



SHIPPING CAPABILITY STATEMENT

NOVEMBER 2013

"THOMAS COOPER'S TEAM GIVES 'PRACTICAL AND COMMERCIAL' AND 'FAST AND EFFICIENT' ADVICE. ACTIVE IN BOTH WET AND DRY MATTERS, THE FIRM HAS ALSO ADVISED ON A NUMBER OF HIGH-PROFILE PIRACY CASES..."

LEGAL 500

"THE QUALITY AND BREADTH OF THOMAS COOPER'S EXPERTISE IS TRULY VAST"... "PROFESSIONAL, EXCELLENT COMMUNICATORS" WHO ARE "IN TUNE WITH THE INDUSTRY".

CHAMBERS AND PARTNERS

"THOMAS COOPER'S LEVEL OF SERVICE AND ABILITY COMPARE FAVOURABLY WITH LARGER AND MORE EXPENSIVE FIRMS."

LEGAL 500

"...THIS STRONG NICHE MARITIME LAW FIRM COMES HIGHLY RECOMMENDED.... SOURCES HIGHLIGHT ITS QUALITY LAWYERS AND INTERNATIONAL REACH..."

CHAMBERS AND PARTNERS

LONDON

MADRID

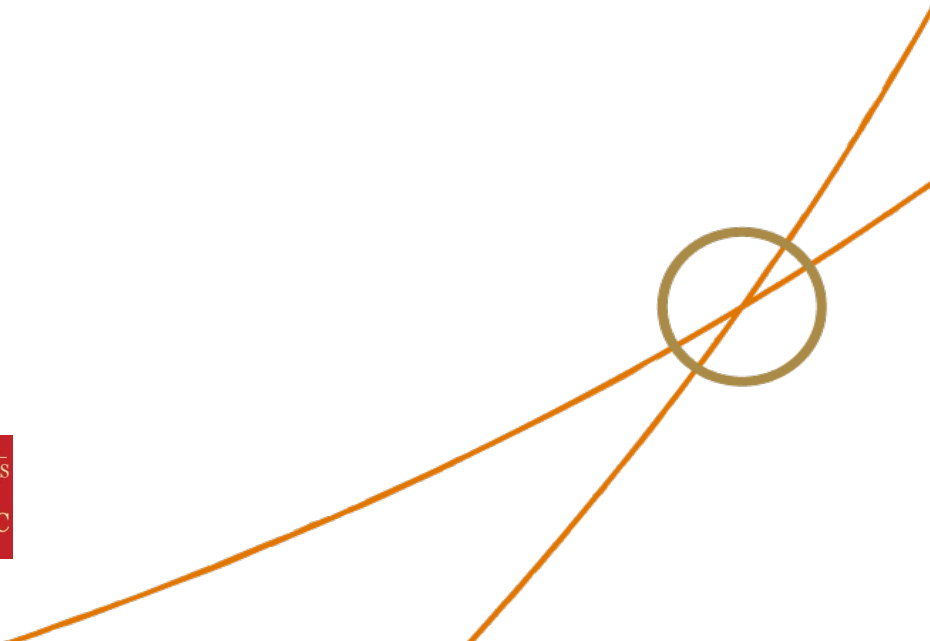
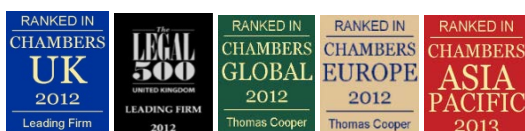
PARIS

PIRAEUS

SÃO PAULO

SINGAPORE

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INTRODUCTION

Business is more sophisticated today than it was when the firm first started in 1825. We now live in an information age driven by the internet and email and while this ought to make the purchasing of legal services easier, it can all too often disguise and confuse jargon with real capability and experience.

The main purpose of this document is to focus on Thomas Cooper's expertise and experience in handling **SHIPPING WORK**, to enable clients and prospective clients to make an informed choice when instructing lawyers in this specialist field.

THE FIRM



Thomas Cooper specialises in maritime, trade and finance law. The firm is experienced in advising on the law in key jurisdictions around the world, with offices in London, Piraeus, Madrid, Paris, São Paulo and Singapore.

Our clients operate globally and range from shipowners to charterers and traders, from banks and other financial institutions to underwriters and P&I clubs, from blue chip companies to small businesses and private individuals. Openness and trust underpins our relationship with clients. We always look to understand our clients' businesses so we are better equipped to provide clear advice that meets their commercial needs and interests.

OUR INTERNATIONAL REACH

Thomas Cooper is unique in that it has offices in the following key strategic locations:-

Singapore where we are permitted to handle Singapore arbitrations. Apart from dealing with the whole range of admiralty and casualty cases in the region the team has developed a significant China practice encompassing maritime, finance, trade and commercial law. As an offshore firm in Singapore, Thomas Cooper brings its international experience in maritime finance and trade law (both contentious and non-contentious) to assist its clients throughout Asia. Thomas Cooper also has long-time links with Japan and its insurance market.

Piraeus where we are recognised as one of the leading experts on advising on wet and dry shipping cases and regularly advise on complex shipping litigation issues, in particular charterparty and bill of lading problems, cargo claims, sale and purchase disputes and casualties cases, international commercial disputes, with a focus on insurance, energy, maritime and trade.

Madrid where we also handle disputes under **Spanish law** and/or in the Spanish courts. For both admiralty and casualty matters and other civil claims. The team brings international experience in marine, energy, aviation, transport, insurance and trade law (both contentious and non-contentious) to assist its clients throughout Spain and Latin-America. The team advise oil majors, shipowners, mining companies, insurers and traders based there and in

Spain on shipping, insurance and international trade.

Paris where we handle disputes under **French law** and/or in the French courts. We have established a reputation for having significant expertise in advising on all aspects of French maritime law and particular experience of disputes relating to ship arrest, maritime carriage and C/P disputes, road carriage including CMR and aviation transport, freight forwarding, yacht disputes, and general admiralty matters. The office also advises on cross-border and international projects.

São Paulo where we have been actively involved in South America for over twenty years and have developed a significant practice stretching from Mexico to Chile, investigating shipping casualties and advising oil companies, owners, charterers, shippers, traders, mining companies and its insurers in all areas of shipping law.

In addition to the field of maritime law, the firm practises in the following areas:

Trade. Traders and banks look to us and our international offices for prompt specialist advice and assistance. This often involves the trading and financing of all types of commodities from grain, sugar, steel and other metals to oil and gas, chemicals and timber. We also regularly advise on futures, options and other derivatives.

Criminal. Criminal action against seafarers and owners continue to increase. We have considerable experience and expertise in successfully defending masters, crew and owners where criminal prosecution or investigations are brought by the State or police.

Finance. The firm has a long history of acting for banks and other financial institutions. We advise them on corporate, real estate, project and lease finance transactions as well as compliance, regulatory and other general banking matters. We have a particularly strong following among London branches of international banks.

Company and Commercial. We have an active Company and Commercial practice that deals with a wide variety of corporate work, including sale and purchase of businesses and management buy-outs. Clients also rely on us for our expertise in general commercial litigation, including employment and sports law issues.

Insurance. Our insurance practice has developed beyond our core practice areas of maritime, trade and finance. We offer advice and assistance on a wide range of insurance and re-insurance products from all forms of marine insurance through to property, specie, political risk and blood and livestock insurance.

International Arbitration. London, Paris and Singapore are all important arbitration centres. With offices in each of those forums, considerable expertise and a personal approach, we have much to offer clients. Our international experience is also called upon to oversee and assist on arbitrations and the enforcement of awards in other jurisdictions, such as Russia, India and China.

Oil and Gas. We act for three major oil companies and have experience in this area spanning more than 100 years. Our practice has developed as the industry has grown and we now advise on both upstream and downstream work for a variety of oil and gas companies and other organisations providing off-shore services.

OUR SHIPPING & TRADE PRACTICE



The firm is probably best known for its experience and expertise in Maritime and Trade law. Indeed, takes its name from Mr. Thomas Cooper, an Admiralty Proctor in 1825. It has borne witness to many changes over the intervening 180 years, from the move to steam from sail to the advent of containerisation, and understands the need to adapt and develop to meet the challenges of today and tomorrow.

As a niche firm, and with international offices, Thomas Cooper has one of the largest maritime and trade practices not just in the City of London but worldwide. The firm has 20 partners and 20 other fee earners dedicated to the practice of maritime law and by this we mean practitioners dealing almost exclusively with problems and claims that arise out of the operation of ships, rather than claims where the subject matter is a ship. We do not, for example, count lawyers that do mortgage enforcement work as maritime lawyers, because in reality that type of work is commercial litigation involving a ship and no real knowledge of how ships are operated or the complex legal regimes that govern them is required.

The firm's maritime lawyers advise on a wide range of other shipping problems from advice and assistance on the highest profile casualties and major maritime losses to death and personal injury claims and day-to-day commercial disputes arising under shipping contracts. An outline of their work follows:

Charterparty and bill of lading disputes. Our knowledge and experience encompasses all the various charterparty and bill of lading forms for the many different types of commodities carried at sea today. We provide drafting advice and handle the usual array of disputes such as withdrawals, liens and hire or freight claims, cargo claims, unseaworthiness claims, unsafe port or berth claims and claims for demurrage and detention. The firm is also experienced in electronic shipping / trade documentation, multimodal carriage and specialist shipping operations such as polar, heavy lift, cabling etc.

Cargo claims. The firm has a depth of experience in handling all types of cargo claims from bulk oil and grain, sugar and coal to containerised cargoes, refrigerated cargoes, LPG and LNG, DRI steel and specialist project cargoes. The firm has been involved in all manner of losses arising out of marine casualties and in addition to claims for indemnities in respect of salvage and general average contributions we handle claims for damage, shortage and contamination.

Death and personal injury claims. The firm is a leader in this field. It receives instructions from most of the International Group of P&I clubs and has the ability to deal with the largest casualty involving loss of life or personal injury. Thomas Cooper handled the “AL SALAM BOCCACIO '98” (the 2006 Red Sea ferry disaster) and is often instructed on cruise claims.

Marine insurance. The firm advises on all aspects of marine insurance and re-insurance for claims arising under the various types of marine insurance policies including Protection and Indemnity, Hull and Machinery, Cargo, War Risks and Charterers' Liability.

Shipbuilding and repair disputes. We offer assistance and advice on drafting shipbuilding and repair contracts, as well as contracts for the sale and purchase of vessels, Memoranda of Agreements, Novation Agreements and Deeds of Assignment. We also advise clients in relation to disputes that might arise under such contracts.

Ship Finance. We advise on all aspects of ship finance matters and transactions including: negotiating and documenting syndicated and bilateral ship finance facilities; shipbuilding and repair contracts; sub-participation/risk participation agreements; sale and purchase of new and second-hand vessels; and UK and European lease finance arrangements. We also have knowledge and experience in advising on LNG construction and financing.

Trade. Traders and banks look to us and our international offices for prompt specialist advice and assistance. This often involves the trading and financing of all types of commodities from grain, sugar, steel and other metals to oil and gas, chemicals and timber. We also regularly advise on futures, options and other derivatives.

Travel law. Cruise and ferry operators often fall within the definition of a tour operator, or organiser, under the Package Travel Package Holidays and Tours Regulations 1992 and may be subject to the obligations and liabilities arising thereunder. The firm regularly advises those companies as regards their relations with regulatory authorities and disputes arising with passengers.

A number of partners in the firm are members of the LMAA and the Baltic Exchange and the firm is a founding member of the Admiralty Solicitor's Group.

We maintain close working relationships with law offices in all maritime jurisdictions, but have no exclusivity arrangements and are happy to work with foreign lawyers of our clients' choosing. Apart from advising clients on English, French and Canadian law, the firm also has significant experience of many other legal jurisdictions - we find that having a close working knowledge of other legal systems can often prove advantageous when finding a solution to a client's problem. Some of the partners and assistants are qualified in England and Wales as well as Australia, British Columbia, France, Spain, Singapore and Greece.

OUR COMMITMENT TO SHIPPING & TRADE

Thomas Cooper is committed to the practice of maritime and trade law. In fact it is for this very reason that many of our lawyers joined the firm.

Maritime and trade law is one of the most complex and challenging areas of practice and not a field that can be done properly or effectively without proper training and experience. It probably takes about 10 years to train up a maritime and trade lawyer and thus a firm that is committed to shipping and trade in the long term must ensure that it always has good junior lawyers coming through its ranks.

Over the next decade or so, there is likely to be an increasing need for maritime and trade lawyers. A lot of expertise and experience is currently locked up at the senior end of the profession, with practitioners who learnt their trade in the 1980s, when there was an abundance of work. As the level of work reduced through the 1990s so too did the number of lawyers entering shipping - understandably, the lawyers that began their careers in the 1980s soaked up all the work thereafter leaving little need for more maritime lawyers. However, those practitioners will gradually retire over the next 15 years and the market will have to search out the next generation.

The larger multi-practice firms are unlikely to offer the solution. Some of them used to do shipping work but their desire to grow profits quickly, and the downturn in work over the last 10 to 15 years, has led to many of them closing down their shipping departments. This was a strategic decision aimed at growing profits, as are the many mergers seen in recent times. The merged entities are even less likely to get back into shipping and those that still offer shipping may quickly follow suit. Put bluntly, the larger multi-practice firms regard shipping as a difficult area of the law that requires a high level of expertise, yet yields modest or low profits per partner.

Thomas Cooper is one of the few firms left that is committed to bringing on that next generation of maritime and trade lawyers. We actively search out trainees and assistants that are not only talented but are also genuinely interested in shipping law and the industry generally. Maintaining high standards and building a strong worldwide foundation to meet clients' global needs are now our prime goals. We prefer cultivating talent from within but also consider lateral hires that share our goals and vision. It is our firm belief that good people represent the key to our and our clients' continuing success.

Thomas Cooper has been serving the shipping, trade and finance community since 1825 and we are committed to ensuring its legacy continues.

OUR GLOBAL CASUALTY RESPONSE

Thomas Cooper is one of a select number of law firms who receive regular instructions from P&I Clubs, shipowners and charterers and to protect their respective interests in the aftermath of a maritime casualty.

In any maritime casualty, establishing the facts and understanding how it happened, and/or what caused it (or contributed to its cause), are crucial. This represents the starting point and, unless it involves disproportionate costs, we normally recommend that one of our experienced casualty investigators attends the ship, her crew and any other witnesses promptly to conduct a full investigation and gather all available evidence. Where appropriate, we will work with handpicked experts to ensure all proper lines of enquiry are exhausted. Thereafter we will analyse those facts, identify the key legal issues that arise out of them and work with the clients in order to formulate a strategy that best meets their commercial needs and interests. We are also particularly adept at dealing with governmental investigations.

We are also leaders in making use of technology and computer aids in reconstruction of casualties and presentation of evidence. We can also advise on media relations, which are crucial in such situations.

The types of casualty cases we are involved in include:

Collisions. There is often much more to a collision case than simply assessing liability and quantum and netting each ship's claim off against the other's in order to determine who the paying party is and how much they have to pay. Issues such as limitation and jurisdiction can be central to the successful outcome of a case. We have the expertise necessary to establish at an early stage whether these issues are likely to be relevant and, if they are, move fast to secure any advantage that may be available.

Contract of Carriage Disputes. Numerous contractual issues can arise out of a casualty including questions of causation, whether the carrier/owner was in breach of contract, the carrier's entitlement to abandon the voyage and problems in obtaining evidence. We are experienced in all these areas.

Criminal issues. Casualties off the UK often give rise to criminal investigations and occasionally these turn into prosecutions. We are familiar with criminal law procedure in a variety of jurisdictions and know how to deal with such cases.

Cruise and ferry. Casualties in the cruise and ferry industries can give rise to all of the problems outlined above as well as difficulties particular to their trades. Thomas Cooper is a leader in this field and regularly advises operators and their clubs in relation to claims from passengers and crew arising from death or injury as well as contractual claims by passengers. We are experienced at handling the defence of "Group Actions" brought by passengers arising from significant casualties sustained by these types of vessel.

Groundings / Strandings. Cases of this nature may give rise to general average and salvage, pollution and possible claims from cargo interests for an indemnity on the basis of alleged unseaworthiness. There may also be claims against a charterer for breach of a safe port warranty

Fires and Explosions. Identifying the cause of a fire or explosion is fundamental and invariably requires the use of an expert witness from the outset. Causation is equally important when it comes to establishing whether the extent of the damage could have been contained by the actions of the crew and/or whether there were structural or operational failures.

General Average. We frequently advise on defences to general average claims as well as the recoverability of allowances in general average. Partner, Ben Browne was on the CMI's general average drafting committee of the York Antwerp Rules 2004.

Pollution. This is an increasingly active area of the law as coastal states now pursue shipowners for any indiscretions, however minor, imposing heavy fines and detaining vessels for inordinately long periods. We have been involved in some of the largest pollution cases including oil and other hazardous and noxious substances in Europe, North America and Asia, acting both for the IOPC Fund and other commercial interests, as well as many incidents occurring within and around the UK. We also defend owners and masters in criminal cases brought in the UK arising out of oil pollution.

Salvage. Salvage is often a feature of casualty cases. Our experience of LOF (including SCOPIC) and common law salvage, acting for both salvors and salvaged property, means we have a firm grip on the likely level of an award. This often enables us to settle cases without the need for arbitration. One of our Partners was on the three-man drafting committee of SCOPIC and serves on the Lloyd's Salvage Group and SCR Committee.

Total losses. Total loss cases can give rise to large cargo claims and wreck removal issues as well as disputed claims under insurance policies involving defences under S39(5) of the Marine Insurance Act 1906 and/or issues of material non-disclosure. We are experienced in all these areas.

Transshipment. We have extensive experience of advising on the legal and practical issues arising from the need to tranship cargo following a marine casualty such as replacing the bills of lading, chartering in transshipment tonnage, the sale of cargo which will not be carried on to its original destination and drafting the necessary agreements.

OUR GLOBAL CASUALTY RESPONSE TEAM

Our casualty team provide a 24 hour; 365 days a year response around the clock and around the world. In the event of marine casualties we deal with collisions, fires and explosions, groundings, piracy, pollution, salvage, towage and wreck removal. We provide a flexible approach and have the ability to respond swiftly by placing the right people 'in the field', to advise and assist with the management of the casualty, in an effective but sensitive manner.

LONDON

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P&I CLUBS

We are on the panel of GARD, the largest P&I Club in the world and are also nominated legal advisers to Norwegian Hull Club following submission of successful applications which was supported by our solid credentials,

We also currently act for the following P&I clubs:

- A Bilbrough
- Assuranceforeningen Skuld
- Assuranceforeningen Gard
- British Marine
- ITIC
- Japan Shipowners Mutual Protection and Indemnity Association
- Michael Else & Co Ltd
- Navigators
- Newcastle P&I
- North of England
- Rosgosstrakh P &I
- Russian P&I Pool
- Shipowners Claims Bureau (American Club)
- Southern Seas Europe Limited
- Steamship Mutual
- The Shipowners Protection Limited
- Standard Club
- Swedish Club
- Thomas Miller (UK Club)
- Through Transport Mutual Insurance Association Limited
- Tindall Riley (Britannia) limited
- V Ships
- West of England insurance services.

MEMBERSHIPS

We hold memberships and are involved in Maritime and other relevant organisations, Ben Browne is currently the Chairman of the Admiralty Solicitors Group and we are one of two London based law firms who are Members of Tuvalu Ship Registry and are recognised by the Tuvalu Government to provide advice and legal opinions. We are also on the Panel of UK lawyers who are recognised by the Kiribati Government to provide advice or legal opinions of the laws of Kiribati.

- Admiralty Solicitors Group (ASG)
- Association of Average Adjusters
- Baltic Exchange Limited
- British Hellenic Chamber of Commerce in Piraeus
- British Marine Federation Legal Services and Insurance Committee
- British Maritime Law Association (*Arbitration and ADR Commercial Court Committee*)
- BMLA Passenger and Personal Injury Committee
- Chamber of Shipping Limited
- Chartered Insurance Institute
- China Britain Business Council
- Centre for Energy, Petroleum and Mineral Law and Policy (CEPMLP) Global Faculty and External Consultants team
- Financial and Legal Services Association's Committee
- Honourable Company of Master Mariners
- International Bar Association (IBA)
- International Energy Credit Association (IECA)
- Kiribati Ship Registry Government
- Liveryman of the Worshipful Company of Shipwrights
- London Maritime Arbitrators Association (LMAA)
- London Shipping Law Centre
- Middle East Association
- Passenger Shipping Association
- Southampton Master Mariners Association
- Spanish Bar Association
- Spanish-Ibero American Maritime Law Institute
- Spanish Maritime Law Association
- Tuvalu Ship Registry
- Women's International Shipping and Trading Association (WISTA)
- Yacht Brokers, Designers and Surveyors Association (YBDSA).

APPROACH & CHARGES

The firm's philosophy is to provide straightforward pragmatic advice to its clients to enable them to make the best decisions possible in all the circumstances of a particular case. Those circumstances will include not just the merits of the claim but also other factors such as:

- The costs involved in proceeding as compared with the amount at stake.
- The possibility of obtaining security for the claims and/or costs at an early stage.
- The reliability and resilience of the evidence.
- The jurisdictions in which the claim has to be prosecuted and the prospects of success in that jurisdiction as well as any enforcement issues.
- The prospects of settling the matter at a proper level at an early or intermediate stage, whether by negotiation, mediation or otherwise.

Generally, our clients are commercially minded and appreciate advice that provides them with a realistic assessment of how claims are likely to turn out so they can decide whether and/or to what extent they wish to fund matters. Litigation is not a precise science and most clients are wary of allowing legal costs to run out of control and/or become disproportionate, particularly when there are relatively modest amounts at stake. We are alive to this and aim to provide guidance and advice to our clients to allow them to decide on how best to proceed.

We work together with our clients in respect of costs to ensure that there are “no surprises”.

The firm works with its clients in order to understand their requirements and produce solutions which are both commercially and legally sound.

Tasks are delegated to a qualified solicitor where appropriate, but never without supervision by an experienced partner to ensure that the quality of work produced is not compromised.

From time to time, lawyers are criticised for providing unnecessarily long opinions that are difficult to understand or follow and/or come to no conclusions. At Thomas Cooper, we look to provide opinions that are concise and cut to the heart of the issues - we express ourselves in simple and direct terms so that the risks and potential benefits are fully understood. We also regard it as our professional duty to steer clients along an agreed and recommended route and, where possible, express a view on the likely outcome of a case. Sometimes this will involve giving advice to clients that may be unwelcome or unexpected, but a solicitor/client relationship must be open and honest at all times if it is to flourish. Equally, we will always strive to protect our clients' interests and obtain the most successful outcome possible.

Our reputation in the market and amongst our competitors of being honest, straightforward and capable is important to us, as is our professional integrity. Occasionally, this enables us to obtain results that other firms or lawyers may find difficult to achieve. Clients who instruct us do so in the

knowledge that they have instructed a leading maritime law firm that is well respected in what is a relatively small market.

Thomas Cooper is committed to providing value for money and achieves this in two ways:

1. We offer competitive rates.
2. We provide an honest service tailor-made to the needs of the clients and their particular case, rather than one that is driven by internal pressures such as time and billing targets.

THOMAS COOPER KEY CONTACT PROFILES - LONDON

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EXPERTISE

Tim is the firm's senior partner and is based in the London office. He specialises in commercial shipping and international trade problems and regularly advises on issues arising under sale contracts, bills of lading and charterparties.

Tim also has significant experience advising on salvage, general average and issues arising out of transshipment following casualties. Tim has also advised on many international trade issues arising out of FOB, CIF and delivered basis contracts involving oil and other commodities. Tim is a regular speaker at international shipping and international trade seminars.

Tim is ranked in the *Elite "Leading lawyers" list*, The Legal 500 United Kingdom 2012's guide to outstanding lawyers nationwide.

DARRYL KENNARD

PARTNER AND HEAD OF SHIPPING



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EXPERTISE

Darryl is one of the few shipping lawyers specialising in both 'wet' and 'dry' work from collisions, salvage, piracy, total losses, fires and groundings through to charterparty disputes and claims arising under bills of lading. Darryl spent five years in our Singapore office and is particularly experienced in handling claims emanating from Asia. In recent years, Darryl has received a regular flow of instructions from tanker owners as well as oil traders.

*CHAMBERS AND PARTNERS REPORT...
 "ANALYSIS IS THOROUGH AND HIS ADVICE IS TARGETED." CLIENTS COMMENT "HE IS ONE OF THE FIRM'S LEADING ADMIRALTY EXPERTS HANDLING COLLISIONS, SALVAGES, TOTAL LOSS INCIDENTS, FIRES AND GROUNDINGS."*
 CHAMBERS AND PARTNERS

Darryl is identified as a key individual in Legal 500 and Chambers & Partners Legal Directories.

CAREER HIGHLIGHTS

- ASIAN CHORUS - Fire off Port Klang.
- ARABELLA - Double grounding in the Mississippi.
- FORMOSAPRODUCT BRICK c/w OSTENDE MAX - Collision, fire and loss of life.
- FRONT ACE c/w VICKY I - Collision in Balikpapan resulting in loss of lucrative fixture.
- GENMAR KESTREL c/w TRIJTA - Collision and LOF salvage between two VLCCs.
- HANJIN SHENZHEN c/w ASTAPALIA - Loss of oil major approval following collision.
- HANSA STAVANGER - High profile hijacking off Somalia.
- MSC PRESTIGE c/w SAMCO EUROPE - Collision between container ship and VLCC.

DARRYL WAS IDENTIFIED AS A KEY INDIVIDUAL IN CHAMBERS & PARTNERS, WHO SAID HE WAS PRAISED BY CLIENTS FOR HIS "VERY USER-FRIENDLY APPROACH – HE DOES NOT OVER-COMPLICATE THINGS WITH LEGAL JARGON."
 CHAMBERS AND PARTNERS 2012

CAREER

- 2000 - Appointed Partner
- 1998 - 2003 : Thomas Cooper, Singapore office
- 1996 - 1997 : Seconded to Skuld P&I Club
- 1992 - Joined Thomas Cooper.

TOM MOISLEY

PARTNER



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EXPERTISE

Tom's practice includes work on a wide variety of shipping law problems. This includes casualty work and contractual disputes, in particular those arising out of charter parties. In addition, Tom has experience of bills of lading/cargo claims and claims relating to container interchange agreements. He also acts for and against marine insurers in relation to marine insurance disputes and conducts general commercial litigation, including, for example, disputes arising out of latent defects in new vessels and about ship sale/purchase.

CLIENTS SAY TOM MOISLEY "PROVIDES EXCELLENT PRACTICAL ADVICE."

LEGAL 500 2012

Tom is also a Fellow of the Chartered Insurance Institute and worked in the London marine insurance market both as a claims handler and underwriter until 1988. He then attended City University Business School and obtained a Master of Science (Distinction) in Shipping, Trade and Finance before qualifying as a lawyer.

"HAS AN INCREDIBLY BROAD PRACTICE STRADDLING WET AND DRY SHIPPING AND INSURANCE MATTERS."

ACCORDING TO CLIENTS "HE IS ABLE TO LATCH ON TO OUR COMMERCIAL CONCERNS VERY QUICKLY" AND IS CONSIDERED TO BE "PRECISE AND CONSIDERED IN HIS APPROACH."

CHAMBERS & PARTNERS 2012

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**EXPERTISE**

Richard is a partner in our London office and a member of our casualty response team. He specialises in shipping with particular emphasis on admiralty law. Richard has considerable experience in collisions and salvage as well as oil pollution claims, yachts, total losses, fires and groundings.

Richard also deals with and has a wide experience of criminal offences at sea matters, regulatory investigations and fishing claims as well as insurance related disputes.

CLIENTS FEEDBACK ON RICHARD MORRIS AS BEING "OUTSTANDING".

LEGAL 500 2012

NOTABLE CASES

- **ACONCAGUA** – Containership fire off Panama in 1999
- **AGGELIKI P** – Bulker grounding in River Panama in 2001
- **AL SALAM BOCCACCIO 98** – Loss of the cruise ship (The Red Sea Disaster) in 2006
- **ALRAIGO** – Recovery and salvage of a Royal Navy Sea Harrier from on board in 1983
- **BOURBON DOLPHIN** – Capsized in North Sea in 2007 and subsequent public Inquiry
- **CHIOS BEAUTY** – Bulker grounding/ salvage Hurricane Katrina, New Orleans in 2005
- **DUTCH AQUAMARINE** and **ASH** – Collision between tanker and bulker in the Dover Straits in 2001
- **FOWAIRET** – Salvage of the container ship in the River Scheldt in 2005
- **HARU VERDY** and **NILOS** – Collision in English Channel in 1998
- **JAMES PRIOR** – Bulker collision and closure of Battersea Bridge in 2005
- **MASTROGIORGIS** – Grounding of the bulk carrier off Denmark in 2004
- **MSC NAPOLI** – Salvage off Cornwall under LOF in 2006-07
- **PANORAMA** and **PANTHEON** – Salvage of two mega-yachts in 2005
- **PELICAN 1** and **MAERSK BAHRAIN** – Containership collision in the River Scheldt in 2003
- **RED FALCON** – Ferry collision with link span in Southampton in 2006
- **SEA** and **SUN** – Loss of passenger cruise ships off South Africa in 2001
- **SICHOM FENOL** – Salvage of tanker off the Netherlands in 2005
- **TERRY UNO** and **CARIBE STAR** – Collision between bulker and cement carrier off Curacao in 2005
- **VAN GOGH** and **SPETSES** – Collision between cruise ship and tanker off Gibraltar in 2004
- **WESTERN TRADER** and **HELLENIC STAR** – Collision between bulker and tanker in 2002.

ROB WALKER

PARTNER



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EXPERTISE

Rob is a member of our casualty response team. He is experienced in many aspects of shipping and trade, and the insurance and finance arrangements which underpin them. Rob is particularly experienced in handling claims emanating from the CIS, recently concluding a US\$15 million London arbitration arising out of the collapse of the Soviet Union.

CAREER

Rob joined the shipping group of our London office in June 2007 from Shaw and Croft. He trained with Richards Butler and Holman Fenwick & Willan before being appointed a partner to co-lead the Shipping litigation department of Wilde Sapte. Rob was a partner at Lawrence Graham from 1994 to 1999. He was admitted as a solicitor in 1981 and read law at Queen's College, Oxford.

CLIENTS SAY ROB WALKER "PROVIDES EXCELLENT PRACTICAL ADVICE."

LEGAL 500 2012

NOTABLE CASES

- CHRISTOPHER – Total loss in North Atlantic
- DG HARMONY – Explosion of potassium hypochlorite resulting in total loss off Puerto Seguera, Brasil
- DORSET – Salvage and transshipment
- ORCHARD SUN – Instructed by finance bank in respect of total loss of US\$30 million steel cargo
- PALLAS – Fire and grounding off Germany
- SURF CITY – Fire/ explosion in the Gulf.

CHARLES WILLIAMS

PARTNER



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EXPERTISE

Charles regularly advises banks and trading companies on their standard form documentation, and on specific transactions. He has particular experience in trade finance cases and has niche specialisation in pledges on bills of lading; letters of indemnity, documentary credits, bills of exchange and promissory notes. Charles is also recognised as an expert in the law of international trade including banking and shipping.

CLIENTS SAY HE HAS "A CONSIDERABLE AMOUNT OF INTELLECTUAL CAPABILITY IN RELATION TO TRADE ISSUES," AND ALSO PRAISE HIM FOR BEING "AVAILABLE AND RESPONSIVE".

"A STRIKINGLY INTELLIGENT AND DOWN-TO-EARTH, SENSIBLE COMMERCIAL OPERATOR"
 CHAMBERS AND PARTNERS

Charles has acted in a number of the major trade finance cases, including Metro, RBG, Projector, RIAS and the TadAZ litigation.

Charles was nominated and won the 2012 International Law Office (ILO) Client Choice Award for his expertise in Shipping and Transport. Charles is a Visiting Professor at The City University. In addition, he lectures regularly to a number of organisations on trade finance related matters. He has lectured to the ICC, International Energy Credit Association, GAFTA, Refined Sugar Association (RSA) and the British Coffee Association and other commercial organisations.

"HE IS DOING 'AN EXCELLENT JOB - CLIENTS HAVE GREAT FAITH IN HIS JUDGEMENT' WITH EXPERTISE ACROSS SHIPPING AND COMMODITIES, THE FIRM IS REGULARLY INVOLVED IN HIGH-PROFILE DISPUTES..."

LEGAL 500 2012

MEMBERSHIPS

- ICC UK Committee on Banking and Practice.

ARWINDER DHILLON

SOLICITOR



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EXPERTISE

Arwinder is a solicitor in the shipping group of our London office. She has been involved in both wet and dry shipping matters and regularly advises on Bills of Lading and charterparty disputes with a particular focus on cargo claims and contamination of liquid cargo matters as well as ship sale and purchase Charterparty disputes.

Arwinder is also experienced in shipping litigation matters, having assisted in a number of London arbitrations, High Court and Court of Appeal cases acting mainly for ship owners and their insurers, P&I Clubs, underwriters and oil majors.

Arwinder frequently lectures on shipping related issues.

CAREER

Arwinder qualified as a solicitor in 2009, having joined the firm as a trainee solicitor in 2007. Arwinder read Law at Warwick University and Erasmus University, Rotterdam, and completed her legal studies at BPP London. Arwinder speaks fluent Punjabi.

THOMAS COOPER KEY CONTACT PROFILES - PIRAEUS

DOUGLAS BATESON

PARTNER AND HEAD OF PIRAEUS OFFICE



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EXPERTISE

Douglas is a partner and the head of our Piraeus office. He specialises in all aspects of wet and dry shipping and is a member of our casualty response team.

Douglas has experience of a wide variety of shipping problems, from withdrawal and hire disputes, to cargo claims, groundings, fires and total losses. In addition, he has considerable experience in banking.

Douglas is ranked as a leading individual for Shipping expertise in Europe by the Legal 500 and Chambers and Partners Global directories.

CAREER HIGHLIGHTS

- PLATINUM / LA MASQUERADE - Tanker with super yacht collision at Curacao
- CREDA - Five ship collision
- KRATEROS - Grounding off Vancouver
- MASTROGIORGIS - Grounding off Denmark
- MOBIL PETROL - Catastrophic failure of bulk heads in tanker.

MEMBERSHIPS

- British Hellenic Chamber of Commerce (Piraeus)
- Supporting Member of the London Maritime Arbitrators Association
- The Law Society.

LANGUAGES

- Spanish
- French.

GEORGE LAMBROU

PARTNER



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EXPERTISE

George is a Partner based in our London and Piraeus offices. He is an international arbitration and litigation specialist with a focus on shipping, insurance, offshore energy and construction and trade. He is a practical, commercial lawyer with extensive experience in Russia, Ukraine, Turkey, Central Asia and Greece.

George speaks and can conduct business in Greek and Russian

George has degrees from the University of Chicago, Boston College and an LLM in Maritime Law from the University of London. He is a Supporting Member of the London Maritime Arbitrators Association (LMAA) and a Member of the Chartered Institute of Arbitrators (CIArb).

George has recently been *ranked as an expert in his field by the forthcoming 2014 Chambers & Partners legal directory.*

CAREER HIGHLIGHTS

- “GREATSHIP DHRITI” - Offshore energy case regarding disputes arising out of the charterparty of the Greatship Dhriti.
- “FLOATING DOCK No 7” - USD 8.7 million marine insurance claim against Vietnamese underwriters.

LANGUAGES

- Russian
- Greek.

IOANNA VITTA

PARTNER



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EXPERTISE

Ioanna advises on all aspects of shipping litigation and marine insurance and charter party and bill of lading disputes, bulk bagged and container cargo loss and damage disputes.

She is also involved in disputes under the Memorandum of Agreement and liquid cargo shortage/damage disputes and on marine casualties, including salvage and collision, Ship sale/purchase and finance work. Ioanna is a regular conference speaker and can conduct business in fluent French and Greek.

Ioanna was admitted as an English solicitor in 2002. She qualified as a Greek lawyer in 1991. Prior to joining Thomas Cooper, Ioanna worked in-house for shipping companies as well as the Maritime and Transport's Division of the European Parliament in Brussels and Luxemburg. Ioanna read law at the University of Piraeus and obtained a Master's degree in Shipping Law (Admiralty, Marine insurance, Carriage of goods by sea) from the Southampton University.

Ioanna has recently been *ranked as an expert in her field by the forthcoming 2014 Chambers & Partners legal directory.*

CAREER HIGHLIGHTS

- **MSC LUGANO** - Ship fire off Fremantle Australia
- **GOOD LUCK** - Salvage at Singapore.

MEMBERSHIPS

- Athens Bar Association
- Women's International Shipping & Trading Association (WISTA).

LANGUAGES

- French
- Greek.

THOMAS COOPER KEY CONTACT PROFILES - MADRID

JUAN ALEGRE

PARTNER AND HEAD OF MADRID OFFICE



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EXPERTISE

Juan is a partner and the head of our Madrid office. He specialises in wet and dry shipping and is a member of our casualty response team. Juan has experience of a wide variety of shipping problems, particularly concerning the carriage of oil and gas. He travels regularly to South America and advises oil majors, shipowners, mining companies, insurers and traders based there and in Spain on shipping, insurance and international trade.

Juan became a partner in 1997 after joining the firm in 1991. He read law at the University of Valencia and obtained an LLM from the University of London. Juan is a member of the Spanish-Ibero American Maritime Law Institute, the Bar Association (Valencia, Spain) and the Spanish Maritime Law Association. He is fluent in Spanish (mother tongue) and Portuguese and has conversational Italian.

NOTABLE CASES

- **ACONCAGUA** - Fire on container vessel
- **ASIAN CHORUS** - Fire on car carrier
- **FLAG ADRIENNE** - Collision with dredger
- **LIBRA PATAGONIA** - Container vessel grounding
- **RED POINT** - Tanker grounding
- **TERRY UNO** - Collision/ total loss of general cargo vessel
- **VERGINA II** - Pollution off Brazil.

ERNESTO RIVERA

PARTNER



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EXPERTISE

Ernesto specialises in shipping and international commercial law.

Ernesto advises on shipping matters, including marine insurance, charterparties and bills of lading disputes, pollution matters and international shipbuilding and financing contracts, for shipowners, cargo owners, insurance companies and P&I Clubs. He also advises freight forwarders, in drafting and providing advice on the wording of logistic contracts between major operators and their clients.

He has also experience in the acquisition of Spanish shipping companies by non-Spanish investors, corporate matters, insolvency matters and international sale, agency and distribution contracts.

CAREER

- January-December 2011, Rivera Abogados, Madrid, Senior Partner.
- 2007- 2010, Rivera, Tojeiro & Bravo de Laguna, Madrid, Senior Partner.
- 1998- 2007, Actio Abogados. Madrid, Senior Partner.
- 1981- 1998, Fernando Meana Green Abogados, Bilbao and Madrid, Partner since 1984.
- LL.M., The University of Wales Institute of Science and Technology, 1981. International Trade and Transport Law. Dissertation on “The enforcement of documentary credits and the doctrine of strict compliance”.
- 1976 - Licenciado en Derecho (Law Degree), University of Valencia.

THOMAS COOPER KEY CONTACT PROFILE – SAO PAULO

RICHARD HAWKINS

CONSULTANT



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EXPERTISE

Richard specialises in shipping, international sale of goods, insurance, and corporate matters, predominantly involving Latin American companies and cross border issues. He advises companies in sectors including international transportation, reinsurance, mining and metals, commodities trading, industrial products, construction and energy.

CAREER

Richard was admitted as an English solicitor in 1997. Since qualification he has worked for international law firms, and has also worked in-house in Brazil at one of the world's largest mining companies. Richard has lived and worked in Brazil for the majority of his career, and is based in São Paulo. He obtained his LLB at the University of Bristol and University of Poitiers (France), and his LLM at the University of Maastricht (Holland).

THOMAS COOPER KEY CONTACT PROFILES - SINGAPORE

MARK SACHS

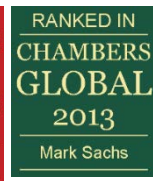
PARTNER AND HEAD OF SINGAPORE OFFICE



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**EXPERTISE**

Mark opened our Singapore office in 1996. Mark studied in China and was one of the first foreign maritime lawyers to work in China in the late 1980s. Mark is adept at working with Chinese evidence, both oral and written. He has considerable experience in litigation and arbitration involving China and Chinese parties, including on the casualty side collisions, pollution, unsafe port and other claims, and in broader shipping-related matters including charterparty and commodity disputes. Mark has represented clients in a number of international arbitrations including London, Stockholm, Beijing and Singapore.

He has also developed an expertise in commodity futures and derivatives and forward freight swap agreements. He handled one of the leading English law cases dealing with commodity futures: *CR Sugar Trading Ltd. v. China National Sugar & Alcohol Group Corp* [2003] 1 Lloyd's Rep 279.

Mark is a Canadian barrister and solicitor (1986) and is admitted as a solicitor in England & Wales (1998). He has acted as counsel in a number of maritime and trade cases including the following reported cases:

CAREER HIGHLIGHTS

- **PIONEER FREIGHT FUTURES CO LTD V COSCO BULK CARRIER CO LTD** - recent English Commercial Court case interpreting the 1992 ISDA Master Agreement (the "Master Agreement").
- **FFS HK LTD. V. WEST COAST FUEL TRANSPORTATION LTD.**, *the "P.T. 25"* 2010 BCSC 1675.
- **MAZDA CANADA INC. V THE "COUGAR ACE"** 2008 FCA 219, [2009] 2 F.C.R. 382, (Federal Court of Appeal), leave to appeal to the Supreme Court of Canada denied.
- **RED BACK MINING INC. ET AL V. GEYSER LTD.** *et al* 2006 BCSC 1652.
- **PAN LIBERTY NAVIGATION CO. LTD. V. WORLD LINK (HK) RESOURCES LTD.** 2005 BCCA 206 (British Columbia Court of Appeal).

LANGUAGES

- Mandarin ("Guo yu").

JOHAN WONG

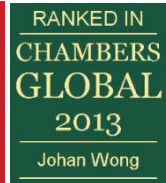
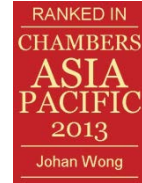
PARTNER



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EXPERTISE

Johan is the principal contact for the Singapore Marine Casualty Response Team. He has extensive experience investigating collisions, groundings, fires, pollution and total loss claims and dealing with issues arising from such casualties, including salvage, general average, limitation and jurisdiction issues. Aside from casualty related work, Johan also advises clients regularly on dry contractual issues arising from charterparty and bill of lading disputes, including cargo damage and demurrage claims.

Johan's experience and local knowledge of the Asian culture enables him to provide clients with swift and practical assistance following the aftermath of a casualty.

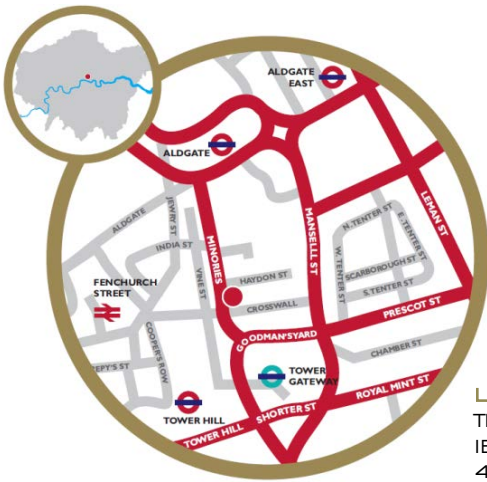
CAREER

Johan joined Thomas Cooper in 1999 and was made a partner in May 2009. He travels regularly to Indonesia, Thailand and Vietnam for work. Johan is qualified as an advocate and solicitor in Singapore and was admitted as an English solicitor in 2004.

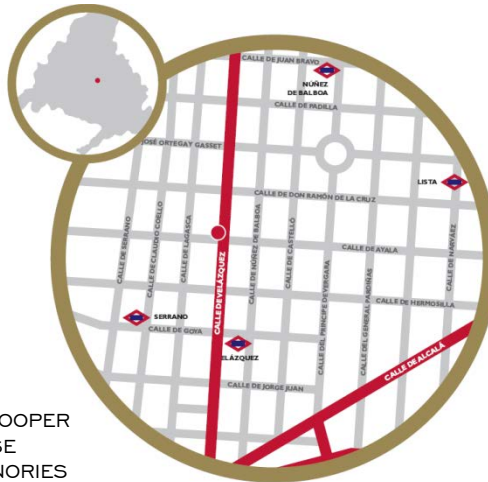
LANGUAGES

- Malay.

INTERNATIONAL OFFICES



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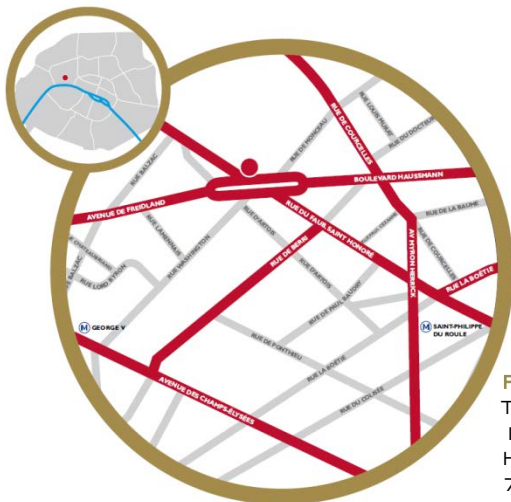
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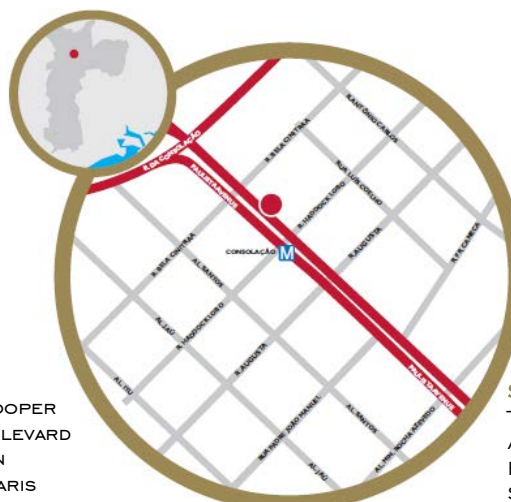
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