



*Supported by :*



## Online Course

### DRY CARGO CHARTERING (VOYAGE & TIME CHARTER)



**MATF-funded courses on the “pre-approved” list (maritime-related) under ProTERS**  
*CPD: Pending accreditation from the Law Society of Hong Kong*

**Date:** On 26 Oct, 2 Nov and 9 Nov 2023  
Three consecutive Thursday Evenings

**Time:** From 7:00pm to 10:00pm

**Aim:** This course aims to provide complementary knowledge to those candidates/in-service practitioners (staffs of Ship Owning Companies, Management Companies, Traders/Charterers, Brokers, Port Agents, Operators, Ship’s Officers, PNI Clubs, H/M Underwriters and Others) who intends to enrich their knowledge arising from and in connection with charter parties which they will encounter in the course of daily operations.

#### Main Features of the Syllabus:

- \*\*Allocation of Costs in Charter Parties
- \*\*Terms of C/P
- \*\* Naming of Vessel/Cargo & Options
- \*\* Safe Port/Berth
- \*\* Loading/Discharging Costs
- \*\* Freight/Dead Freight Issues
- \*\* Dead Freight - the Issues
- \*\* Laytime Issues
- \*\* Loading/Discharging rates
- \*\* Laytime (L/T) Definitions 2013
- \*\* Ready in all respects to load / discharge
- \*\* Demurrage
- \*\* Despatch
- \*\* Damage for Detention
- \*\* Reachable on arrival vs Always Accessible
- \*\* Three ways to calculate L/T & there comparison
- \*\* Time Charter - Delivery / Redelivery
- \*\* Usual Owners protecting clauses incorporating into C/P
- \*\* Both - To - Blame Collision Clause
- \*\* New Jason Clause
- \*\* Trading/Cargo Exclusions in Time Charter



**Programme:**

**26 Oct 2023 (Thursday)**

- Allocation of Costs in Charter Parties
  - \* Costs
  - \* Allocation of Costs
- Terms of C/P
- Naming of Vessel/Cargo & Options
  - \* Naming the Vessel in a V/C
  - \* Naming the Port/Cargo in a V/C
  - \* Timing to exercise the “Option”
    - \* Cancelling (T/C)
    - \* Cancelling Date (V/C)
  - \* Can Charter cancel the vessel before nominating a port for delivery - The Ailsa Craig 2008
  - \* Vessel missing cancelling date
- Safe Port/Berth
  - \* Port & Berth (“VOYLAYRULES 1993” & “L/T Definitions for C/P 2013”)
  - \* Safe - reaching the port
  - \* Safe - using the port
  - \* What may make a ship not safe when using the port
  - \* Safe - leaving the port
  - \* Usual/Possible defences of Charterers
  - \* Danger can be avoided by good navigation and seamanship
  - \* Abnormal Occurrence
  - \* Safe Port – (Kanchenjunga 1990)
- Loading/Discharging Costs
  - \* Exemption Clauses
- Freight/Dead Freight Issues
  - \* Freight (“Freight Payment” vs “Freight Earned”)
  - \* Freight Clause – in C/P Bs/L
  - \* Freight Clause - in Liner Bs/L
- Dead Freight – the Issues
  - \* The Archimidis 2008 - Deadfreight issue
  - \* The Archimidis 2008 - Safe Port issue

**2 Nov 2023 (Thursday)**

- Laytime Issues
- Loading/discharging rates
- Laytime (L/T) Definitions 2013 (Working day, Running/Consecutive days/Hours, Weather Working days/Weather permitting, WWD of 24 consecutive hours, unless sooner commenced, unless used ... etc)
  - \* L/T - stages of a voyage
  - \* Requirements for L/T to begin
    - \* Arrived Ship (Port and Berth Charter. Application of the term WIBON, Kyzikos 1989. Port/berth congestion affecting vessel becoming an arrived ship – compare the provisions in different Charter parties and amendment(s) in the updated version)
    - \* Ready in all respects to load/discharge (Risks in vessel being found not to be ready after berthed. Different situations/handling under different C/P)
      - \* Legally Ready
      - \* Physically Ready
      - \* NOR tendered (NOR tendered outside office hour or before layday NOR acceptance/Rejection)
    - \* L/T Commencement
      - \* Tendered NOR is invalid, when will L/T start to count?
      - \* Tender NOR - Important cases
      - \* Ways to stop the L/T from counting
- Demurrage
- Despatch
- Damage for Detention
- Reachable on arrival vs Always Accessible
- Three ways to calculate L/T & there comparison



**9 Nov 2023 (Thursday)**

- Time Charter - Delivery / Redelivery
  - \* Early Redelivery
  - \* Late Redelivery
  - \* Charter Period
  - \* Off Hire Claims
  - \* Performance Claims (Maintenance clause, Capable of steaming, under Good Weather, the word “about”, Independent weather information vs Log entry, speed and consumption claims, methods used by major weather routing companies and their comparison, how to minimize the performance claim during the negotiation of C/P)
  - \* Other Performance Claims
  - \* Order as to Employment /Navigation
  - \* Master signing B/L
  - \* Terms for “Delivery of vessel” and their rationale
  - \* Problems in drafting C/P with Logical amendments to agreed mainterms - illustration with different cases starting from the main terms recap, clean recap to different versions of amended wordings
- Usual Owners protecting clauses incorporating into C/P
  - Both - To - Blame Collision Clause
  - New Jason Clause
- Trading/Cargo Exclusions in Time Charter

**Instructor:** CHEUNG Shun Man, Manson  
Manson is a Chartered Shipbroker, a Fellow of The Institute of Chartered Shipbrokers, Chartered Institute of Arbitrators, Hong Kong Institute of Arbitrators & an Accredited Mediator of Hong Kong International Arbitration Centre & Hong Kong Mediation Accreditation Association Limited. Ex-mariner, experience as Port Agent, Charterer in trading firm, Ship Manager, Ship Owner, Chartering & SNP Broker. Part-Time lecturer in Associations/Colleges/Universities for shipping related subjects from 1992 to now.  
Manson is the Vice-Chairman (Internal) of Institute of Seatransport since 2020, Vice-Chairman of Institute of Chartered Shipbrokers, Hong Kong Branch since 2006, Vice-Chairman of Hong Kong Logistics Management Staff Association since 2004.

**Medium of Instruction:**  
English

**Fees:** By Registration:  
HK\$1,000 per person  
The fee includes attendance online and e-documentation; Payment receipt will be issued to each paid participant.

**Award:** Participants who achieve the 9-hour attendance will be awarded a Certificate of Attendance.  
[MATF Refund is available for eligible participants.]  
[Applying for CPD points by the Law Society of Hong Kong – to be confirmed.]

**Application Procedure:**

- Please complete the Enrolment Form (on page 4)
- Then, please email the completed form to: [info@seatransport.org](mailto:info@seatransport.org) followed by post with payment, upon receipt of which we will send you confirmation by email
- Deadline for Enrollment is on or before 19 Oct 2023
- The course fee will not be refundable

**Enquiries:** Ms. Clair Wong - T: 2581 0003 E: [info@seatransport.org](mailto:info@seatransport.org)



ENROLMENT FORM

**DRY CARGO CHARTERING  
(VOYAGE & TIME CHARTER)**

26<sup>th</sup> Oct, 2<sup>nd</sup> Nov and 9<sup>th</sup> Nov 2023

Last Name : \_\_\_\_\_ First Name(s) : \_\_\_\_\_  
[For application for MATF Refund, the full name must be the same as that in the HK ID Card.]

Telephone/Mobile : \_\_\_\_\_ Email address: \_\_\_\_\_

Company : \_\_\_\_\_

Address : \_\_\_\_\_

\_\_\_\_\_

Please send cheque drawn payable to “**Institute of Seatransport**” to Institute of Seatransport:  
Room 1407, 14/F., OTB Building,  
259-265 Des Voeux Road C.,  
Sheung Wan, Hong Kong.

**OR**

Please pay in direct to the following bank account of Institute of Seatransport with Dah Sing Bank and email the Bank’s transaction advice confirming such payment, to [info@seatransport.org](mailto:info@seatransport.org)

Bank : Dah Sing Bank  
A/c No: 85-328-0360-3  
i/n/o : Institute of Seatransport