



BIMCO

The practical voice of shipping

SUPPLYTIME MASTERCLASS

This masterclass examines different versions of the SUPPLYTIME contract as well as the practical and legal differences in using SUPPLYTIME for purposes other than OSV/AHTS.

 **TRAINING**

Georgetown
3–4 November 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



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.



Paul Dean

Paul is the Global Head of Shipping at HFW, overseeing 250 specialist shipping lawyers across 21 offices worldwide. He specialises in offshore and marine matters, including charter parties, bills of lading, shipbuilding, rig disputes, collisions, salvage, and more.

Paul has been a key figure on the BIMCO panel for over 15 years, teaching the “Using SUPPLYTIME” course, contributing to the SUPPLYTIME 2005 revision, and drafting the Offshore Dismantling Services Agreement DISMANTLECON. Experience gained working for an International Group P&I club specialising in offshore vessels, enables Paul to combine practical understanding with the legal role

Recognised as a leading individual in his field by Legal Directories, Paul is described as a “tenacious litigator with vast experience in shipping and travel disputes” (Legal500 2022) and “a class act” (Legal 500 2024). He is also listed among Lloyd’s List’s 100 most influential people in the maritime industry and one of the Top 10 lawyers in 2019 and 2020.

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, 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.