

BIMCO

The practical voice of shipping

SUPPLYTIME MASTERCLASS

The masterclass examines different versions of the SUPPLYTIME contract. During the course, we will also examine the practical and legal differences using SUPPLYTIME for other purposes than OSV/AHTS.

 **TRAINING**

Rio de Janeiro, Brazil
9–10 June 2025

DAY 1

09:30–10:30

Introduction to SUPPLYTIME 2017:

- The revision process, discussions, and necessary compromises made by the subcommittee
- Is SUPPLYTIME 2017 better balanced than the previous versions?
- Why revise SUPPLYTIME?

SUPPLYTIME 2017 marks a significant update in the standard offshore supply vessel charter party. These sessions will provide an in-depth look into the revision process of SUPPLYTIME 2017, focusing on the discussions and compromises made by the sub-committee during its development. We will explore whether SUPPLYTIME 2017 is better balanced than previous versions and the reasons behind the revisions. Participants will gain insights into the key changes introduced and the rationale for these updates, understanding how they address evolving industry needs and improve the overall framework for offshore vessel charters.

10:30–10:45

Break

10:45–12:00

Delivery:

- The charter period
- Late delivery
- Vessel condition on delivery
- Inspections
- Charterers rights.

In this session, we will examine the delivery aspects of SUPPLYTIME 2017, focusing on the key elements that define the commencement of a charter. We will discuss the charter period,

the implications of late delivery, and the importance of vessel condition upon delivery. The session will also cover the process of inspections and how these affect both the owner's and the charterer's obligations. Participants will gain a clear understanding of the charterer's rights regarding delivery and how these rights are protected and enforced under SUPPLYTIME 2017.

12:00–13:00

Lunch

13:00–14:00

Suspension of hire:

- Suspension and payments
- Circumstances
- How to suspend hire
- Disputed invoices.

This session will focus on the suspension of hire under SUPPLYTIME 2017, exploring the circumstances under which hire payments can be suspended and the procedures involved. We will discuss the specific conditions that may warrant the suspension of hire, such as delays or breaches of contract, and how to formally suspend hire in such situations. Additionally, we will cover the handling of disputed invoices, including the process for addressing disputed invoices, especially given the "Atlantic Tonjer" case. Participants will gain practical insights into managing hire suspension and effectively navigating payment disputes within the framework of SUPPLYTIME 2017.

14:00–15:30

Employment:

- Employment
- Structural alterations
- Bunkers/fuel
- Unsafe ports

- War risks
- Fever and epidemics
- Force majeure
- Maintenance: owner's obligations and allowances.

This session will cover a wide range of issues related to the employment provisions of SUPPLYTIME 2017, including various key aspects of vessel operations under the charter. We will explore structural alterations, handling bunkers and fuel, and managing unsafe ports. Additionally, we will discuss critical clauses covering war risks, fever and epidemics, and the force majeure clauses that may impact the performance of the charter. The session will also address the owner's obligations regarding maintenance and allowances, providing participants with a comprehensive understanding of the operational and legal considerations in SUPPLYTIME 2017 employment terms.

15:30–17:00

Case study 1

DAY 2

09:30–11:00

Termination:

- How to terminate for cause
- Termination for convenience.

This session will discuss in detail the termination provisions of SUPPLYTIME 2017, focusing on the circumstances and processes for ending a charter. We will explore how to terminate for cause, including the grounds under which a party may lawfully end the contract due to breach or non-performance. Additionally, we will examine termination for convenience, discussing the conditions and procedures involved when either party wishes to terminate the charter without fault. Participants will gain a comprehensive understanding of these termination clauses, ensuring they are equipped to navigate potential termination scenarios effectively.

11:00–11:15

Break

11:15–12:30

Knock for knock and other exclusions:

- Knock-for-knock and general issues of insurance
- Understanding the knock-for-knock principle
- The "A Turtle" case
- The reasoning behind knock-for-knock
- Service contracts
- How knock-for-knock actually operates
- Liabilities borne by the charterer under the BIMCO form
- The role of insurance

- Gross negligence and willful misconduct
- Reasons to agree or not to agree on knock-for-knock
- Consequential loss exclusions
- Vessel tonnage limitation.

This session will delve into the knock-for-knock principle and its implications within SUPPLYTIME 2017, focusing on its application in insurance and liability allocations. We will explore the reasoning behind the knock-for-knock approach, referencing the landmark “A Turtle” case, and discuss its operational mechanics in charter parties. Key topics will include the liabilities borne by the charterer under the BIMCO form, the role of insurance, and the impact of gross negligence and willful misconduct. Additionally, we will examine exclusions such as consequential loss and vessel tonnage limitations, providing a comprehensive understanding of these crucial contractual elements.

12:30–13:30

Lunch

13:30–15:15

Using SUPPLYTIME for other types of business than OSV/AHTS:

- Making SUPPLYTIME fit for other purposes – risks and pitfalls
- The BIMCO Special Task Annexes (BSTA)
- The matrix of chartering and construction contracts – scope of work
- Using SUPPLYTIME in untraditional ways: Heavylift cranes, jack-ups and windfarm installation vessels
- On the horizon – the new BIMCO form “WINDSEACON”

This session will explore how SUPPLYTIME can be adapted for use in various sectors beyond its traditional application in offshore supply vessel (OSV) and anchor handling tug supply (AHTS) operations. We will discuss the risks and pitfalls of modifying SUPPLYTIME for other purposes and examine the BIMCO Special Task Annexes (BSTA) that facilitate these adaptations. Additionally, we will review the matrix of chartering and construction contracts, exploring how

SUPPLYTIME can be used for other vessels, such as heavylift cranes, jack-ups, and windfarm installation vessels. Finally, we’ll look at the emerging BIMCO form “WINDSEACON” for wind energy projects.

15:15–15:30

Break

15:30–17:00

Case study 2

SPEAKERS



Godofredo Mendes Vianna

Mr. Godofredo Mendes Vianna is the Managing Partner of Kincaid | Mendes Vianna Advogados, a traditional Brazilian law firm established in Rio de Janeiro in 1932. He has practice and a wide experience in Maritime, Tax and Customs, Corporate, Litigation and Arbitration, Insurance and Reinsurance, Ports and Infrastructure, Energy, Oil & Gas and Public Sector.



Camila Mendes Vianna Cardoso

Mrs. Camila Mendes Vianna Cardoso is senior partner of Kincaid | Mendes Vianna Advogados, a traditional Brazilian law firm established in Rio de Janeiro in 1932. Mrs. Cardoso has practice and wide experience in Maritime, Tax and Customs, Corporate, Litigation and Arbitration, Ports and Infrastructure, Energy, Oil and Gas. Employment, Aviation, Compliance and Railway. Accredited international publications such as Chambers and Partners, Legal500 and Who's Who have recognized Camila as Leading Lawyer in her field.



Ian Perrott

Ian Perrott began his shipping career in 1976 as a boarding clerk in Falmouth. Between 1979 and 1982 he served as an Officer in the Royal Navy. In 1982 he joined Stewart Offshore in Greenwich as an offshore broker before transferring to their Aberdeen office in 1983. In 1987 he joined Maersk Co. Ltd in Aberdeen as the Assistant Chartering Manager for their Platform Supply Vessels (PSV), Anchor Handling Tug Supply vessels (AHTS) and a Diving Support Vessel (DSV). In 1990 he moved to Sealion Shipping Ltd to become the Chartering Manager for their fleet of various offshore and subsea vessels. In 2004 he was appointed to the Sealion main board as Commercial Director and in 2009 relocated to Hamburg after accepting an invitation to become the Managing Director for ER Offshore. In 2015 he returned to the UK where he is now an Independent Consultant to the Offshore Support Vessel (OSV) industry. Returning to the UK in 2015, he is now an Independent OSV Consultant working with a wide variety of companies and organisations involved in the Marine and Offshore support vessel industry.



Flavia Melo

Flavia has been a partner at Garbois+Melo Advogados since 2021 and has more than 20 years of experience within the shipping industry. She has served both Brazilian and foreign clients and specializes in maritime accidents, cargo claims, ship detention, environmental pollution, third-party compensation, and insurance matters. Flavia also handles contractual disputes arising from shipbuilding, sale and purchase of vessels and units, charter parties, commercial carriage, international trade and the provision of services to the offshore oil and gas industry. Due to her experience in both dry and wet shipping, Flavia Melo has consolidated her consultancy practice in relation to the aforementioned matters, as well as Brazilian and international norms and regulations. Flavia Melo also provides advice on marine insurance and reinsurance, particularly with regards to Brazilian regulations and handling of claims. Throughout her career, she has had the opportunity to work on some prominent projects, such as PROSUB, where she advised the Brazilian Navy on a series of contracts for the construction, acquisition and disposal of ships and military facilities. More recently, Flavia Melo has earned a significant reputation for obtaining urgent measures, dealing with emergency response, and crisis management related to marine casualties. These include the explosions onboard the FPSO Cidade de São Mateus, the rig Norbe VIII, and the vessel Normand Maximus, involving multiple players and complex developments.

VENUE

Kincaid Mendes Vianna Advogados

Rio Branco Avenue, No. 01, 14th floor, Ed. RB1 – Center, Rio de Janeiro – RJ, 20090, Rio De Janeiro, Brazil

ORGANISER



Thomas Damsgaard

Thomas Damsgaard is BIMCO's Head of Americas. He started an exciting shipping career in 1990 and has earned his stripes in a succession of increasingly challenging roles within senior management and leadership for maritime market leaders. He has led several maritime start-ups and turnarounds and acted as an external advisor on leadership, strategy and optimisation to global maritime, logistics and PE organisations. He has served on professional boards within shipping and logistics. An active member of the Houston maritime community, he fills leading roles including for the Houston Maritime Arbitrators Association, the Advisory Board at the University of Houston; he co-founded the Danish American Chamber of Commerce and a not-for-profit maritime scholarship fundraiser.

Thomas holds an MBA in Shipping & Logistics (Blue MBA) from Copenhagen Business School.

For more information, please contact:

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The BIMCO logo, featuring the word 'BIMCO' in a large, bold, blue sans-serif font. Above the letters 'i' and 'm' is a horizontal blue line with a small square in the center, resembling a stylized ship's mast or a bridge structure.