

# Dry Bulk Cargo Operations, Stowage and Safety Training Course

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## Overview

Dry Bulk Cargo Operations, Stowage and Safety Training Course is a one-week course for shipboard, terminal, cargo-supervision, and marine-survey functions who leave with a Dry Bulk Cargo Operation and Voyage Control File. Participants connect cargo declarations, IMSBC Code schedules, hold readiness, loading plans, structural limits, moisture evidence, stowage, ventilation, discharge, and claims records. Agile Leaders Training Center presents dry bulk cargo operations through traceable shipboard and ship-shore decisions.

## Who Should Attend

- Shipboard functions responsible for cargo planning, stability, holds, deck equipment, and voyage monitoring
- Cargo-supervision functions responsible for loading, discharge, stowage, tallying, and operational evidence
- Terminal functions responsible for ship-shore planning, loading rates, equipment coordination, and stop-work decisions
- Marine-survey functions responsible for condition evidence, sampling records, damage findings, and claims support
- Fleet and technical functions responsible for cargo risk, performance review, and operational assurance

The course assumes participants use cargo plans, stability information, declarations, checklists, or ship-shore records at work and leaves liquid tanker transfers, LNG handling, and project-cargo lifting outside its scope.

## Departments and Industries

The course supports departments and industries that load, carry, discharge, inspect, and receive solid bulk cargoes.

- Dry-bulk shipping, fleet operations, and marine assurance
- Port, terminal, stevedoring, and ship-agency operations
- Mining, mineral, fertilizer, coal, and metal supply chains
- Grain-adjacent commodity, cement, salt, and industrial-material logistics
- Marine surveying, cargo insurance, chartering, and claims functions

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## Learning Objectives

By the end of this course, participants will be able to:

- Apply IMSBC Code schedules to cargo acceptance and controls
- Evaluate hold readiness, declarations, moisture evidence, and stowage
- Build loading, discharge, trim, and ship-shore coordination plans
- Analyze stability, structural, ventilation, fire, and liquefaction risks
- Diagnose cargo damage, equipment, documentation, and voyage deviations
- Develop a dry bulk cargo operation and voyage control file

## Course Agenda

## Day 1: Classify and Accept Dry Bulk Cargo

- IMSBC Code Cargo Schedule and Group Decision Map
- Bulk Cargo Shipping Name and Shipper Declaration Checklist
- Cargo Property, Hazard, and Segregation Matrix
- Sampling, Moisture Content, and Transportable Moisture Limit Evidence Review
- Cargo Acceptance, Rejection, and Escalation Decision Record

## Day 2: Prepare Holds and Stowage Plans

- Cargo Hold Cleanliness and Suitability Inspection Checklist
- Bilge, Hatch, Ventilation, and Deck-Equipment Readiness Register
- Stowage Factor, Cargo Distribution, and Structural Limit Worksheet
- Trim, Stability, Shear Force, and Bending Moment Review
- Segregation, Dunnage, Contamination, and Cargo-Protection Plan

## Day 3: Control Loading and Discharge

- BLU Code Ship-Shore Information Exchange Checklist
- Loading and Unloading Sequence and Rate Plan
- Draft Survey, Tally, and Quantity-Reconciliation Record
- Conveyor, Grab, Chute, and Hatch Coordination Method
- Stop-Work, Plan-Amendment, Damage, and Communication Protocol

## Day 4: Manage Carriage and Voyage Risk

- Liquefaction and Dynamic-Separation Warning-Sign Matrix
- Ventilation, Condensation, Fumigation, and Atmosphere-Control Plan
- Dust, Fire, Gas, Enclosed-Space, and Emergency-Response Checklist
- Cargo Shift, Water Ingress, Heating, and Voyage-Monitoring Log
- Cargo Damage, Protest, Survey, Claims, and Performance Evidence File

## Day 5: Practice Dry Bulk Cargo Control

- Suggested Exercise: Validate a Cargo Declaration and Moisture File
- Suggested Exercise: Review a Hold Readiness and Stowage Plan
- Suggested Exercise: Build a Ship-Shore Loading and Discharge Plan
- Suggested Exercise: Diagnose a Liquefaction, Damage, or Voyage Deviation
- Capstone Exercise: Present a Dry Bulk Cargo Operation and Voyage Control File

## Practical Exercises

The course uses suggested activities to turn cargo, vessel, terminal, and voyage evidence into controlled operating decisions.

- Suggested activity: challenge a mineral-cargo declaration against its schedule and moisture evidence.
- Suggested activity: reconcile a fertilizer loading sequence with hold, trim, stability, and structural constraints.
- Suggested activity: document ship-shore changes, equipment damage, quantity evidence, and stop-work decisions.
- Suggested activity: build a voyage-monitoring response for condensation, heating, water ingress, or cargo shift.

## FAQs

### Who suits dry bulk cargo operations training, and what does it assume?

Dry bulk cargo operations training suits shipboard, terminal, cargo-supervision, surveying, and fleet functions that already use cargo plans, declarations, stability information, checklists, or ship-shore records.

### How does dry bulk cargo operations training differ from tanker cargo training?

Dry bulk cargo operations training manages solid cargo properties, holds, distribution, moisture, stowage, trimming, ventilation, and mechanical handling, while tanker training manages liquid transfer systems, containment, vapor, and pumping controls.

### What evidence is needed before accepting a dry bulk cargo?

Dry bulk cargo acceptance needs the cargo identity, shipper information, applicable schedule, properties and hazards, quantity, stowage factor, moisture and test evidence where required, and the precautions relevant to carriage.

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## How is liquefaction risk controlled in dry bulk cargo operations?

Liquefaction risk is controlled through correct cargo classification, representative sampling and testing, moisture evidence, weather precautions, cargo rejection or escalation criteria, loading observation, and voyage monitoring.

## What makes a dry bulk loading plan workable?

A workable dry bulk loading plan aligns hold sequence, loading rates, deballasting, trim, drafts, stability, structural limits, terminal equipment, communication points, stopping criteria, and amendment controls.

## Conclusion

Participants take a Dry Bulk Cargo Operation and Voyage Control File back to their organization. It links cargo acceptance, hold readiness, stowage, loading and discharge plans, ship-shore records, voyage monitoring, emergency controls, and claims evidence. The file changes fragmented checks and informal handovers into a traceable basis for cargo decisions and operational assurance.

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