

Shipping Business Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. Weather routing is the development of an optimal ship route based on forecasts of which conditions?**
 - A. Weather and sea conditions**
 - B. Cargo demand**
 - C. Port tariffs**
 - D. Crew availability**

- 2. LOA stands for what measurement on a vessel?**
 - A. Length Overall**
 - B. Length Of Axis**
 - C. Level Of Access**
 - D. Length Of Apparent**

- 3. What is the largest class of container ships and their capacity?**
 - A. Ultra Large Container Vessel (ULCV) up to 200,000 DWT**
 - B. Panamax up to 80,000 DWT**
 - C. Handysize up to 40,000 DWT**
 - D. Suezmax up to 120,000 DWT**

- 4. Which statement about Suezmax dimensions is true?**
 - A. Max draught 20.1 m, max beam 50 m**
 - B. Max draught 25.0 m, max beam 60 m**
 - C. Max draught 15.0 m, max beam 40 m**
 - D. Max draught 22.2 m, max beam 42 m**

- 5. What percentage of world trade is handled by shipping?**
 - A. 75%**
 - B. 95%**
 - C. 50%**
 - D. 30%**

- 6. Which statement about despatch and demurrage is true?**
- A. Despatch is a penalty charged for late discharge.**
 - B. Despatch is paid when loading/discharging takes longer than allowed.**
 - C. Despatch is a payment to the charterer when operations finish earlier than the allowed time.**
 - D. Despatch is the fee for additional port calls.**
- 7. Which country is the largest coal producer and importer?**
- A. China**
 - B. USA**
 - C. India**
 - D. Russia**
- 8. Which of the following is a category of oil carriers?**
- A. ULCC**
 - B. VLOC**
 - C. Panamax**
 - D. HandySize**
- 9. Which contract term means the owner bears the costs of both loading and discharging?**
- A. Free in & out**
 - B. Free in linear out**
 - C. Linear in free out**
 - D. Linear in & out**
- 10. Before arrival, port agents duties include which of the following?**
- A. Tender NOR and attend in port.**
 - B. Get instructions and cargo details from principal; notify authorities; pay dues in advance.**
 - C. Notify authorities only after cargo is loaded.**
 - D. Arranging berthing and pilotage only on arrival.**

Answers

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

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Explanations

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1. Weather routing is the development of an optimal ship route based on forecasts of which conditions?

A. Weather and sea conditions

B. Cargo demand

C. Port tariffs

D. Crew availability

Weather routing uses forecasts of weather and sea state to plot the best voyage path, aiming to maximize safety and efficiency. By looking ahead at wind, waves, currents, storms, and other sea conditions, a ship can avoid rough seas, reduce fuel consumption, and keep to a reliable schedule. Other factors like cargo demand, port tariffs, or crew availability influence planning in different ways but are not the forecasts used to optimize a route based on environmental conditions.

2. LOA stands for what measurement on a vessel?

A. Length Overall

B. Length Of Axis

C. Level Of Access

D. Length Of Apparent

LOA stands for Length Overall, the vessel's total length from the most forward point of the bow to the most aft point of the stern, including any parts that extend the overall length. This is the maximum length of the ship and is commonly used for determining berth space, harbor and canal clearances, and regulatory limits. The other options aren't standard ship-length terms, so they don't represent measurements used on vessels.

3. What is the largest class of container ships and their capacity?

A. Ultra Large Container Vessel (ULCV) up to 200,000 DWT

B. Panamax up to 80,000 DWT

C. Handysize up to 40,000 DWT

D. Suezmax up to 120,000 DWT

Ultra Large Container Vessel is the largest class of container ships. These giants carry the highest number of containers, with capacity typically described in TEU and, for this answer, expressed in weight terms as up to about 200,000 DWT. That level of deadweight tonnage far exceeds the carrying capacity of the other classes listed: Panamax ships are sized to fit through the original Panama Canal and carry far fewer containers, Handysize ships are much smaller general cargo vessels, and Suezmax refers to the size limit for tankers, not container ships. So the Ultra Large Container Vessel, up to around 200,000 DWT, is the correct choice.

4. Which statement about Suezmax dimensions is true?

- A. Max draught 20.1 m, max beam 50 m**
- B. Max draught 25.0 m, max beam 60 m**
- C. Max draught 15.0 m, max beam 40 m**
- D. Max draught 22.2 m, max beam 42 m**

The size category Suezmax is defined by the maximum dimensions that can transit the Suez Canal. In practical terms, this means a vessel can have a draft up to about 20.1 meters and a beam up to about 50 meters to safely pass through the canal's channels and align with its navigational constraints. The statement with a maximum draught of 20.1 meters and a maximum beam of 50 meters matches these typical canal limits exactly, so it's the best fit for Suezmax. The other options push beyond what the canal commonly allows—either a deeper draught, a wider beam, or both—making those vessels too large to be classified as Suezmax.

5. What percentage of world trade is handled by shipping?

- A. 75%**
- B. 95%**
- C. 50%**
- D. 30%**

Shipping moves the vast majority of world trade because it's the most cost-effective way to transport large quantities across long distances. Containers and bulk cargo allow ships to carry enormous volumes in a single voyage, which lowers the cost per ton-mile and makes global shipping the preferred method for international trade. Because of that efficiency, a figure around 95% is commonly cited for the share of world trade moved by sea. Other modes—air for fast, high-value goods, and rail/road for regional or inland movement—exist, but they can't match sea freight on scale or cost for long-distance international trade.

6. Which statement about despatch and demurrage is true?

- A. Despatch is a penalty charged for late discharge.**
- B. Despatch is paid when loading/discharging takes longer than allowed.**
- C. Despatch is a payment to the charterer when operations finish earlier than the allowed time.**
- D. Despatch is the fee for additional port calls.**

Despatch and demurrage are time-based incentives in a voyage charter. Laytime sets the allowed period to load and discharge cargo. If operations finish before this window ends, a despatch payment is made by the shipowner to the charterer as a reward for saving time, which helps the vessel be released sooner. If operations run over the laytime, demurrage is charged by the shipowner to the charterer for the extra time spent in port. The statement that despatch is a payment to the charterer when operations finish earlier than the allowed time is the accurate description, reflecting this time-saving incentive. It isn't a penalty for delays, and it isn't related to fees for additional port calls.

7. Which country is the largest coal producer and importer?

- A. China**
- B. USA**
- C. India**
- D. Russia**

In coal markets, the country that leads both production and imports does so because its vast industrial demand drives huge output while still needing to bring in additional imports to meet shortfalls and quality needs. China fits this pattern: its enormous industrial base and heavy reliance on coal for electricity and industry push it to the top in production, and it also ships in large coal volumes to supplement domestic supply. The United States remains a major producer but is a net exporter rather than a large importer, so it doesn't lead in imports. India produces a lot as well, but its total imports are not as high as China's. Russia is a big producer and exporter, not a major importer. Thus, China is the largest coal producer and importer.

8. Which of the following is a category of oil carriers?

- A. ULCC**
- B. VLOC**
- C. Panamax**
- D. HandySize**

Oil carrier sizes are used to categorize crude tankers by how much they can carry. Ultra Large Crude Carrier, or ULCC, is the name given to the largest class of oil tankers, designed for very big volumes of crude oil. The other terms point to different ship types or size systems mainly used for bulk carriers or general cargo, not standard oil tanker classifications: VLOC refers to Very Large Ore Carrier (a bulk carrier for ore), and Panamax and HandySize are traditional size ranges used for bulk ships, not typical oil-tanker categories. So ULCC is the category that directly identifies a class of oil carriers.

9. Which contract term means the owner bears the costs of both loading and discharging?

- A. Free in & out**
- B. Free in linear out**
- C. Linear in free out**
- D. Linear in & out**

The main idea is who pays for handling at the port of loading and the port of discharge. In this context, "in" is loading onto the vessel and "out" is discharging from it. When the term uses the liner (linear) form for both in and out, it assigns the costs and responsibility for both loading and discharging to the owner (the carrier). That's why this option is the best choice—it clearly indicates the owner bears both sets of costs. Other terms mix who pays for one or both operations, so they don't consistently place the burden on the owner for both loading and discharging.

10. Before arrival, port agents duties include which of the following?

A. Tender NOR and attend in port.

B. Get instructions and cargo details from principal; notify authorities; pay dues in advance.

C. Notify authorities only after cargo is loaded.

D. Arranging berthing and pilotage only on arrival.

Before arrival, the port agent focuses on lining up everything with the principal and authorities so the port call goes smoothly. Getting instructions and cargo details from the principal provides the exact scope of work and the cargo information the port and its service providers will need. Notifying authorities in advance ensures customs, immigration, port health, and other agencies are prepared and can issue clearances or permits as needed before the ship arrives. Paying dues in advance covers estimated port dues, pilotage, berth, tug, and other charges, helping to avoid delays when the vessel reaches the gate. This proactive preparation speeds up clearance, reduces waiting time, and minimizes the risk of demurrage. Actions like tendering a notice of readiness or attending in port are tied to the ship's actual presence and readiness to load or unload, not strictly pre-arrival. Likewise, arranging berthing and pilotage only on arrival neglects the advantage of pre-arranging to secure a berth and pilot access before the ship reaches the harbor.

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://shippingbusiness.examzify.com>

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

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