

NEWSFRONT

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LEGAL OPINION

Salvage

For salvage to apply, we need to have salvage operation, the vessel and cargo to face danger of loss or damage and salvage operation to have meritorious contribution to the saving of the property in danger.

Salvage operation may be implemented by one or more salvors.

Danger can be inferred indicatively from abandonment of the voyage, use of danger signs requesting help, loss of means of propulsion, loss of anchors and chains. The threat of damage should be substantial enough to justify the cost of the operation.

Meritorious contribution exists where we have maintenance of the property threatened, fully or partially. Where we have more salvors, we may have partial contribution, even if effort of each salvor alone could not result to the salvage.

Piraeus multi-membered First Instance Court Judgment no 4531/2018, President: A. Svynos, Rapporteur Judge: Ev. Bellou, Attorneys at law: G. Pavlis, G. Athanasiadis, V. Vernikos, Maritime Law Review vol. 47, p. 47.

NOTE: Salvage is regulated in Greece through three law texts, the Brussels 1910 Convention, the London 1989 Convention and the Greek Code of Private Maritime Law.

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