what?

- A. Navigation channel**
- B. No lateral significance**
- C. North orientation**
- D. Navigation warning**

The letter 'N' on a daymark signifies "No lateral significance." In marine navigation, daymarks are visual markers used during daylight to aid in the identification of navigational routes and hazards. A daymark displaying the letter 'N' indicates that it does not serve as a lateral aid to navigation, meaning it does not guide mariners in terms of channel direction or safe passage areas. This can be particularly important for navigators to understand, as it alerts them that they should not rely on this marker for directional guidance in navigating channels, unlike buoy or marker systems that indicate safe sides of a channel or potential hazards. Understanding this distinction is crucial for safe navigation, allowing mariners to maintain orientation and avoid misinterpretation of the markers they encounter on their voyage. The other choices, while related to navigation, do not correctly express the meaning of the 'N' daymark. For instance, navigation channels and warnings are addressed by other specific markers, while north orientation typically would not be represented simply by the letter 'N' in such contexts.

**5. Which color is not used on day boards according to the chart mentioned?**

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

Day boards, used as navigational aids on water, are specifically designed and colored to convey important information to mariners. The colors used on day boards typically include red and green, which indicate safe passage and hazards, respectively. Yellow is sometimes employed for marking certain types of navigational aids, such as mooring buoys or other significant features. Blue, however, is not a standard color used in day boards. This distinguishes it from the others, which are established colors within the maritime signaling system. While blue might be associated with specific navigational markers or signals in different contexts, it does not appear on the day boards as indicated in the navigation charts. Thus, identifying yellow, red, and green as the key operational colors used in day boards helps clarify why blue is not included in this category. Understanding these color meanings is essential for safe navigation and compliance with maritime regulations.

**6. What is indicated by red flashing lights on a closed and locked drawbridge?**

- A. It is open for passage**
- B. Boaters should proceed with caution**
- C. It is closed and locked**
- D. Emergency services are on site**

Red flashing lights on a closed and locked drawbridge indicate that the bridge is in a locked position and no passage is allowed. This warning system is essential for ensuring the safety of both boaters and the structural integrity of the bridge. When the lights flash red, it signifies that the bridge cannot be opened for navigation, and it is crucial for boaters to understand that they must not attempt to pass under the bridge at that time. The presence of red lights acts as a clear and recognized signal to prevent accidents and unauthorized passage. In contrast, other signals—such as solid green lights or different warning configurations—would indicate different statuses regarding the bridge's operability.

**7. Frequent calms are most likely found in which area?**

- A. Trade winds**
- B. Doldrums**
- C. Coastal areas**
- D. Stormy zones**

The doldrums, located near the equator, are known for their frequent calms and light winds. This area, which is characterized by a lack of significant air movement due to the convergence of trade winds from both hemispheres, can create conditions where vessels may find themselves stranded for extended periods without sufficient wind to sail. The phenomenon occurs because the warm air rises and cools, creating an area of low pressure. In contrast, trade winds typically exhibit consistent breezes, coastal areas might have variable winds influenced by topography and land-sea interactions, and stormy zones are characterized by turbulent weather and strong winds. Therefore, the doldrums stand out as the region most closely associated with calms, making this the correct choice.

**8. Where should a yellow triangle be positioned in the ICW?**

- A. Left**
- B. Attached to the vessel**
- C. Right**
- D. Neither side**

In the Intracoastal Waterway (ICW), a yellow triangle marks a position on the right side when traveling in the upstream direction. This system of markings is essential for navigating the waterways safely and efficiently. The yellow triangle indicates a designated area or navigational marker that boats should be aware of as they make their way through the ICW. Understanding the significance of these markings is crucial for ensuring safe passage and compliance with navigational rules. Thus, when operating in the ICW, the yellow triangle should indeed be positioned on the right side to guide mariners appropriately.

**9. When Vessel A is underway pushing ahead and sighting Vessel B off the starboard bow, which statement is true?**

- A. Vessel "A" is the give-way vessel**
- B. Vessel "B" is the stand-on vessel**
- C. Both vessels must change course**
- D. Vessel "A" should speed up**

When Vessel A is underway and pushing ahead while sighting Vessel B off the starboard bow, Vessel A is considered to be in a situation where it must yield to Vessel B. This is because under the Navigation Rules, when two power-driven vessels are approaching one another, the vessel that has the other on its starboard side (in this case, Vessel B) is the stand-on vessel. The stand-on vessel is expected to maintain course and speed, while the give-way vessel (Vessel A) is required to take action to avoid a collision. Since Vessel A sees Vessel B off its starboard side, it confirms that Vessel A is the give-way vessel, making the statement that Vessel B is the stand-on vessel accurate. This understanding of the roles of the vessels in this scenario derives from the rules governing maritime navigation, which prioritize safety and help prevent collisions at sea. Therefore, the identification of Vessel B as the stand-on vessel is correct and essential for safe navigation practices.

**10. A partly submerged object that is 25 meters or more in breadth must display which type of lights at its greatest breadth on both sides?**

- A. Red lights**
- B. Green lights**
- C. All-around white lights**
- D. Sidelights**

A partly submerged object that is 25 meters or more in breadth must display all-around white lights at its greatest breadth on both sides to ensure visibility and safety for navigation. The use of all-around white lights indicates that the object is potentially a hazard for vessels navigating nearby. This is in accordance with the International Regulations for Preventing Collisions at Sea (COLREGs), which require certain signaling for large floating or submerged objects to alert other mariners of their presence, especially during nighttime or low-visibility conditions. The specification of displaying the lights at the greatest breadth emphasizes that the lights need to be positioned where they can provide the best visibility across the widest part of the object. This setup helps other vessels recognize the dimensions and the potential danger posed by the obstruction in the water. While red and green lights are generally used to indicate the port (left) and starboard (right) sides of vessels, they are not appropriate for a partly submerged object of this nature. Sidelights also would not apply, as they are designated for vessels underway rather than for objects that are stationary or at anchor. Thus, the requirement for all-around white lights directly addresses the need for clarity and safety in navigation around such obstacles.

# 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://oupv6packcaptain.examzify.com>**

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

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