JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

# Ship Chartering, Laytime and Demurrage Claims Advanced Training Course

15 – 26 February 2027
London

**jupiterprime.uk**

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

# Ship Chartering, Laytime and Demurrage Claims Advanced Training Course

**Ref:** 375_13259 **Date:** 15 – 26 February 2027 **Location:** London **Fees:** 9500 GBP

Ship Chartering, Laytime and Demurrage Claims is a 2-week advanced training course for chartering managers, shipbrokers, commercial operators and claims handlers who negotiate charterparties and settle time disputes, and each participant completes a Disputed Voyage Claims File. Freight volatility, port congestion and tighter time bars mean a single badly worded clause can move a voyage result more than the freight rate itself. The course is delivered by Jupiter Prime Training.

## Why Ship Chartering, Laytime and Demurrage Claims Matter Now

Three forces shape charterparty work today: congested berths that stretch waiting time, owners and charterers who now audit every laytime statement line by line, and stricter documentary time bars that defeat late or incomplete claims. An organisation that drafts clauses precisely and records port events carefully recovers demurrage it is owed and resists inflated counterclaims; one that does not loses margin quietly across many voyages. The course rests on the BIMCO Laytime Definitions for Charter Parties, read alongside the standard voyage and time charter forms used in dry bulk and tanker trades.

## Who Gains Most from Ship Chartering, Laytime and Demurrage Claims

- Fixture negotiators responsible for agreeing laytime, rate and exception clauses before a recap is confirmed
- Broking desks responsible for drafting recaps and circulating charterparty terms between principals
- Post-fixture operators responsible for port calls, statements of facts and voyage instructions
- Claims handlers responsible for preparing, presenting and defending demurrage and despatch claims
- Commercial lawyers and insurers responsible for advising on time bars and contested notices

A chartering desk gains most when its fixture negotiator, post-fixture operator and claims handler attend together, because the clause agreed at fixture is the same clause defended in the claim months later.

## Ship Chartering, Laytime and Demurrage Claims Capabilities

Participants move from reading a recap to defending each hour of a laytime statement against an opposing calculation.

- Draft laytime, exception and notice clauses that close common loopholes — fixture negotiators and principals
- Assess whether a vessel is an arrived ship and its notice of readiness valid — post-fixture operators
- Calculate laytime, demurrage and despatch for reversible and non-reversible terms — claims handlers
- Weigh time bar and documentation requirements before a claim is presented — commercial managers
- Build a claims position with supporting port evidence and counter-arguments — claims and legal staff
- Communicate a settlement range to principals with the risks of arbitration — senior commercial leaders

## Key Ship Chartering, Laytime and Demurrage Claims Terms

- Laytime — the period agreed in a voyage charterparty for loading or discharging without payment beyond the freight.
- Demurrage — liquidated damages the charterer pays the owner for each day the vessel is detained beyond allowed laytime.
- Despatch — a sum the owner pays the charterer when cargo operations finish before the allowed laytime expires.
- Notice of Readiness — the master's written notice that the vessel has arrived and is ready in every respect to load or discharge.
- Arrived Ship — a vessel that has reached the agreed destination point so that laytime can begin once notice is tendered.
- Time Bar — a contractual deadline after which a demurrage claim fails if documents are not presented in time.

## Ship Chartering, Laytime and Demurrage Claims Day by Day

## Day 1: Freight Markets and Charter Types

- Dry Bulk and Tanker Freight Cycles — Timing a Fixture Decision
- Voyage, Time and Bareboat Charter Structures — Allocating Commercial Risk
- Contract of Affreightment Terms — Committing Volume Across Many Voyages
- Owner and Charterer Interests — Mapping Where Disputes Usually Start
- Broker Roles and Recap Circulation — Controlling Version Errors

## Day 2: Negotiating the Fixture

- Offer, Counter-Offer and Subjects Lifting — Deciding When a Contract Exists
- Main Terms Versus Details — Prioritising Points Worth Holding Out For
- Standard Voyage Charter Forms — Choosing a Base Document for the Trade
- Rider Clause Drafting — Closing Gaps Left by the Printed Form
- Recap Checking Routine — Catching Conflicts Before Signature

## Day 3: Time Charter Commercial Terms

- Hire Payment and Withdrawal Clauses — Protecting Owners Against Late Hire
- Off-Hire Events and Deductions — Assessing a Charterer's Hire Reduction
- Speed and Consumption Warranties — Testing Performance Claims Against Weather Data
- Employment and Indemnity Clauses — Allocating Cargo and Port Liabilities
- Redelivery Notices and Final Hire Statement — Closing the Charter Cleanly

## Day 4: When Laytime Begins

- Port, Berth and Wibon Charter Distinctions — Fixing the Arrival Point
- Notice of Readiness Validity Tests — Accepting or Rejecting a Notice
- Notice Time and Turn Time Provisions — Starting the Laytime Clock
- Free Pratique and Customs Clearance — Judging Readiness in Every Respect
- BIMCO Laytime Definitions for Charter Parties — Reading Agreed Wording Consistently

## Day 5: Counting and Interrupting Laytime

- Working Days, Weather Working Days and Running Hours — Choosing the Counting Basis
- Sundays and Holidays Excepted Clauses — Applying Exceptions Hour by Hour
- Shifting, Strikes and Breakdown Exceptions — Deciding Who Bears Lost Time
- Reversible and Averaged Laytime — Combining Load and Discharge Allowances
- Statement of Facts Reconciliation — Resolving Conflicting Port Records

## Day 6: Demurrage and Despatch Calculation

- Once on Demurrage Always on Demurrage — Applying Exceptions After Expiry
- Half Despatch and Working Time Saved — Calculating Charterer Credits
- Laytime Calculation Spreadsheet — Testing Each Entry Against the Clause
- Tanker Pumping Warranties — Allocating Delay Between Ship and Terminal
- Detention Versus Demurrage — Choosing the Right Head of Claim

## Day 7: Building the Claim

- Claim Documentation Checklist — Meeting Contractual Presentation Requirements
- Time Bar Clauses — Deciding What Must Reach the Counterparty and When
- Port Log, Pumping Log and Agent Evidence — Supporting Disputed Hours
- Back-to-Back Claims Along a Charter Chain — Passing Liability Up or Down
- Claims Cover Letter — Presenting a Calculation That Withstands Scrutiny

## Day 8: Defending and Settling Disputes

- Counter-Calculation Review — Isolating the Points Genuinely in Dispute
- Invalid Notice Arguments — Weighing the Effect on Laytime Start
- Settlement Negotiation Range — Deciding When to Concede Disputed Hours
- Arbitration Clauses and Small Claims Procedures — Choosing a Dispute Forum
- Legal Precedent Summaries — Testing Positions Against Decided Cases

## Day 9: Clause Strategy Across Trades

- Congestion and Waiting for Berth Clauses — Sharing Queue Risk Fairly
- Bunker, Emissions and Slow Steaming Clauses — Adjusting Time Allocation
- Grain, Ore and Liquid Cargo Examples — Comparing Laytime Practice by Trade
- Fixture Lessons Register — Feeding Claim Outcomes Back into Drafting
- Demurrage Exposure Forecast — Setting Voyage Estimate Allowances

## Day 10: Practising the Disputed Voyage Claims File

- Recap and Rider Review — Applying Fixture Drafting to a Disputed Voyage
- Notice and Arrival Assessment — Applying Readiness Tests to the Case Facts
- Full Laytime Statement — Applying Exceptions and Counting Rules Hour by Hour
- Opposing Calculation Rebuttal — Applying Defence Arguments Under Time Pressure
- Disputed Voyage Claims File — Completing Statement, Evidence and Settlement Position

## Applying Ship Chartering, Laytime and Demurrage Claims After the Course

- Audit three recent laytime statements against their charterparty clauses and record every hour where the counting basis or an exception was applied inconsistently.
- Lead a fixture desk review that adds rider wording on notice validity and waiting for berth, using the clause drafting methods from the course.

## Ship Chartering, Laytime and Demurrage Claims Questions FAQ

### What is ship chartering, laytime and demurrage claims work, and why does it matter now?

It is the negotiation of charterparty terms and the calculation and defence of time used in port. It matters now because congestion and closer auditing of statements mean poorly drafted clauses and weak evidence turn directly into lost demurrage or inflated counterclaims.

### Which roles gain most from ship chartering, laytime and demurrage claims training?

Fixture negotiators, brokers, post-fixture operators and claims handlers gain most. Each touches the same clause at a different stage, so you will see how drafting choices at fixture decide whether a claim succeeds or fails months later.

### How does this ship chartering, laytime and demurrage claims course differ from a general shipping operations course?

It goes deeper into contract wording, laytime counting and claim defence than a broad shipping operations course. You spend most of the time on clauses, statements of facts and opposing calculations rather than on vessel scheduling or port logistics.

## What do you bring back from ship chartering, laytime and demurrage claims training?

You bring back a completed claims file for a disputed voyage. It contains a defended laytime statement, an evidence index and a settlement range that your desk can reuse as a template for live claims.

## Ship Chartering, Laytime and Demurrage Claims: The Way Forward

The Disputed Voyage Claims File first informs whether to press, settle or concede a live demurrage claim. Claims handlers use it with principals and lawyers to agree a position quickly and consistently. After its first use, revisit the rider clauses that produced the dispute, because the strongest claim defence is wording that prevents the same argument from arising on the next fixture.