



BIMCO

The practical voice of shipping

TIME CHARTERS MASTERCLASS

This BIMCO Masterclass is designed to provide you with a comprehensive understanding of the principles of time chartering. The course will use case studies as the primary learning tool to allow you to develop a knowledge of the practical aspects of time chartering and its application in the daily operation of vessels.

 **BIMCO TRAINING**

Paris, France
16–17 October 2025

DAY 1

The practical aspects of time chartering

09:00–09:30

Introduction to the documentary work of BIMCO:

- Who drafts BIMCO standard contracts and clauses and how?
- The importance of industry consultations and explanatory notes
- What are we working on at the moment?

09:30–11:00

Walkthrough of the most common forms in dry/wet and their unique characteristics:

- BIMCO-approved forms:
 - ◇ NYPE 1946, 93, 2015
 - ◇ BALTIME 1939 (as revised 2001)
 - ◇ GENTIME
 - ◇ BPTIME 3
 - ◇ BIMCHEMTIME 2005
 - ◇ GASTIME.
- Other forms:
 - ◇ SHELLTIME 4
 - ◇ EXXONMOBIL TIME 2000
 - ◇ ASBATIME.

11:00–11:20

Break

11:20–12:45

The duties of the owner:

- The owner's duty is to provide a seaworthy ship and care for the cargo:
 - ◇ What is unseaworthiness?
 - ◇ The nature of the shipowner's duty to comply with the charter party description
 - ◇ The effect of the Hague/Hague-Visby Rules on these duties.
- The owner's duty to comply with legitimate employment orders:
 - ◇ Understanding the mechanics of employment clauses and the right and obligations of both the charterer and owner
 - ◇ The difference between "employment" and "navigation"
 - ◇ Orders which may affect safety and seaworthiness.

12:45–13:45

Lunch

13:45–14:30

Duty of the charterer to nominate safe port(s):

- Definition of a safe port in the context of time chartering
- Importance of the charterer's duty to nominate safe ports
- Overview of relevant legal clauses and regulations (eg, Hague-Visby Rules)
- Charter party terms related to the nomination of safe ports
- Common disputes related to unsafe port nominations.

14:30–14:50

Break

14:50–16:00

Description of the vessel and performance claims:

- Compliance with the speed and performance warranties and terms
- Validity of speed and performance claims; working with evidence and documentation claims
- Enforcement of speed and performance claims; deductions from hire?
- The legal remedies for breaches of the speed and performance warranties.

16:00–17:30

Case study:

Participants will work in small groups on a case study to find solutions to a common commercial dispute. The trainers and participants will discuss the problems arising from the scenario and will look for input from the course participants, and jointly the trainers and participants will look for solutions to the problems and disputes in the case study.

DAY 2

The financial aspects of time chartering

09:00–10:00

Time charter duration:

- For how long can the charterer use the vessel?
- What is an illegitimate last voyage?
- Who bears the risk of delay?
- the effect of “last voyage” and “without guarantee” clauses.

10:00–10:45

The payment of hire:

- When is the hire due?
- What deductions are allowed?
- The importance of paying hire in full and in advance
- The right to withdraw the ship from the charterer’s service.

10:45–11:00

Break

11:00–11:45

Off-hire clauses:

- General principles
- The difference between “period” and “time lost”
- The effect of specific provisions
- The effect of adding “whatsoever”.

11:45–13:00

Case study:

Participants will work in small groups on a case study to find solutions to a common commercial dispute.

13:00–14:00

Lunch

Other relevant issues

14:00–15:00

Cargo operations and cargo documentation:

- Who is responsible for cargo operations, and how can the owner and charterer best protect their commercial interests?
- The effect of the NYPE Inter-Club Agreement dealing with liability for cargo claims arising under NYPE and ASBATIME
- The importance to the charterer of obtaining the bills of lading
- The effect of a bill of lading imposing a greater liability than that imposed by the time charter
- Who has the right to determine the form of the bill of lading?
- Time charter employment orders which are in conflict with the bill of lading.

15:00–15:30

Environmental clauses:

- Regulatory developments and the need for rider clauses addressing these issues
- BIMCO CII, ETS and FuelEU Clauses for Time Charter Parties.

15:30–15:50

Break

15:50–17:00

Case study:

Participants will work in small groups on a case study to find solutions to a common commercial dispute.

SPEAKERS



Sally-Ann Underhill

Sally-Ann is a shipping partner based primarily in Reed Smith's London office, but also with management responsibilities for the firm's Athens office where she spends a considerable amount of time.

She handles disputes arising out of all types of shipping contracts, including charter parties, bills of lading, ship management and shipbuilding contracts, as well as sale contracts and worldwide logistics issues. She works predominantly with Greek, Turkish, Indian, Chinese and Middle Eastern clients. She has a tanker bias, including LPG and LNG

vessels, and deals with a wide range of issues arising for charterers and traders, as well as shipowners. She has particular experience of cargo claims, speed and performance issues, bunker disputes, tank cleaning, ship management and general average disputes, as well as those arising out of more general delays and breakdowns; highly technical shipbuilding, and sale and purchase disputes; and P&I Club cover issues.

She is often asked to assist with charter party drafting, across both dry and wet cargoes, including for dual fuelled vessels, as well as related contracts such as ship management, freight forwarding, port service and transshipment agreements.

Sally-Ann is a member of WISTA (UK and Hellas), a supporting member of the LMAA and has appeared on panels for the LMAA, and at ASDEM and Marine Money events.

She is ranked in Chambers UK for UK-wide Shipping, 2022-2025; listed as a "Leading Individual" in The Legal 500 EMEA for Greece Shipping Litigation, 2023-2024; and selected through peer review for inclusion in The Best Lawyers™ in the United Kingdom for Shipping Law, 2023-2025.



Nick Austin

Nick is a partner in Reed Smith's Transportation Industry Group, with a focus on shipping and international trading disputes in court, arbitration and mediation. He acts for ship owners and operators, charterers and traders in a wide range of dry shipping and commodity disputes, including charter party, bill of lading and ESG issues. He supports clients in the extractive and LNG sectors on their marketing and transportation needs, and maintains strong links in the Japanese market.

Nick lectures widely on shipping and trade issues, speaking at conferences organized by ASDEM, Coaltrans and Oxford Princeton. He also conducts tailored workshops for Lloyd's Maritime Academy and individual clients.

Nick is an Executive Committee member of the British Maritime Law Association and sits on the Council of the London Shipping Law Centre. He is also a supporting member of the London Maritime Arbitrators Association.

Nick is described by Legal 500 as "very talented" and is recommended as a Notable Practitioner in Chambers & Partners 2025, who remarked that he is "particularly adept at advising on shipping disputes" ... and is known for his expertise in the Asian shipping markets.

VENUE

Where will the course be held?

The course venue will be confirmed approximately 8 weeks before the start of the course so we can find a suitable venue for the number of participants.

ORGANISER



Christian Hoppe

Christian is BIMCO's General Counsel. He is a lawyer and graduated from the University of Copenhagen with a Master's degree in 2001 and an LL.M. with Distinction from the University of Southampton in 2004. He worked at the Danish Maritime Authority from 2001 until joining the European Commission's Directorate-General for Maritime Transport and Energy in 2005. Christian has been with BIMCO since 2009, providing legal and policy advice inhouse and to members, representing the association at various international meetings and managing a number of contracts and clauses related projects. Christian was seconded to Danish law firm Gorrissen Federspiel from 2017 to 2018 and was admitted to the Danish Bar in February 2019 (practice certificate deposited). From 2022 to 2023, he worked out of BIMCO's Singapore office whilst being part-time seconded to BW Group.

For more information, please contact:

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The BIMCO logo graphic features a horizontal blue line with a gradient, a small dark blue square in the center, and the word 'BIMCO' in large, bold, dark blue capital letters below it.

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