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COURSE BROCHURE

Ship Chartering, Laytime and Marine Insurance Training Course

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Registered in the United Kingdom and Saudi Arabia

Ship Chartering, Laytime and Marine Insurance Training Course

Ship Chartering, Laytime and Marine Insurance is a 1-week training course for chartering brokers, vessel operators and marine insurance staff, built around a laytime statement and claims file that each participant completes for a live fixture. Volatile freight and rising claim values put money at risk in every hour of port time and every policy clause. Jupiter Prime Training offers this view of ship chartering, laytime and marine insurance.

Why Ship Chartering, Laytime and Marine Insurance Matters Now

Three groups shape this field today: shipowners seeking secure employment for tonnage, charterers balancing freight against delivery windows, and underwriters pricing hull, liability and cargo exposure. A fixture negotiated with loose notice of readiness wording or an unclear exceptions clause can turn a profitable voyage into a lengthy demurrage dispute, while gaps between charterparty duties and insurance cover leave losses uninsured. The course rests on the BIMCO Laytime Definitions for Charter Parties and on the carriage regimes of the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules, and on protection and indemnity P&I club guidance.

Who Gains Most from Ship Chartering, Laytime and Marine Insurance

- Those who negotiate fixtures and draft recap terms between owners and charterers
- Those who run voyages day to day and record port events in statements of facts
- Those who calculate laytime, demurrage and despatch and defend or present claims
- Those who place or service hull and machinery, P&I and cargo cover
- Those who handle cargo loss, damage and general average files with insurers

A commercial desk gains most when its chartering, operations and claims staff attend together.

Ship Chartering, Laytime and Marine Insurance Capabilities

Each outcome links fixture wording to time, money and cover.

- Compare voyage, time and bareboat charters — the choice of hire structure for a cargo or trade
- Calculate laytime, demurrage and despatch from a statement of facts — the claim presented to the counterparty
- Assess notice of readiness validity and arrived ship status — the start of laytime in a dispute
- Specify the cover a fixture needs across hull, P&I and cargo policies — the broker and underwriter
- Build a claims file with evidence, time bars and recovery routes — the insurer and legal adviser
- Weigh off-hire, speed and consumption claims under time charters — the owner and charterer settlement

Key Ship Chartering, Laytime and Marine Insurance Terms

- Charterparty — the contract under which a shipowner lets a vessel, or its cargo space, to a charterer for a voyage or period.
- Laytime — the time allowed in a voyage charter for loading and discharging cargo without payment beyond the freight.
- Demurrage — agreed compensation paid to the owner when loading or discharging exceeds the laytime allowed.
- Notice of readiness — the master's formal notice that the vessel has arrived and is ready to load or discharge.
- Off-hire — a period under a time charter when hire stops because the vessel cannot perform as agreed.
- Protection and indemnity cover — mutual insurance for shipowners' third-party liabilities such as cargo claims, pollution and crew injury.

Ship Chartering, Laytime and Marine Insurance Day by Day

Day 1: Freight Markets and Charter Structures

- Dry Bulk, Tanker and Liner Freight Markets — Where a Fixture Is Priced
- Voyage Charter Structure and Freight Terms — Owner Versus Charterer Cost Split
- Time Charter Hire, Delivery and Redelivery — Period Employment Decisions
- Bareboat Charter and Demise Obligations — Crewing, Maintenance and Financing Roles
- Fixture Negotiation, Offers and Recap — Binding Terms Before Signature

Day 2: Laytime Rules and Notice of Readiness

- BIMCO Laytime Definitions for Charter Parties — Shared Meaning of Time Terms
- Arrived Ship Tests and Notice of Readiness Validity — When Laytime Begins
- Laytime Exceptions, Weather Days and Shifting — Time That Does Not Count
- Reversible and Averaged Laytime — Combining Load and Discharge Allowances
- Statement of Facts Recording — Evidence Base for Every Time Claim

Day 3: Demurrage, Despatch and Time Charter Claims

- Demurrage and Despatch Calculation Methods — Amount Owed After Laytime Ends
- Once on Demurrage Principle and Its Limits — Counterparty Defence Arguments
- Off-Hire Clauses and Hire Deductions — Settlement of Time Charter Disputes
- Speed and Consumption Performance Claims — Weather Routing and Bunker Evidence
- Claim Time Bars and Documentation Deadlines — Keeping Recoveries Alive

Day 4: Hull, Liability and Cargo Insurance

- Hull and Machinery Cover and Deductibles — Owner Exposure to Physical Loss
- P&I Club Cover, Calls and Club Letters — Liability Response After Incidents
- Cargo Insurance Clauses and Insurable Interest — Trader and Receiver Protection
- Hague-Visby, Hamburg and Rotterdam Rules — Carrier Liability Under Bills of Lading
- General Average and Salvage Contributions — Sharing Extraordinary Voyage Losses

Day 5: Fixture Practice and Claims Handling

- Clause Review of a Sample Charterparty — Risk Points Before Fixing
- Laytime Statement From a Port Call Record — Applying Exceptions and Notice Rules
- Cover Gap Check Between Charter and Policies — Broker Placement Advice
- Cargo Damage Claim Simulation With Insurer — Evidence, Survey and Recovery
- Completed Laytime Statement and Claims File — Desk Reference for Future Fixtures

Applying Ship Chartering, Laytime and Marine Insurance After the Course

- Recalculate the laytime and demurrage on a recent voyage using the statement of facts method and compare it with the amount billed
- Map the charterparty duties of one current fixture against hull, P&I and cargo policies and report the cover gaps to the broker

Ship Chartering, Laytime and Marine Insurance Questions FAQ

What is ship chartering, laytime and marine insurance and why does it matter now?

It is the practice of hiring vessels, measuring the port time a charter allows and insuring the ship, its liabilities and its cargo. Volatile freight and high claim values make precise clauses and matching cover decisive for voyage results.

Which roles gain most from ship chartering, laytime and marine insurance skills?

Chartering brokers, vessel operators, laytime analysts and marine insurance staff gain most. Each sees how the others' decisions change the final claim.

How does a ship chartering, laytime and marine insurance course differ from a port operations course?

It focuses on contracts, time calculations and insurance cover rather than berth planning or terminal equipment.

What do you bring back from ship chartering, laytime and marine insurance training?

You bring back a completed laytime statement and claims file built on a realistic fixture. You can reuse it on your own voyages and disputes.

Ship Chartering, Laytime and Marine Insurance: The Way Forward

The laytime statement and claims file first informs whether a demurrage invoice is presented, negotiated or withdrawn. Operators, claims handlers and brokers use it to align evidence with clause wording and policy terms. After its first use, revisit how notice of readiness and exceptions clauses are drafted at fixing stage, where most later disputes begin.