1. A cargo claim arose in relation to the vessel *Sea* owned by Company *A*. Company *A* then sold the vessel *Sea* and bought the vessel *Water*. The vessel *Water* had an incident and was salved successfully. Please advise the cargo claimants and the salvors whether they can arrest either the vessel *Sea* or *Water* by reference to statutory provisions.

2. Answer both parts:
   
   (a) Explain the rules regarding *limitations of liability*, and when shipowners can limit their liability.
   (b) What conduct will bar a person's right to limit their liability?

3. Why would parties choose to arbitrate rather than resorting to the courts? Include in your answer references to the different types of dispute resolution offered by the London and New York Associations of Arbitrators?

4. Compare and contrast a *through* bill of lading with a *combined transport* bill of lading.

5. The SCOPIC clause was introduced on 1st August 1999 following lengthy negotiations between the International Salvage Union, the P&I Clubs, shipowners and property insurers. What is the SCOPIC clause and does the SCOPIC Tariff benefit the salvors?

6. Answer both parts.
   
   Using suitable examples explain:
   
   (a) Why a maritime lien is classified as a ‘privileged claim’
   (b) What advantage maritime lien has over other types of lien.

7. What are the advantages of the *in rem* procedure as against the *in personam* procedure? What are the aims of the *in rem* procedure? Discuss the UK statutory provisions which set out the *in rem* procedure.

8. The Athens Convention (Merchant Shipping Act 1995) has a significant impact on passenger claims. Discuss with reference to the carrier’s liability and the right to limit liability.