



WEDNESDAY 28th NOVEMBER - AFTERNOON

SHIPPING LAW

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Discuss the salvor's entitlement to reward under Article 14 (or SCOPIC) and his level of remuneration in comparison with a reward under Article 13. Use examples to support your answer.

2. Answer **BOTH** parts of the question

Using suitable examples explain:

- a) Why is a maritime lien classified as a 'privileged claim'?
- b) What advantages does a maritime lien have over other types of lien?

3. Using suitable examples to support your answer, discuss the legal principles and circumstances which courts consider in deciding whether or not a port is safe.

4. Discuss the ship owners' rights and immunities under Article IV Rule 2 of the Hague-Visby Rules, with reference to statute and case law.

5. Describe and comment on the relationship between a tug and a tow under a towage contract.

6. Using suitable examples to support your answer, discuss carrier's liability and right to limit liability under the Athens Convention (Merchant Shipping Act 1995).

7. With suitable examples discuss what is meant by the term a 'single/one ship' company and the advantages and disadvantages of these to the shipping company?

8. Answer **BOTH** parts of the question.

a) What is necessary in the case of:

- i) A berth charter
- ii) A port charter in order to start the running of laytime

b) In what circumstances can laytime start to run if the notice of readiness (NOR) is invalid when tendered?