

DRY CARGO TEST 1 PRACTICE (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
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 factor is not typically considered in cargo stowage decisions on a bulk carrier?

- A. Cargo density/weight.
- B. Moisture or liquefaction risk.
- C. Segregation requirements.
- D. Color of the ship's hull.

2. Bilge strake is defined as what?

- A. Corner plate of the ship
- B. Deck strake
- C. Hull girder
- D. Forepeak plate

3. Who can check something off as repaired?

- A. Classification societies
- B. The captain
- C. The shipowner
- D. The port authority

4. Cargo surveys are typically required for which scenarios, and what do surveyors assess?

- A. For low-value cargo and routine shipments; surveyors assess only packaging integrity.
- B. For high-value or fragile cargo, dangerous goods, or suspected mis-declaration; surveyors assess quantity, condition, and securing and stowage.
- C. For all shipments; surveyors assess voyage speed and fuel efficiency.
- D. Only imported goods; surveyors assess customs classifications.

5. Explain the free surface effect and give an example of a cargo scenario where it matters.

- A. Free surface effect occurs when completely filled containers move due to inertia and increase stability.
- B. Free surface effect affects only liquids and never impacts dry cargo.
- C. Free surface effect occurs when partially filled containers or holds allow movement but does not affect stability.
- D. Free surface effect occurs when partially filled containers or holds allow liquid or unsettled cargo to move, reducing stability; minimize by filling, proper segregation, and restricting movement.

6. What does the term draft mean and why is it critical during loading?

- A. Draft is the vertical distance from the waterline to the keel; it constrains how much cargo can be loaded without grounding or exceeding the permitted draft
- B. Draft is the ship's maximum cargo capacity
- C. Draft is the forward and aft spacing
- D. Draft is the speed at which ballast is pumped

7. Why can insufficient lashings lead to cargo shift and potential loss at sea?

- A. Inadequate tension or incorrect arrangement allows movement during rolling and pitching, causing instability and damage.
- B. Cargo remains perfectly stable.
- C. Only affects speed.
- D. Increases cargo weight.

8. Name three cargoes that are prone to liquefaction and require moisture control.

- A. Copper concentrate, iron ore fines, and nickel ore.
- B. Iron ore fines, nickel ore, and some coal cargoes.
- C. Coal, iron ore fines, and fertilizer.
- D. Gold ore, nickel ore, and bauxite.

9. Why is adequate ventilation important for grain cargo?

- A. Ventilation is unnecessary for grain.
- B. Ventilation only in port.
- C. Adequate ventilation to prevent deterioration; maintain proper moisture and reduce spoilage.
- D. Ventilation increases spoilage.

10. How is moisture and temperature monitored during dry cargo transport?

- A. Rely on crew intuition.
- B. Temperature probes alone provide sufficient monitoring.
- C. Regular sampling of cargo, using moisture meters, temperature probes, and observation of signs of spoilage or caking; record readings.
- D. Monitoring is unnecessary for dry cargo.

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Answers

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

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Explanations

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1. Which factor is not typically considered in cargo stowage decisions on a bulk carrier?

- A. Cargo density/weight.
- B. Moisture or liquefaction risk.
- C. Segregation requirements.
- D. Color of the ship's hull.**

Stowage decisions on a bulk carrier are driven by how the cargo behaves in transit: its density and weight distribution, the potential for moisture-related hazards like liquefaction, and the need to keep incompatible cargos segregated. The density or weight of the cargo directly affects stability and trimming, so planners arrange loads to maintain the ship's balance and structural limits. Some bulk cargoes can liquefy if their moisture content is too high, posing a serious risk to stability; this requires careful moisture testing, venting, and stowage planning to prevent shifts. Segregation ensures that incompatible or contaminating cargos are kept apart, guiding where each commodity can be placed and how they're separated within the hold. The color of the ship's hull, by contrast, has no bearing on stability, moisture risk, or segregation requirements. It's cosmetic and does not influence how cargo is loaded or arranged. That's why hull color is not a factor in stowage decisions.

2. Bilge strake is defined as what?

- A. Corner plate of the ship**
- B. Deck strake
- C. Hull girder
- D. Forepeak plate

In hull construction, the bilge region is where the bottom shell meets the side shell. A strake is a continuous strip or plate along the hull, and the bilge strake specifically forms the corner at that junction. So the bilge strake is the corner plate of the hull where bottom and side meet around the bilge line. It's not a deck strake (that would run along the deck), not the hull girder (the main longitudinal structural element), and not the forepeak plate (located in the forward tank area).

3. Who can check something off as repaired?

- A. Classification societies**
- B. The captain
- C. The shipowner
- D. The port authority

Official verification that repairs meet required standards is done by the classification society, an independent surveyor of ships. They conduct surveys after repairs—whether in port or in dry dock—to ensure the work complies with class rules, uses approved materials, and meets proper workmanship. Once satisfied, they endorse the vessel's class status and renew or issue the relevant certificates and notations. The captain may supervise the repair work and the shipowner arranges it, but neither has the authority to certify that repairs are complete and up to class standards. The port authority may inspect for safety, but it does not certify repairs for class status.

4. Cargo surveys are typically required for which scenarios, and what do surveyors assess?

- A. For low-value cargo and routine shipments; surveyors assess only packaging integrity.
- B. For high-value or fragile cargo, dangerous goods, or suspected mis-declaration; surveyors assess quantity, condition, and securing and stowage.
- C. For all shipments; surveyors assess voyage speed and fuel efficiency.
- D. Only imported goods; surveyors assess customs classifications.

Cargo surveys are used when there is higher risk or potential for discrepancy, such as with high-value or fragile cargo, dangerous goods, or suspected mis-declaration. In these situations surveyors verify what is actually on board by checking the quantity against the manifest, inspect the condition of the cargo and its packaging, and evaluate how it is secured and stowed to prevent movement during the voyage. For dangerous goods, they also confirm correct classification, packaging, labeling, segregation, and proper documentation in line with applicable regulations. This process helps protect against claims and insurance issues and supports safe transport. Routine, low-value shipments typically don't require surveys, and surveyors don't assess voyage speed or fuel efficiency, nor are surveys limited to imported goods or customs classifications.

5. Explain the free surface effect and give an example of a cargo scenario where it matters.

- A. Free surface effect occurs when completely filled containers move due to inertia and increase stability.
- B. Free surface effect affects only liquids and never impacts dry cargo.
- C. Free surface effect occurs when partially filled containers or holds allow movement but does not affect stability.
- D. Free surface effect occurs when partially filled containers or holds allow liquid or unsettled cargo to move, reducing stability; minimize by filling, proper segregation, and restricting movement.

Free surface effect happens when a space in the ship contains liquid or unsettled cargo that can move freely. As the vessel heels or rolls, the liquid surface or loose material shifts toward the low side, pulling the center of gravity downward and reducing the righting moment (GM). That makes the ship less stable and can worsen even small motions into larger angles of heel, especially in rough seas. The effect is strongest when tanks or holds are only partially filled and have enough open area for the contents to move. An example where it matters is a tanker or bulk carrier with partially filled cargo tanks or holds. If the ship encounters a turn or a heavy roll, the liquid or loose cargo can slosh from side to side, quickly changing trim and stability. To minimize the risk, fill tanks where possible or empty them, use internal baffles or multiple compartments to limit movement, segregate different liquids as needed, and secure or restrict cargo movement with proper dunnage and stowage.

6. What does the term draft mean and why is it critical during loading?

- A. Draft is the vertical distance from the waterline to the keel; it constrains how much cargo can be loaded without grounding or exceeding the permitted draft**
- B. Draft is the ship's maximum cargo capacity
- C. Draft is the forward and aft spacing
- D. Draft is the speed at which ballast is pumped

Draft is the vertical distance from the waterline to the hull's lowest point, the keel. This measure shows how deeply the ship sits in the water and is what you must monitor during loading. As cargo is added, the ship's weight increases and it sits lower in the water, so the draft grows. If the draft becomes too deep, the vessel can run aground or fail to meet depth restrictions in a port, channel, or canal. Exceeding the permitted draft can also affect safe navigation and regulatory compliance, and it influences stability and freeboard. Properly managing draft ensures there is enough water under the keel for safe entry, maneuvering, and departure, and helps maintain a balanced, safe loading condition. The other descriptions don't fit because they describe cargo capacity, spacing, or ballast pumping speed, which are not what draft measures.

7. Why can insufficient lashings lead to cargo shift and potential loss at sea?

- A. Inadequate tension or incorrect arrangement allows movement during rolling and pitching, causing instability and damage.**
- B. Cargo remains perfectly stable.
- C. Only affects speed.
- D. Increases cargo weight.

Securing cargo to withstand sea forces relies on lashings that are properly tensioned and arranged. When a vessel rolls and pitches, inertial forces try to push and slide the load. If lashings aren't tightened enough or are put together in an ineffective pattern, they can't transmit those forces to the deck, so the cargo can shift. This movement changes how weight is distributed, potentially altering the vessel's stability and causing damage to the lashings, securing points, or the cargo itself. In worst cases, the shifted load can lead to loss overboard. The key idea is that the restraint provided by lashings must be strong and correctly arranged to hold the cargo in place during dynamic sea conditions. The other statements ignore this restraint role, and don't describe how movement under way affects stability or risk.

8. Name three cargoes that are prone to liquefaction and require moisture control.

- A. Copper concentrate, iron ore fines, and nickel ore.
- B. Iron ore fines, nickel ore, and some coal cargoes.**
- C. Coal, iron ore fines, and fertilizer.
- D. Gold ore, nickel ore, and bauxite.

Liquefaction risk in dry bulk cargo happens when fine particles hold moisture and, during ship motion, pore water pressure rises enough to reduce the material's shear strength. When that strength drops, the cargo can flow like a liquid, compromising stability. Some cargoes are especially prone to this because they are composed of fine grains that trap moisture and don't drain easily. Iron ore fines and nickel ore are classic examples, and certain coal cargoes can behave this way too. That combination is why moisture must be carefully controlled and kept below the Transportable Moisture Limit (TML) before loading; if the moisture content exceeds the TML, the cargo may liquefy under voyage conditions, posing a serious safety risk. Other choices include cargoes that can have moisture concerns, but they are not typically identified as high-risk liquefiable cargoes in the same way as iron ore fines, nickel ore, and certain coal cargoes, so they don't fit the standard risk profile as well.

9. Why is adequate ventilation important for grain cargo?

- A. Ventilation is unnecessary for grain.
- B. Ventilation only in port.
- C. Adequate ventilation to prevent deterioration; maintain proper moisture and reduce spoilage.
- D. Ventilation increases spoilage.

Ventilation is needed to control heat and moisture in grain cargo. Grain continues to respire and can generate heat and moisture during transport and storage. Adequate aeration allows warm, damp air to escape and cooler, drier air to circulate, preventing hot spots and condensation. By keeping moisture content and temperature within safe ranges, it slows biological activity such as mold growth and insect infestation, reducing spoilage and preserving quality. Ventilation should be maintained throughout voyage and storage, not just at port, because conditions can vary along the way. Proper aeration does not increase spoilage; it helps prevent it.

10. How is moisture and temperature monitored during dry cargo transport?

- A. Rely on crew intuition.
- B. Temperature probes alone provide sufficient monitoring.
- C. Regular sampling of cargo, using moisture meters, temperature probes, and observation of signs of spoilage or caking; record readings.
- D. Monitoring is unnecessary for dry cargo.

Moisture and temperature during dry cargo transport must be actively monitored through routine sampling and documentation. Regular sampling of the cargo, using moisture meters and temperature probes, and watching for signs of spoilage or caking provides objective data and a record of readings over time. This enables early detection of changes, proper handling, and timely corrective actions, while also creating traceable evidence for safety and quality compliance. Relying on crew intuition is unreliable because it depends on subjective judgment and can miss gradual or subtle shifts. Temperature probes alone don't measure moisture content, and moisture meters alone don't track temperature changes or condensation risks. Observing signs of spoilage or caking is valuable but is a late indicator and should be supported by actual readings.

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://drycargo1.examzify.com>

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

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