JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

# Shipping Legal Risk and Maritime Claims Management Training Course

24 – 28 January 2027
Doha

**jupiterprime.uk**

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

# Shipping Legal Risk and Maritime Claims Management Training Course

**Ref:** 1049_39577 **Date:** 24 – 28 January 2027 **Location:** Doha **Fees:** 6500 GBP

Shipping Legal Risk and Maritime Claims Management is a 1-week training course for shipping company managers, chartering staff and in-house maritime counsel producing a vessel claims response playbook. Faster claimants and closer insurer scrutiny mean early, structured responses now decide what a dispute costs. Jupiter Prime Training runs Shipping Legal Risk and Maritime Claims Management around realistic fleet incidents.

## Why Shipping Legal Risk and Maritime Claims Management Matters Now

Three pressures shape this field today: Protection and Indemnity P&I clubs scrutinising members' loss records more closely, charterers and cargo interests moving quickly to secure claims against hulls, and boards expecting legal cost to be forecast like any other operating line. An operator that preserves evidence and notifies its club promptly settles on its own terms; one that does not may see a vessel detained. The course rests on the Hague-Visby Rules, the Hamburg Rules and the Rotterdam Rules as cargo liability regimes.

## Who Gains Most from Shipping Legal Risk and Maritime Claims Management

- Fleet and operations leads accountable for incident reporting and evidence on board
- Chartering desks negotiating hire, off-hire and indemnity clauses with counterparties
- In-house counsel coordinating external solicitors, arbitrators and club correspondents
- Claims and insurance coordinators handling cargo, collision and personal injury files
- Commercial managers weighing settlement offers against hire income and reputation

An operating company gains most when its chartering, operations and legal people attend together.

## Shipping Legal Risk and Maritime Claims Management Capabilities

Participants turn charterparty wording, lien rights and liability ceilings into decisions taken in the first hours after a casualty or cargo complaint.

- Assess exposure under a voyage or time charter clause — owner and charterer negotiations
- Apply the cargo liability regimes to a damage or shortage notice — claims defence strategy
- Weigh the cost of providing security against a threatened vessel detention — senior management
- Calculate a tonnage-based limitation figure for a casualty scenario — club and solicitors
- Specify evidence to preserve after an incident — masters, surveyors and correspondents
- Communicate a reserve and settlement range clearly — finance director and board

## Key Shipping Legal Risk and Maritime Claims Management Terms

- Maritime lien — a claim attached to the vessel itself that survives a sale.
- Ship arrest — court detention of a vessel to obtain security for a maritime claim before the merits are decided.
- Letter of undertaking — a written promise to pay a claim in exchange for releasing a detained vessel.
- Limitation of liability — a statutory ceiling on an owner's total exposure for one incident, usually calculated on the ship's tonnage.
- Off-hire — a period during a time charter when hire stops because the vessel cannot perform as agreed.
- Time bar — the deadline after which a claim can no longer be brought.

## Shipping Legal Risk and Maritime Claims Management Day by Day

### Day 1: The Legal Landscape of a Shipping Business

- Map of Contracts Around One Voyage — Where Liability Actually Sits
- Hague-Visby, Hamburg and Rotterdam Rules — Choosing the Applicable Cargo Regime
- P&I Club Rules and Cover Classes — Which Losses the Club Responds To
- Hull and Machinery Versus Liability Cover — Splitting a Single Casualty
- Legal Exposure Heat Map — Ranking Risks Across the Fleet

### Day 2: Charterparty Disputes and Commercial Remedies

- Voyage Charter Clauses on Laytime and Demurrage — Quantifying Claims
- Time Charter Off-Hire and Speed Performance — Deductions From Hire
- Safe Port and Employment Indemnities — Allocating Unexpected Loss
- Lien on Cargo and Sub-Freights — Securing Unpaid Hire
- Arbitration Versus Court Clauses — Selecting the Dispute Forum

### Day 3: Security, Arrest and Liability Ceilings

- Maritime Liens and Statutory Rights in Rem — Ranking Creditor Claims
- Ship Arrest Procedure and Release — Timing a Security Response
- Letters of Undertaking and Bank Security — Negotiating Security Wording
- Tonnage-Based Limitation Funds — Capping Exposure After a Casualty
- Sister Ship and Associated Vessel Exposure — Protecting the Wider Fleet

### Day 4: Running Claims With Clubs and Lawyers

- First Notification and Incident Log — Preserving Rights From the First Hour
- Surveyor and Correspondent Appointments — Building the Evidence File
- Instructing External Solicitors — Scope, Budget and Reporting Lines
- Reserving and Settlement Authority — Approving Offers With Finance
- Time Bar Diary and Extension Requests — Keeping Claims Alive

## Day 5: Practising the Vessel Claims Response Playbook

- Cargo Contamination Scenario on a Tanker — Applying Cargo Regime Defences
- Bulk Carrier Detention for Unpaid Bunkers — Rehearsing Security Negotiation
- Collision Simulation With Limitation Figures — Briefing the Board on Exposure
- Contract Review Checklist for New Fixtures — Closing Recurring Clause Gaps
- Vessel Claims Response Playbook — Escalation Routes, Templates and Owners

## Applying Shipping Legal Risk and Maritime Claims Management After the Course

- Run a fleet legal exposure heat map session, ranking clause gaps that lead to claims.
- Audit open claims against a time bar diary and agree extension requests with the club before any deadline lapses.

## Shipping Legal Risk and Maritime Claims Management Questions FAQ

### What is Shipping Legal Risk and Maritime Claims Management and why does it matter now?

It is the discipline of anticipating, containing and settling legal exposure arising from vessel operations and charters. It matters now because clubs, charterers and cargo interests act faster, so early evidence, notification and security decisions largely set the final cost of any dispute.

### Which roles gain most from Shipping Legal Risk and Maritime Claims Management?

Chartering staff, fleet operations leads, claims coordinators and in-house counsel gain most. Each handles a different stage of a dispute and gains a shared escalation route.

### How does Shipping Legal Risk and Maritime Claims Management differ from a maritime law course?

It is managerial rather than doctrinal. A maritime law course explains principles and cases; this one trains decisions on security, lawyers, reserves and board briefings.

### What do you bring back from Shipping Legal Risk and Maritime Claims Management?

You bring back a working response playbook for your fleet. It sets out notification steps, evidence lists, security templates and reserving rules for each claim type.

## Shipping Legal Risk and Maritime Claims Management: The Way Forward

The vessel claims response playbook first informs who notifies the club and preserves evidence when an incident is reported. Masters, operations desks and in-house counsel use it together, and finance relies on its reserving rules. After its first live use, revisit the settlement thresholds.