

Towage / Salvage 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 towage or salvage agreement framework from discrete terms — parties, service, tugs, remuneration, risk and liability regime. Use it as a starting point for a towage or salvage engagement, for specialist review.

Purpose of this tool & output

Draft a towage or salvage contract

How the output is used

Use the draft for a towage or salvage contract — scope, remuneration (or salvage terms), liability and risk allocation — reviewed by a lawyer.

Who receives it

The agreement is between the tug/salvor and the vessel owner/operator; each keeps a signed copy.

Fees & charges

Stamp duty per your state stamp act where applicable; salvage may follow a standard form (for example Lloyd Open Form).

Who should vet it

A shipping lawyer, to check the liability, risk-allocation and remuneration/salvage clauses before signing.

Important cautions

A draft framework, not legal advice; towage and salvage have specialised liability regimes (knock-for-knock, salvage awards) and standard forms and are high-risk. Use the appropriate standard form and specialist maritime legal advice before engaging.

Companion documents

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

processes vary by state and change over time — confirm with your state authority.