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COURSE BROCHURE

Vessel Stores, Spares and Victualling Management Training Course

29 August – 2 September 2027
Sharm El-Sheikh

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Registered in the United Kingdom and Saudi Arabia

Vessel Stores, Spares and Victualling Management Training Course

Ref: 1070_40310 **Date:** 29 August – 2 September 2027 **Location:** Sharm El-Sheikh **Fees:** 5500 GBP

Vessel Stores, Spares and Victualling Management is a 1-week training course for ship superintendents, purchasing officers, chief stewards and technical managers, built around a fleet supply control plan. A missing pump seal or a wasted provisions order cuts into voyage results and crew welfare. Jupiter Prime Training connects onboard storerooms, galleys and shore purchasing in one supply discipline.

Why Vessel Stores, Spares and Victualling Management Matters Now

Three pressures shape vessel supply today: tighter budgets, longer lead times for original parts, and crews that judge an employer by its galley. A fleet that controls its storerooms avoids off-hire and air freight; one that does not carries dead stock and idle crews. The course rests on the planned maintenance system, the safety management system and the Hazard Analysis and Critical Control Point HACCP approach to food safety.

Who Gains Most from Vessel Stores, Spares and Victualling Management

- Those who approve technical requisitions and set spare parts levels for a fleet
- Those who source, price and consolidate deliveries of stores to vessels in many ports
- Those who run onboard galleys, plan menus and keep provisions within budget
- Those who own the planned maintenance system and its parts catalogue
- Those who negotiate with ship chandlers, makers and freight forwarders

A ship manager gains most when its technical, purchasing and catering leads attend together.

Vessel Stores, Spares and Victualling Management Capabilities

Participants balance storeroom stock, deliveries and galley spend.

- Classify spare parts by criticality, lead time and failure consequence — the superintendent setting stock levels
- Calculate reorder points and safety stock for consumables and spares — the purchasing officer releasing orders
- Design a consolidated delivery schedule around port calls and agents — the fleet operator controlling freight
- Build a victualling budget per person per day with menu cycles — the chief steward and the crewing department
- Apply HACCP controls to provisions receipt, storage and galley handling — the master
- Assess chandler and maker performance with a scorecard — the supply contracts owner

Key Vessel Stores, Spares and Victualling Management Terms

- Critical spare — a part whose absence would stop essential machinery or breach a safety requirement, held onboard regardless of usage rate.
- Ship chandler — a supplier that delivers provisions and stores to vessels in port.
- Victualling rate — the agreed daily food allowance per crew member, used to set and track catering spend.
- Reorder point — the stock level at which a new requisition is raised so that delivery arrives before stock runs out.
- Bonded stores — goods held under customs seal onboard and released only under set conditions.
- Dead stock — spare parts with no movement over a long period, often for machinery no longer fitted.

Vessel Stores, Spares and Victualling Management Day by Day

Day 1: The Vessel Supply Landscape

- Fleet Supply Cost Structure — Where Stores, Spares and Provisions Spend Sits
- Planned Maintenance System Parts Catalogue — Linking Jobs to Spares Demand
- Onboard Storeroom Layout and Bin Locations — Reducing Search Time and Loss
- Requisition Workflow from Vessel to Office — Approval Levels and Speed
- Stakeholder Map of Makers, Chandlers and Agents — Who Controls Each Delivery

Day 2: Spare Parts Inventory Control

- Criticality Ranking of Machinery Spares — Deciding What Must Stay Onboard
- Critical Spares List Construction — Meeting Class and Safety Expectations
- Reorder Point and Safety Stock Calculation — Balancing Cost Against Off-Hire
- Original Versus Pattern Parts Evaluation — Reliability, Warranty and Price Trade-Offs
- Dead Stock and Obsolete Parts Review — Releasing Cash and Storeroom Space

Day 3: Procurement and Delivery to Vessels

- Request for Quotation and Bid Comparison — Selecting Suppliers on Total Cost
- Consolidation Hubs and Forwarders — Cutting Freight for Scattered Port Calls
- Delivery Timing Against Port Rotation — Avoiding Missed Vessels and Re-Delivery
- Customs, Bonded Stores and Ship Spares in Transit — Clearing Goods Without Delay
- Receipt Inspection and Discrepancy Reporting — Closing Orders and Supplier Claims

Day 4: Victualling and Food Safety

- Victualling Budget per Crew Member per Day — Setting and Tracking Catering Spend
- Menu Cycle and Provisions Planning — Matching Voyage Length and Crew Diet
- HACCP Controls in the Galley and Cold Rooms — Protecting Crew Health
- Fresh Water and Provisions Storage Temperatures — Preventing Spoilage and Waste
- Galley Stock Counts and Waste Logs — Explaining Budget Variances Ashore

Day 5: Practising the Fleet Supply Control Plan

- Supplier Performance Scorecard — Renewing or Replacing Chandlers and Makers
- Tanker Case Study on Critical Spares Gaps — Applying Criticality and Reorder Methods
- Container Ship Case Study on Delivery Planning — Applying Consolidation and Port Timing
- Offshore Vessel Catering Case Study — Applying Victualling Budget and HACCP Controls
- Fleet Supply Control Plan Drafting — Stock Levels, Delivery Rules and Catering Targets

Applying Vessel Stores, Spares and Victualling Management After the Course

- Lead a criticality review of one vessel's spares and revise its minimum stock levels.
- Run a victualling variance check with the chief steward and agree menu cycle changes.

Vessel Stores, Spares and Victualling Management Questions FAQ

What is vessel stores, spares and victualling management and why does it matter now?

It is the control of everything a ship consumes, from machinery spares to food. Tight budgets and long lead times make disciplined storerooms a direct factor in vessel uptime.

Which roles gain most from vessel stores, spares and victualling management?

Superintendents, purchasing officers, chief stewards and technical managers gain most. Each controls one link of supply to the vessel, and their decisions affect each other.

How does vessel stores, spares and victualling management differ from a general maritime logistics course?

It works at the level of the vessel and its storeroom. A general logistics course looks at cargo flows, while this one covers spares criticality, chandler deliveries and galley budgets.

What do you bring back from vessel stores, spares and victualling management?

You bring back a drafted supply control plan for your fleet. It sets reorder levels, delivery rules, a victualling rate and a supplier scorecard.

Vessel Stores, Spares and Victualling Management: The Way Forward

The fleet supply control plan first informs which spares each vessel must hold and which can be ordered on demand. Superintendents, buyers and chief stewards use it to approve requisitions and plan deliveries. After its first quarter in use, revisit the supplier scorecard and the victualling rate, since prices and crew mix change quickly.