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COURSE BROCHURE

Advanced SUPPLYTIME Charter Party Contracts Training Course

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Registered in the United Kingdom and Saudi Arabia

Advanced SUPPLYTIME Charter Party Contracts Training Course

SUPPLYTIME Charter Party Contracts is a 2-week advanced training course for marine contracts managers, chartering staff and offshore vessel operators, in which each participant builds an offshore charter rider and claims playbook for one vessel fixture. Energy producers, wind farm developers and vessel owners now negotiate tighter terms on hire, liability and early termination as offshore activity and day rates move quickly. Jupiter Prime Training delivers SUPPLYTIME charter party contracts for offshore marine teams.

Why SUPPLYTIME Charter Party Contracts Matters Now

Three groups shape offshore chartering today. Charterers in oil, gas and offshore wind expect vessel owners to accept their own riders, safety standards and performance warranties. Owners and their protection and indemnity insurers watch closely how far the knock-for-knock balance is diluted by carve-outs. Contractors further down the chain need the same allocation of risk mirrored in their subcontracts. Organisations that read the form and its riders carefully protect hire income and avoid uninsured exposure; those that do not inherit losses they never priced. The course works through the SUPPLYTIME form published by the Baltic and International Maritime Council BIMCO for offshore service vessels.

Who Gains Most from SUPPLYTIME Charter Party Contracts

- Chartering specialists who negotiate fixtures, riders and hire terms for offshore support vessels
- Contracts managers who draft and approve charter parties for owners or charterers
- Vessel operators who manage on-hire and off-hire events, performance and reporting
- Insurance and risk specialists who align cover with indemnity and liability clauses
- Commercial and legal advisers who handle hire disputes, claims and early termination

An offshore marine department gains most when chartering, operations and insurance specialists attend together and agree one rider template and one off-hire procedure.

SUPPLYTIME Charter Party Contracts Capabilities

Participants learn to read each clause of the form against operational reality on deck and in the field, then to draft riders and handle claims that keep risk where it was priced.

- Assess the fit of a standard offshore time charter form for a given vessel and scope — fixture decisions
- Calculate hire, off-hire deductions and extension options for a charter period — finance and operations
- Weigh knock-for-knock carve-outs against the insurance cover in place — insurers and risk owners
- Specify rider clauses for performance, safety and early termination — charterers and owners
- Apply notice and record procedures to off-hire and damage claims — vessel operators
- Design an escalation route from operational disagreement to arbitration — senior commercial leaders

Key SUPPLYTIME Charter Party Contracts Terms

- Time charter — a contract under which a charterer hires a crewed vessel for a period and directs its employment.
- Hire — the periodic payment the charterer makes to the owner for the use of the vessel and crew.
- Off-hire — a period when hire stops because the vessel cannot perform as the charter requires.
- Knock-for-knock — a regime in which each party bears loss to its own people and property, regardless of fault.
- Rider — additional clauses attached to a standard charter form to amend or extend its terms.
- Mobilisation — moving the vessel and equipment to the work location and readying it to begin service.

SUPPLYTIME Charter Party Contracts Day by Day

Day 1: The Offshore Chartering Market

- Offshore Support Vessel Types And Roles — Matching Vessels To Field Operations
- Spot, Term And Framework Fixtures — Choosing The Charter Structure
- Charter Chain Mapping — Linking Owners, Charterers And Field Operators
- Case Studies From Oil, Gas And Offshore Wind — Lessons From Disputed Charters
- Chartering Practice Diagnostic — Setting Priorities For The Course

Day 2: Structure of the BIMCO Form

- SUPPLYTIME Box Layout And Part II Clauses — Locating Each Commercial Choice
- Delivery And Redelivery Provisions — Fixing Where Service Starts And Ends
- Charter Period And Extension Options — Controlling Length And Renewal
- Trading Limits And Permitted Employment — Defining Where The Vessel Works
- Owners' And Charterers' Provisions — Splitting Running Costs And Supplies

Day 3: Hire, Payment and Off-Hire

- Hire Rate And Payment Mechanics — Setting Invoicing And Due Dates
- Off-Hire Triggers — Deciding When Breakdown Or Deficiency Stops Hire
- Off-Hire Calculation — Measuring Time Lost And Deductions
- Withholding And Set-Off Rights — Limiting Unilateral Deductions
- Owners' Remedies For Late Payment — Suspension And Withdrawal Steps

Day 4: Vessel Performance and Condition

- Vessel Description And Warranties — Testing Speed, Consumption And Equipment
- Maintenance And Dry-Docking Windows — Planning Downtime Without Disputes
- Crew Competence And Manning — Allocating Responsibility For Personnel
- Performance Reporting — Using Daily Logs As Evidence
- Substitute Vessel Provisions — Replacing Tonnage During Long Charters

Day 5: Knock-for-Knock Liability and Indemnities

- Mutual Indemnity Structure — Allocating Loss Of People And Property
- Third-Party Liability — Sharing Exposure Outside The Contracting Parties
- Consequential Loss Exclusions — Removing Lost Profit And Production Claims
- Gross Negligence And Wilful Misconduct Carve-Outs — Testing Their Reach
- Pollution Responsibility — Assigning Spills From Vessel And Well

Day 6: Insurance and Risk Alignment

- Hull And Machinery Cover — Matching Insured Values To Charter Exposure
- Protection And Indemnity Cover — Supporting Contractual Indemnities Given
- Charterers' Liability Insurance — Closing Gaps In The Charterer's Position
- Waivers Of Subrogation And Co-Insured Status — Protecting The Indemnity Chain
- Limitation Of Liability Rights — Preserving Statutory And Contractual Caps

Day 7: Drafting Riders and Amendments

- Rider Clause Drafting — Amending The Form Without Creating Conflicts
- Health, Safety And Environment Requirements — Importing Charterer Standards Carefully
- Performance Bonuses And Penalties — Linking Payment To Uptime
- Sanctions And Anti-Corruption Clauses — Allocating Compliance Risk
- Back-To-Back Subcharter Terms — Keeping Risk Aligned Down The Chain

Day 8: Termination and Force Majeure

- Termination For Convenience — Pricing Early Release And Demobilisation
- Termination For Default — Following Notice And Cure Steps
- Force Majeure Events — Deciding Suspension Or Termination
- Requisition, Loss And Constructive Total Loss — Ending The Charter Cleanly
- Demobilisation And Redelivery Surveys — Settling Condition On Return

Day 9: Claims and Dispute Resolution

- Claims Notification Procedures — Protecting Time-Barred Entitlements
- Evidence Packs For Hire And Damage Claims — Building Defensible Records
- Salvage And Towage Of Other Vessels — Sharing Rewards And Risk
- Negotiated Settlement Options — Resolving Claims Before Proceedings
- Arbitration Clause Choices — Selecting Seat, Rules And Tribunal

Day 10: Practising the Offshore Charter Rider and Claims Playbook

- Fixture Negotiation Exercise On A Platform Supply Vessel — Applying Form And Hire Terms
- Liability And Insurance Gap Test — Applying Indemnity And Cover Methods
- Off-Hire And Termination Scenario — Applying Notice And Calculation Steps
- Peer Review Of Draft Riders — Strengthening Wording Before Use
- Offshore Charter Rider And Claims Playbook — Presenting The Playbook For Challenge

Applying SUPPLYTIME Charter Party Contracts After the Course

- Compare one live fixture's riders against the standard form and flag every carve-out that weakens the knock-for-knock balance.
- Rebuild the off-hire log for one vessel over the last quarter and reconcile it with hire invoices and deductions.

SUPPLYTIME Charter Party Contracts Questions FAQ

What are SUPPLYTIME charter party contracts, and why do they matter now?

SUPPLYTIME charter party contracts are time charters for offshore service vessels built on the BIMCO standard form and its riders. They matter now because charterers and owners negotiate harder on hire, liability and termination as offshore oil, gas and wind activity shifts.

Which roles gain most from SUPPLYTIME charter party contracts training?

Chartering specialists, marine contracts managers and offshore vessel operators gain most, because they fix vessels, draft riders and handle off-hire. Insurance and legal advisers who support offshore fleets also benefit when they must align cover and claims with the charter.

How does SUPPLYTIME charter party contracts training differ from a general shipping law course?

It focuses on one offshore time charter form and its clause-by-clause use in the field. A general shipping law course surveys carriage and voyage charters; this course works through hire, off-hire, knock-for-knock indemnities, insurance, riders, termination and claims for offshore service vessels.

What do you bring back from SUPPLYTIME charter party contracts training?

You bring back an offshore charter rider and claims playbook for one of your own fixtures, covering form choices, hire and off-hire rules, indemnity and insurance alignment, rider wording, termination and claims procedures.

SUPPLYTIME Charter Party Contracts: The Way Forward

The offshore charter rider and claims playbook first informs the riders proposed for the next vessel fixture or extension. Chartering, operations and insurance specialists use it from negotiation through redelivery. After its first full charter period, revisit the off-hire triggers and indemnity carve-outs, because real downtime and incidents show where wording failed to match conditions offshore.