

The logo features a white square icon with a black diagonal line, followed by the word "BIMCO" in a small, white, sans-serif font, and the word "TRAINING" in a large, bold, white, sans-serif font.

BIMCO TRAINING

The logo consists of the word "BIMCO" in a bold, white, sans-serif font, with a horizontal line above the letters "i" and "m".

BIMCO

The background is a photograph of a ship's deck at night, looking forward towards a bright light source on the horizon. The ship's red-painted deck and white superstructure are visible on the right. The water is dark, with long, glowing orange and yellow light trails from the ship's lights stretching across it. A large blue diagonal graphic element covers the bottom half of the image.

MASTERCLASS
TIME CHARTERS

Athens

9-10 December 2026

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.

**Sophie Pollard**

Sophie is a partner at Hill Dickinson in Newcastle, UK. She advises on a wide range of contentious shipping matters, disputes arising out of charterparties, bills of lading, ship building contracts, and contracts of affreightment. She also has experience advising on general average and salvage following marine incidents.

Sophie acts for P&I Clubs, shipowners and charterers, as well as cargo owners. She advises on all aspects of shipping and energy related matters, including those arising from the carriage of oil and gas.

She regularly advises clients in Arbitrations and High Court proceedings. Her cases are often multi-jurisdictional aspects, which involve working closely with foreign lawyers in matters such as enforcement.

She speaks regularly at conferences worldwide on shipping related issues.

**Stephen Mackin**

Stephen is a partner at Hill Dickinson in Newcastle, UK. He is a former mariner and now lawyer with experience, both practical and legal of all aspects and issues arising from the carriage of liquid cargoes by sea. He has been described by clients as “the lawyer you want on your right hand side in any dispute”.

Stephen gained practical tanker experience with Shell on; VLCC's, Shuttle tankers, Clean Product tankers and LNG tankers. As a lawyer his focus and practice centres on the issues that arise from the operation of tankers; shortages, contamination, bills of lading delay and the whole range of charterparty related disputes.

Stephen's specialisms include liquid cargo related issues, sanctions applicable to the movement of oil and gas, environmental issues and particularly the development of Emissions Trading Schemes, shipmanagement – he is a member of the BIMCO drafting committee on SHIPMAN and its associated third party management agreements.

He has a degree in Maritime Studies (BSc Hons – First), as well as the Common Professional Examination (Distinction) and the Law Society Finals (Honours).



Peter Grube

Peter Grube is Training Manager at BIMCO, where he develops and delivers BIMCO courses and seminars worldwide. As part of a long-term succession plan, he stepped down as Head of BIMCO Training in 2025 and continues to contribute to the team in a part-time role, focusing on programme development and delivery.

Peter joined BIMCO's Support & Advice department in 1990 and later became Marketing & Sales Director for membership and products, driving BIMCO's global position as a leading membership and shipping organisation. Before joining BIMCO, he worked at a shipowning office in Copenhagen and as a Sale & Purchase broker in Greece.

He is a graduate of the Danish School for International Marketing & Export, a Chartered Shipbroker (FICS), and holds a Master's in Education and Learning from Roskilde University (RUC).

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.



For more information, please contact:

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