

Ship Management Agreement

Maritime, Shipping & Ports

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This guide explains what the tool produces, how to use the output, and what to watch for. The actual output (draft/report) is generated on the tool page.

Background

Drafts a ship management agreement between an owner and a manager — scope (technical, crew, commercial), fees, budgets, authority, liability and standards. Use it to formalise a management mandate.

Purpose of this tool & output

Contract technical/crew/full management

How the output is used

Use the draft to contract technical, crew or full management — scope, standard (BIMCO SHIPMAN-style), fees and liability — reviewed by a lawyer.

Who receives it

The agreement is between the owner and the ship manager; each keeps a signed copy.

Fees & charges

Stamp duty per your state stamp act; the management fee and budget provisions are the key commercial content.

Who should vet it

A shipping lawyer, to check the scope, liability-cap and budget/expense clauses before signing.

Important cautions

A draft template, not legal advice; scope, budget-and-funds, compliance responsibility and the liability regime are critical and standard management forms are widely used. Have a maritime lawyer review before signing.

Companion documents

- Charter Party (Voyage / Time)
- Bareboat / Demise Charter Agreement
- Ship Agency Agreement
- Stevedoring / Handling Agreement
- Seafarer Employment Agreement (SEA)
- Bunker Supply Agreement

This is AI-assisted guidance. Verify with a qualified professional before any binding decision. Fees, authorities and processes vary by state and change over time — confirm with your state authority.

