

CARGO OPERATIONS SEA YEAR 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. Which item is typically included in port arrival cargo readiness checklists?**
- A. Weather concerns only
 - B. Documentation readiness
 - C. Insurance policy
 - D. Cargo plan review, dangerous goods readiness, stowage and lashing status, hold cleanliness, ballast and stability verification, documentation readiness, and crew safety briefing
- 2. Loading and lashing of cargo on RORO/Container is the job of the _____, the crew is responsible for _____ at sea.**
- A. Crew, navigation and weather
 - B. Longshoremen, checking lashings and securing points
 - C. Port authorities, cargo documentation
 - D. Ship's officers, vessel speed management
- 3. Container tiers are organized in which direction?**
- A. Horizontally
 - B. Vertically
 - C. Diagonally
 - D. Laterally
- 4. In a container stowage number, what do the last two digits represent?**
- A. Tier number
 - B. Bay number
 - C. Row number
 - D. Stowage code
- 5. Hazardous cargo packing group 1 indicates what level of danger?**
- A. Medium danger
 - B. High danger
 - C. Low danger
 - D. No danger

- 6. What checks should be performed on hatch covers and hatch lining prior to bulk cargo loading?**
- A. Inspect for corrosion, leaks, gasket integrity, proper sealing, and absence of cracks; ensure hatch coaming is sound to prevent water ingress and cargo contamination
 - B. Replace all hatch covers with new ones every voyage
 - C. Paint the hatch covers and surrounding areas
 - D. Ignore hatch condition if weather is good
- 7. Which statement describes FEU TEU securing?**
- A. two turn buckle combos and one turn buckle combo
 - B. one turn buckle combo and two turn buckle combos
 - C. three turn buckle combos and two turn buckle combos
 - D. four turn buckle combos and one turn buckle combo
- 8. Hazardous Cargo Class 2 corresponds to which category?**
- A. Oxidizers
 - B. Flammable liquids
 - C. Gases
 - D. Miscellaneous
- 9. Shoring is the process of securing cargo from which point to which point?**
- A. Securing cargo from the bottom to an overhead
 - B. Securing cargo from overhead to bottom
 - C. Blocking cargo movement
 - D. Lashing containers to deck
- 10. Hazardous Cargo Class 6 is associated with which type of dangerous cargo?**
- A. Gases
 - B. Biohazards
 - C. Corrosive materials
 - D. Miscellaneous

Answers

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

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Explanations

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1. Which item is typically included in port arrival cargo readiness checklists?

- A. Weather concerns only
- B. Documentation readiness
- C. Insurance policy
- D. Cargo plan review, dangerous goods readiness, stowage and lashing status, hold cleanliness, ballast and stability verification, documentation readiness, and crew safety briefing**

Port arrival cargo readiness checklists are meant to ensure safe, compliant, and efficient offloading by covering all the key factors that affect cargo handling at the dock. The item that includes cargo plan review, dangerous goods readiness, stowage and lashing status, hold cleanliness, ballast and stability verification, documentation readiness, and crew safety briefing hits all the essential areas in one go. Each part serves a purpose: the cargo plan aligns how the cargo will be placed and secured; dangerous goods readiness ensures proper handling and regulatory compliance; stowage and lashing status confirms cargo is secured to prevent movement; hold cleanliness prevents contamination and hazards; ballast and stability verification ensures the vessel remains safely balanced during unloading; documentation readiness avoids delays and ensures proper clearance and reporting; and the crew safety briefing prepares personnel for hazards and procedures. Weather concerns alone are incomplete for cargo readiness, and while insurance policy or documentation alone are important, they don't address the full spectrum of preparation required for safe and efficient port operations.

2. Loading and lashing of cargo on RORO/Container is the job of the _____, the crew is responsible for _____ at sea.

- A. Crew, navigation and weather
- B. Longshoremen, checking lashings and securing points**
- C. Port authorities, cargo documentation
- D. Ship's officers, vessel speed management

Loading and lashing of cargo on RoRo and container ships is handled by trained longshore workers at the port, who have the equipment and expertise to move vehicles and containers and secure them to the ship's lashings and securing points. At sea, the crew's role is to verify that those lashings and securing points are intact, properly tensioned, and able to keep the cargo from shifting during the voyage. This separation exists because port operations rely on specialized handling skills, while ongoing voyage safety depends on the ship's crew checking and maintaining securing arrangements. The other options mix up responsibilities: loading and lashings aren't the crew's primary port duties, nor are they the responsibility of port authorities for cargo documentation, and vessel speed management isn't about cargo securing.

3. Container tiers are organized in which direction?

- A. Horizontally
- B. Vertically**
- C. Diagonally
- D. Laterally

Container tiers are the vertical levels in a stack. Each tier is a layer stacked on top of the one below, so they're organized in the vertical direction. In yards and on ships, containers are placed in columns with several containers high, and each layer above the bottom is another tier. Horizontal or side-to-side arrangements describe position along the deck or yard, not the height of the stack, so they don't define a tier. Diagonal isn't a standard way to describe stacking levels either. Hence, the vertical direction is how container tiers are arranged.

4. In a container stowage number, what do the last two digits represent?

- A. Tier number
- B. Bay number
- C. Row number
- D. Stowage code

In container stowage numbering, you locate a container using three positions: bay, row, and tier. The last two digits are the tier number, which shows the vertical level the container sits at within that bay and row. The earlier digits identify the bay and the row, while the two-digit tail is dedicated to the stack height. This compact tail allows up to 99 vertical levels and gives a quick way to read the container's exact height in the stack.

5. Hazardous cargo packing group 1 indicates what level of danger?

- A. Medium danger
- B. High danger
- C. Low danger
- D. No danger

Packing group indicates how hazardous a cargo is during transport. Packing group I is the highest level of danger, meaning the substance poses a high risk and requires the most stringent packaging, handling, and safety measures. This is why it's categorized as high danger in shipping documentation and operational procedures. The other groups represent progressively lower levels of danger (II is moderate, III is low), so they're not treated with the same extreme packing and handling requirements as group I.

6. What checks should be performed on hatch covers and hatch lining prior to bulk cargo loading?

- A. Inspect for corrosion, leaks, gasket integrity, proper sealing, and absence of cracks; ensure hatch coaming is sound to prevent water ingress and cargo contamination
- B. Replace all hatch covers with new ones every voyage
- C. Paint the hatch covers and surrounding areas
- D. Ignore hatch condition if weather is good

Before loading bulk cargo, the main focus is to confirm the hatch assembly provides a reliable watertight boundary. Inspect the hatch covers for corrosion and any cracks in the metal and around the coaming, since weaknesses here can let water enter or cargo escape. Look for leaks or signs of seepage when the covers are closed, and check gasket integrity—gaskets must be intact, free from tears, and seated properly so the sealing faces compress evenly when secured. Ensure all securing arrangements—dogs, bolts, clamps—are in good condition and properly aligned so the seal is uniform. The hatch coaming itself must be sound and undamaged, as a deformed or corroded coaming can breach the barrier and lead to water ingress or cargo contamination. Inspect the hatch lining inside around the opening for damage, gaps, or worn areas that could allow moisture to bypass the seal or affect cargo quality. If any defect is found, repair or replace before loading to prevent water ingress, cargo contamination, or related safety issues.

7. Which statement describes FEU TEU securing?

- A. two turn buckle combos and one turn buckle combo
- B. one turn buckle combo and two turn buckle combos
- C. three turn buckle combos and two turn buckle combos
- D. four turn buckle combos and one turn buckle combo

The main idea is that securing arrangements depend on container size because longer containers are more prone to movement and require more restraint. A FEU (40 ft) has more leverage and can shift more than a TEU (20 ft), so it needs additional lashings. For a FEU TEU securing scenario, the standard practice is to use two turnbuckle lashings on the FEU and one on the TEU. This setup provides adequate restraint for the longer container while not overusing hardware on the shorter one. Using more lashings than this would be unnecessarily heavy-handed, while fewer would risk movement under rough sea conditions. So, two turnbuckle lashings for the FEU and one for the TEU best reflects typical securing requirements.

8. Hazardous Cargo Class 2 corresponds to which category?

- A. Oxidizers
- B. Flammable liquids
- C. Gases
- D. Miscellaneous

Gases is the correct category because hazardous cargo is grouped by the primary hazard, and Class 2 specifically covers substances that are in gaseous form (whether as compressed, liquefied, or dissolved gases) at ambient conditions or when stored under pressure. This includes common industrial gases like oxygen, nitrogen, and propane when shipped in cylinders or other containment. The other categories refer to different hazards: oxidizers are a separate class (they promote combustion but aren't defined by being gases), flammable liquids are a different class (Class 3 for liquids with low flash points), and miscellaneous is a catch all for items that don't fit the other classes (Class 9).

9. Shoring is the process of securing cargo from which point to which point?

- A. Securing cargo from the bottom to an overhead
- B. Securing cargo from overhead to bottom
- C. Blocking cargo movement
- D. Lashing containers to deck

Shoring is the process of securing cargo by using shores—props placed from the bottom of the load up toward an overhead structure. This bracing from bottom to overhead prevents vertical movement and keeps heavy items from shifting or toppling as the vessel moves. It's different from blocking, which uses barriers to stop movement along the ship's length or around the ends, and from lashing, which ties containers to the deck to prevent horizontal movement. So the recommended method is bottom-to-overhead bracing.

10. Hazardous Cargo Class 6 is associated with which type of dangerous cargo?

A. Gases

B. Biohazards

C. Corrosive materials

D. Miscellaneous

Hazard Class 6 covers toxic and infectious substances, including materials that pose biological health risks. The term biohazards describes infectious substances that can cause disease in people or animals, and these fall under Class 6. Among the options, biohazards is the one that matches the category of dangerous cargo defined by Class 6, since the other choices—gases, corrosives, and miscellaneous—belong to different hazard classes. Packaging, labeling, and handling for biohazards are specifically designed to contain health risks associated with infectious materials.

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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://cargoopsseayear.examzify.com>

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

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