JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Marine Hull, P&I and General Average Claims Training Course

10 – 14 October 2027
Muscat

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Marine Hull, P&I and General Average Claims Training Course

Ref: 1098_41379 **Date:** 10 – 14 October 2027 **Location:** Muscat **Fees:** 6500 GBP

Marine Hull, P&I and General Average Claims is a 1-week training course for claims handlers, marine underwriters and shipping legal advisers who manage vessel-side losses, and it produces a casualty claims file ready for adjusters and clubs. As casualties grow costlier and policy wordings tighten, organisations that document losses early recover more and settle faster. Jupiter Prime Training delivers this course on marine hull, P&I and general average claims.

Why Marine Hull, P&I and General Average Claims Matter Now

Three forces shape vessel-side claims today. Larger ships and higher repair costs push hull and machinery losses up, so deductibles and policy conditions are tested more often. Protection and indemnity P&I clubs face more crew, pollution and wreck liabilities, which lifts the importance of prompt notice and cooperation. An organisation that handles a casualty well preserves its recovery rights; one that handles it badly loses evidence, misses time bars and funds avoidable shortfalls. The course rests on the International Convention on Salvage and the SCOPIC clause.

Who Gains Most from Marine Hull, P&I and General Average Claims

- Those who notify, quantify and present hull and machinery losses for a fleet
- Those who handle crew injury, collision and pollution liabilities with a P&I club
- Those who place marine cover and check wordings against operational exposures
- Those who advise on salvage, towage and wreck liabilities after a casualty
- Those who pursue recoveries from colliding vessels, repairers and cargo interests

A shipowner or ship manager gains most when its technical superintendents, insurance desk and legal adviser attend together.

Marine Hull, P&I and General Average Claims Capabilities

Participants leave able to move a casualty from first notice to settlement with the right cover, evidence and allocation.

- Assess which hull, P&I or cargo cover responds to a given casualty — owner and underwriter
- Specify the evidence, surveys and logs a claim needs — adjuster and club correspondent
- Calculate a particular average repair claim against deductibles — hull underwriter
- Apply general average principles to sacrifices, expenses and security — cargo interests and average adjuster
- Weigh collision and salvage liabilities, including SCOPIC — shipowner and salvor
- Build a recovery strategy within time bars — legal adviser and finance lead

Key Marine Hull, P&I and General Average Claims Terms

- Hull and machinery insurance — cover for physical loss of or damage to the ship itself, its engines and equipment.
- Protection and indemnity — mutual club cover for third-party liabilities such as crew injury, pollution, wreck removal and cargo claims.
- General average — the sharing of an extraordinary sacrifice or expense, made for common safety, among ship, cargo and freight.
- Particular average — a partial loss that falls only on the interest that suffered it, not shared with others.
- Salvage award — payment to a salvor for successfully saving property at sea, assessed against salved values.
- SCOPIC — a clause giving salvors special compensation for expenses where environmental risk exists and the salvage award is low.

Marine Hull, P&I and General Average Claims Day by Day

Day 1: Casualty Context and Cover

- Marine Insurance Market Structure — Who Carries Which Vessel Risk
- Hull and Machinery Clauses — Perils Covered and Excluded
- P&I Club Rules and Calls — Liability Cover and Member Duties
- Cargo Insurance Interfaces — Where Hull and Cargo Cover Meet
- Notice of Casualty — Preserving Cover from the First Hour

Day 2: Hull Damage and Particular Average

- Damage Survey Reports — Separating Casualty Damage from Wear
- Repair Specifications and Tenders — Reasonable Cost of Repairs
- Deductibles and Machinery Damage Clauses — Net Recoverable Amount
- Constructive Total Loss Tests — Repair Versus Abandonment Choice
- Loss of Hire Extensions — Measuring Off-Hire Earnings Lost

Day 3: General Average and Salvage

- General Average Acts and Sacrifices — Admissibility of Each Item
- Average Bonds and Security Forms — Releasing Cargo Against Security
- Contributory Values and Adjustment — Sharing Among Ship and Cargo
- Salvage Convention Criteria — Assessing a Fair Salvage Award
- SCOPIC Clause Mechanics — Special Compensation for Environmental Risk

Day 4: Collision and Third-Party Liability

- Collision Liability Apportionment — Fault Shares Between Two Vessels
- Running Down Clause — Splitting Collision Liability Between Hull and Club
- Crew Injury and Pollution Claims — Club Handling and Reserves
- Wreck Removal Liabilities — Owner Exposure After a Casualty
- Limitation of Liability — Capping Owner Exposure to Claimants

Day 5: Practising the Casualty Claims File

- Evidence Chain from Logs and Surveys — Applying Day 2 Methods
- Average Statement Review — Applying Day 3 Adjustment Rules
- Collision Recovery Strategy — Applying Day 4 Apportionment
- Time Bars and Subrogation — Protecting Recovery Rights
- Casualty Claims File — Completing the Case for Adjusters and Clubs

Applying Marine Hull, P&I and General Average Claims After the Course

- Rebuild the fleet notice-of-casualty checklist so surveys, logs and photographs are secured within hours of an incident.
- Review one open hull or collision claim against its deductibles, time bars and recovery options and brief the insurance desk.

Marine Hull, P&I and General Average Claims Questions FAQ

What are marine hull, P&I and general average claims and why do they matter now?

They are the claims a shipowner, charterer or insurer handles after a casualty damages the ship or creates liabilities. Rising repair costs and stricter wordings mean early evidence and correct cover decide how much is recovered.

Which roles gain most from marine hull, P&I and general average claims skills?

Claims handlers, marine underwriters, insurance desks of ship managers and shipping legal advisers gain most.

How does marine hull, P&I and general average claims training differ from a cargo claims course?

It focuses on the vessel side: damage to the ship, owner liabilities, collision, salvage and general average. A cargo claims course looks at loss of goods and recovery from carriers under bills of lading.

What do you bring back from marine hull, P&I and general average claims training?

You bring back a casualty claims file built on a realistic case with checklists colleagues can reuse.

Marine Hull, P&I and General Average Claims: The Way Forward

The casualty claims file is the first thing an insurance desk opens after an incident. Its first use is deciding which cover responds and what evidence to secure, and it serves superintendents, claims handlers and legal advisers alike. After the first real casualty, revisit how general average security and collision recovery were handled.