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COURSE BROCHURE

Liquefied Natural Gas Carrier Charter Party Training Course

22 – 26 February 2027
Rome

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Registered in the United Kingdom and Saudi Arabia

Liquefied Natural Gas Carrier Charter Party Training Course

Ref: 2786_106691 **Date:** 22 – 26 February 2027 **Location:** Rome **Fees:** 7200 GBP

Liquefied Natural Gas Carrier Charter Party training is a 1-week course for chartering, shipping operations and gas commercial specialists who negotiate and administer carrier contracts, and each participant builds a Charter Clause Exposure Register. Carrier hire is one of the largest costs in a delivered cargo, so small wording gaps in boil-off, speed or heel clauses quickly turn into disputed claims. Jupiter Prime Training presents this Liquefied Natural Gas Carrier Charter Party course for teams on both owner and charterer sides.

Why Liquefied Natural Gas Carrier Charter Party Matters Now

Three forces shape carrier chartering today. Newer propulsion and containment designs make older performance tables a poor fit. Portfolio sellers and traders now mix long-term tonnage with spot and short fixtures, so one cargo may sit under several contract layers. Fuel rules change how cargo burned in the engines is valued. An organisation that administers its charters well recovers performance shortfalls; weak wording means paying twice, in hire and in lost cargo. The course rests on industry standard time and voyage charter forms, described in general terms.

Who Gains Most from Liquefied Natural Gas Carrier Charter Party

- Chartering specialists who negotiate fixtures and rider clauses
- Vessel operations staff who issue voyage orders and monitor performance
- Gas trading staff who link shipping terms to sale obligations
- Claims officers who prepare performance and demurrage claims
- Legal advisers who review charter wording and indemnities

A shipping desk gains most when its chartering, operations and claims members attend together, since one drafts each clause and another enforces it.

Liquefied Natural Gas Carrier Charter Party Capabilities

Participants learn to trace a carrier fixture from recap to final claim.

- Assess whether a time or voyage charter suits a cargo portfolio — fleet allocation decisions
- Calculate boil-off and speed shortfall claims from voyage records — owner and charterer settlements
- Weigh heel retention against cargo value on ballast legs — voyage planning teams
- Specify notice of readiness and laytime wording for terminal calls — demurrage recovery
- Apply off-hire and drydocking clauses to downtime events — hire payment decisions
- Communicate liability and claims positions to counterparties — dispute resolution choices

Key Liquefied Natural Gas Carrier Charter Party Terms

- Charter party — the contract letting a vessel to a charterer for a period or a voyage.
- Warranted boil-off rate — the maximum daily share of cargo the owner warrants will evaporate in transit.
- Heel — cargo kept in the tanks after discharge to hold them cold for the next loading.
- Off-hire — a period when the vessel fails to perform as agreed, during which the charterer stops paying hire.
- Notice of readiness — the master's statement that the vessel is ready to load or discharge.
- Demurrage — the agreed compensation paid to the owner when port time exceeds the permitted laytime.

Liquefied Natural Gas Carrier Charter Party Day by Day

Day 1: Charter Forms and the Carrier Market

- Time Charter Versus Voyage Charter Structures — Choosing Control Over Vessel Employment
- Term, Spot and Short-Term Fixtures — Matching Tonnage to Cargo Portfolios
- Vessel Description and Containment System Warranties — Allocating Technical Performance Risk
- Fixture Recap and Rider Clauses — Locking Agreed Terms Before Drafting
- Owner, Charterer and Broker Roles — Assigning Negotiation Authority Clearly

Day 2: Hire, Speed and Boil-Off Warranties

- Hire Rate, Payment and Withdrawal Clauses — Protecting Owner Cash Flow
- Speed and Fuel Consumption Warranties — Measuring Performance Claims Fairly
- Warranted Boil-Off Rate Allowances — Pricing Cargo Lost in Transit
- Forced Boil-Off and Gas Fuel Use — Settling Who Pays for Fuel
- Good Weather Days and Performance Tables — Testing Underperformance Evidence

Day 3: Cargo Condition, Heel and Port Time

- Gassing-Up, Cool-Down and Warm-Up Clauses — Costing Vessel Readiness Operations
- Heel Retention and Return Provisions — Balancing Tank Temperature Against Cargo Value
- Notice of Readiness and Laytime at Terminals — Starting the Time Clock
- Demurrage Rates and Terminal Delay Events — Recovering Waiting Time Costs
- Ship-Terminal Compatibility Requirements — Avoiding Rejected Port Calls

Day 4: Off-Hire, Liability and Disputes

- Off-Hire Events and Deduction Methods — Quantifying Lost Hire Periods
- Drydocking and Maintenance Allowances — Scheduling Planned Downtime Within Hire
- Cargo Quantity Measurement and Custody Transfer — Resolving Delivered Volume Disputes
- Liability, Indemnity and Insurance Interfaces — Placing Loss With the Right Party
- Claims Notice, Time Bars and Arbitration — Preserving Recoverable Positions

Day 5: Practising the Charter Clause Exposure Register

- Fixture Recap Review Exercise — Applying Charter Form Choices
- Boil-Off and Speed Claim Calculation — Applying Performance Warranty Terms
- Heel and Laytime Scenario Testing — Applying Port Time Clauses
- Off-Hire Dispute Role Play — Applying Liability Allocation Rules
- Charter Clause Exposure Register — Completing the Team Risk Record

Applying Liquefied Natural Gas Carrier Charter Party After the Course

- Review one live fixture recap against the boil-off, speed and heel clauses studied and flag gaps.
- Rebuild one recent performance or demurrage claim using the calculation steps practised and compare it with the settled figure.

Liquefied Natural Gas Carrier Charter Party Questions FAQ

What is Liquefied Natural Gas Carrier Charter Party training and why does it matter now?

Liquefied Natural Gas Carrier Charter Party training covers the contract terms that govern hiring gas carriers. It matters now because new ship designs and fuel rules make older wording costly.

Which roles gain most from Liquefied Natural Gas Carrier Charter Party training?

Chartering, vessel operations, gas trading, claims and in-house legal staff gain most from Liquefied Natural Gas Carrier Charter Party training. Each drafts or enforces part of the charter.

How does Liquefied Natural Gas Carrier Charter Party training differ from a shipping economics course?

Liquefied Natural Gas Carrier Charter Party training focuses on clause wording, warranties and claims rather than freight cost models. A shipping economics course prices voyages instead.

What do you bring back from Liquefied Natural Gas Carrier Charter Party training?

You bring back a Charter Clause Exposure Register for your own fixtures. It lists each risk clause, its bearer and the evidence a claim needs.

Liquefied Natural Gas Carrier Charter Party: The Way Forward

The Charter Clause Exposure Register first informs the next fixture negotiation, showing which boil-off, speed and heel terms to tighten. Chartering and claims staff use it together to brief counterparties and track open claims. After its first use, revisit how it values gas burned as fuel, as fuel rules keep shifting.