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COURSE BROCHURE

Marine Salvage Law, Awards and Wreck Removal Advanced Training Course

22 February – 5 March 2027
New York

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Registered in the United Kingdom and Saudi Arabia

Marine Salvage Law, Awards and Wreck Removal Advanced Training Course

Ref: 426_15251 **Date:** 22 February – 5 March 2027 **Location:** New York **Fees:** 17000 GBP

Marine Salvage Law, Awards and Wreck Removal is a 2-week advanced training course for maritime lawyers, P&I and hull claims handlers, salvage contractors and ship managers who contract for, claim or defend salvage services, and each participant completes a Salvage Award Claim and Defence Brief. Larger ships, higher pollution exposure and costly wreck orders mean a casualty can generate salvage, environmental and removal liabilities far beyond the value of the ship itself. The course is delivered by Jupiter Prime Training.

Why Marine Salvage Law, Awards and Wreck Removal Matter Now

Three groups shape salvage outcomes today: salvors who commit tugs and specialist equipment without knowing whether property will be saved, property underwriters who fund awards measured on salved values, and liability insurers who meet environmental and wreck removal costs. As container ships and tankers grow, the gap between salved value and response cost widens. An organisation that understands the legal tools contracts quickly and settles fairly; one that does not faces delayed responses, inflated claims and long arbitrations. The course rests on the International Convention on Salvage and the Special Compensation P&I Clause SCOPIC, with general average rules where costs are shared.

Who Gains Most from Marine Salvage Law, Awards and Wreck Removal

- Maritime lawyers responsible for advising owners, cargo interests and salvors in casualty disputes
- P&I claims handlers responsible for environmental exposure, special compensation and wreck removal costs
- Hull and cargo underwriters' claims staff responsible for funding and challenging salvage awards
- Salvage contractors' commercial teams responsible for contracting, security demands and award claims
- Ship managers' emergency response leads responsible for engaging salvors and protecting the owner's position

An owner, manager and P&I correspondent group gains most when its emergency response, legal and claims staff attend together, because decisions taken in the first hours of a casualty decide which contract applies and who pays.

Marine Salvage Law, Awards and Wreck Removal Capabilities

Participants follow a casualty from the first call to a salvor through to an arbitrated award and the wreck removal that may follow.

- Assess whether services qualify as salvage or as towage or contracted work — owners and lawyers
- Weigh no cure no pay agreements against fixed price and daily hire contracts — ship managers
- Calculate salved values and the factors that drive an award — claims handlers and salvors
- Apply special compensation rules when a casualty threatens the environment — P&I clubs
- Build the evidence file supporting or challenging a salvage claim — legal teams and arbitrators
- Specify wreck removal options that meet state orders at the lowest exposure — liability insurers

Key Marine Salvage Law, Awards and Wreck Removal Terms

- Salvage — voluntary assistance to a ship or property in danger at sea that succeeds in saving value.
- No Cure No Pay — the principle that a salvor earns an award only if some property is saved.
- Salved Value — the value of ship, cargo and freight at the place and time the salvage services end.
- Special Compensation — payment to a salvor for work preventing environmental damage where the ordinary award would not cover costs.
- Security for Salvage — a guarantee or bond provided by property interests to cover the salvor's claim before release.
- Wreck Removal — locating, marking and removing a wreck that poses a hazard to navigation or the environment.

Marine Salvage Law, Awards and Wreck Removal Day by Day

Day 1: Casualty Response Landscape

- Casualty Types and Salvage Scenarios — Mapping Response Options After an Incident
- Parties With Interests in a Casualty — Identifying Owners, Cargo and Insurers
- Salvage Industry Capacity and Equipment — Assessing Available Response Resources
- Coastal State Intervention Powers — Anticipating Orders to Owners and Salvors
- Container Ship and Tanker Casualty Examples — Comparing Exposure Profiles

Day 2: Legal Foundations

- International Convention on Salvage — Applying Core Rules to Services
- Elements of a Salvage Claim — Testing Danger, Voluntariness and Success
- Salvage Versus Towage and Contract Work — Classifying Assistance Correctly
- Duties of Salvors and Owners — Allocating Obligations During Operations
- Life Salvage and Its Treatment — Recognising Non-Property Services

Day 3: Salvage Contracts

- Standard No Cure No Pay Open Form Agreements — Engaging Salvors Quickly
- Fixed Price and Daily Hire Salvage Contracts — Choosing Commercial Terms
- Authority of Master and Owner to Contract — Binding Cargo Interests
- Termination and Withdrawal Provisions — Managing Changes in Danger
- Contract Negotiation Under Pressure — Protecting the Owner in Emergencies

Day 4: Assessing the Award

- Award Criteria Under the Convention — Weighing Skill, Risk and Effort
- Salved Value Calculations — Valuing Ship, Cargo and Freight
- Apportionment Between Property Interests — Sharing the Award Fairly
- Interest and Currency Issues — Settling Long-Running Claims
- Comparable Award Precedents — Benchmarking Claim Levels

Day 5: Special Compensation and Environment

- Environmental Salvage Principles — Rewarding Pollution Prevention Efforts
- Special Compensation P&I Clause SCOPIC — Invoking Tariff-Based Remuneration
- Special Casualty Representative Role — Monitoring Salvor Performance
- Bunker and Cargo Pollution Risk — Assessing Liability Exposure
- Interaction Between Award and Special Compensation — Avoiding Double Recovery

Day 6: Security, Arbitration and Disputes

- Salvage Security Demands — Arranging Guarantees for Ship and Cargo
- Maritime Liens and Arrest — Enforcing Salvage Claims
- Salvage Arbitration Procedure — Preparing Statements of Case
- Expert Evidence in Salvage Claims — Presenting Technical and Valuation Proof
- Appeal and Settlement Options — Ending Disputes Efficiently

Day 7: General Average Interplay

- General Average Principles — Sharing Extraordinary Sacrifices and Expenses
- Salvage Within General Average — Allocating Costs Between Interests
- Average Bonds and Guarantees — Securing Cargo Contributions
- Average Adjustment Process — Reviewing Adjusters' Statements
- Defences to General Average Contribution — Testing Unseaworthiness Arguments

Day 8: Wreck Removal

- State Wreck Removal Orders — Responding to Hazard Determinations
- Wreck Removal Contracts — Choosing Lump Sum or Cost-Plus Terms
- Owner Liability and Insurance Certificates — Confirming Cover for Removal
- Engineering Options for Wreck Removal — Comparing Refloating and Dismantling
- Cost Control and Monitoring — Managing Long Removal Operations

Day 9: Insurance and Recovery

- Hull and Machinery Cover for Salvage — Locating the Paying Underwriter
- P&I Cover for Environmental and Wreck Costs — Defining Club Exposure
- Cargo Insurance and Salvage Contributions — Coordinating Cargo Underwriters
- Recovery Actions Against Third Parties — Pursuing Colliding Vessels and Others
- Limitation of Liability Interplay — Testing Caps on Owner Exposure

Day 10: Practising the Salvage Award Claim and Defence Brief

- Casualty Fact Pattern Review — Applying Legal Tests to the Case
- Contract and Service Classification — Applying Agreement Analysis to the Facts
- Award and Special Compensation Calculation — Applying Valuation Methods
- Security and Arbitration Strategy — Applying Dispute Tools to the Claim
- Salvage Award Claim and Defence Brief — Completing Arguments, Evidence and Quantum

Applying Marine Salvage Law, Awards and Wreck Removal After the Course

- Review the fleet emergency response manual to confirm who may sign a salvage agreement and which contract forms are pre-approved.
- Prepare a salved value and special compensation estimate for one recent casualty file to test reserves held by claims staff.

Marine Salvage Law, Awards and Wreck Removal Questions FAQ

What is marine salvage law, awards and wreck removal, and why does it matter now?

It is the body of rules governing rewards for saving ships and cargo, compensation for environmental protection and removal of wrecks. It matters now because larger ships and pollution risk make casualty costs and disputes far greater than before.

Which roles gain most from marine salvage law, awards and wreck removal training?

Maritime lawyers, P&I and hull claims handlers, salvage contractors and ship managers gain most. You will see the same casualty from each side, so you can contract, claim or defend with a clear view of the others' arguments.

How does marine salvage law, awards and wreck removal training differ from a general marine insurance course?

It focuses on the legal mechanics of salvage awards, special compensation and wreck orders rather than on policy wording and underwriting. Insurance appears where it decides who pays, but the core is casualty law and claims practice.

What do you bring back from marine salvage law, awards and wreck removal training?

You bring back a claim and defence brief for a realistic casualty. It sets out service classification, award and special compensation figures, security and arbitration strategy that your team can adapt for live files.

Marine Salvage Law, Awards and Wreck Removal: The Way Forward

The Salvage Award Claim and Defence Brief first informs whether to settle a salvage claim or take it to arbitration. Lawyers, claims handlers and salvors use it to agree evidence and valuation positions. After its first use, revisit the wreck removal and special compensation sections, because environmental expectations and state orders are driving the largest costs in modern casualties.