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The Admiralty Jurisdiction Act SECTION The size of the Admiralty jurisdiction of the Federal High Court. Maritime claims. Applying jurisdiction to courts, etc. Claims to Aviation. The regime of exercise of admiralty jurisdiction. Re-arrest. Service and arrest within the jurisdiction. Proceeds from the sale. Limitation of responsibility. Maintaining security in cases where proceedings are terminated or terminated. Responsibility is not limited to the value of the vessel or property. Disputes about property. Damage for wrongful arrest. Priorities: Common Maritime Claims. Statutory powers of detention. Responsibility for the director and agent. Currency clause. The time limit. Exclusive jurisdiction. Ouster jurisdiction under the agreement invalid. Practice and procedure. The venue for the trial. Appeal. A law obliging the state. Interpretation. A short name. A law that provides for the extent of jurisdiction of the Federal High Court for Admiralty and other related matters. (The Beginning) (December 30, 1991) 1. The degree of Admiralty jurisdiction of the Federal High Court (in this Act, referred to by the court) includes the following jurisdiction, i.e. (a) jurisdiction to hear and determine any matter relating to the non-free interests of the vessel or aircraft or any maritime claims specified in section 2 of this law; (b) Any jurisdiction carried out by any other court in Nigeria just before the act of law is in force; (c) Any jurisdiction related to any vessel or aircraft that belongs to any other Nigerian court just before the act begins; (d) Any action or statement relating to any cause or case of any shipowner, aircraft operator or any other person under the Commercial Shipping Act or any other law relating to a vessel or aircraft in connection with the limitation of its liability in connection with the navigation or operation of an aircraft or other property; (Cap. M11.) (e) Any claim of liability for damage caused by oil pollution; Any issues arising from navigation and navigation of any inland waters declared by national waterways; (g) Any occurrence of any occurrence at the federal port or national airport and its areas, including claims for loss or damage to goods arising during the loading of goods through space from a vessel or aircraft and their delivery to the shipper's premises or during storage or transportation prior to delivery to the shipper; (h) Any banking or credit transaction involving the import or export of goods to and from Nigeria on a ship or aircraft, whether imported or not, and despite the fact that the transaction is between the bank and its Any reasons or questions arising from the constitution and powers of all port authorities, airport authorities and the National Maritime Authority. Any criminal causes and issues arising from or related to any of the issues on which (a) (a) of this subsection. (2) The Admiralty's jurisdiction of the Court with respect to the transportation and delivery of goods extends from time to time goods placed on board the ship for delivery at the time of delivery of goods to the shipper or who should receive them, whether the goods were transported on land during the process or not. (3) Any agreement or prospective agreement of money or other related to the transport of goods by sea or related to them, whether or not the contract is being carried out, is within the jurisdiction of the Admiralty Court. 2. Maritime Claims (1) The reference in this Act to a maritime claim is a reference to a non-free maritime claim or a common maritime claim. (2) The reference in this Act to a non-free maritime claim is a reference to (a) a claim relating to the ownership of a vessel; Ownership of the vessel or its share of the vessel; (iii) The mortgage of a vessel or a share in a vessel; or (iv) ship cargo mortgage; (b) A claim between the co-owners of the vessel concerning the ownership, ownership, operation or earnings of the vessel; (c) Claim for the satisfaction or execution of the court's decision or any court (including the court of a foreign country) against a vessel or other property in the Admiralty trial in the reme; (d) A claim for interest for a claim referred to in paragraphs (a), (b) or (c) of that subsection; (e) The reference in this Act to a common maritime claim is a reference to (a) a claim for damage caused by a vessel, whether as a result of a collision or otherwise; Claim to damages received by the vessel; (c) Requiring loss of life or injury resulting from a defect on a vessel or in the clothing or equipment of the vessel; (d) Subject to subsection (4) of this section, the claim, including a claim for loss of life or bodily harm arising from an act or omission (f) of the ship's owner or charterer; (g) The person who owned or operated the vessel; (iii) A person whose wrongful act or omission is the responsibility of the owner, charterer or person who is responsible or controls the vessel; Claim for loss or damage to goods imported by the vessel; (f) Claim in connection with an agreement concerning the transport of goods or persons by ship or the use or lease of the vessel, whether by the charter party or otherwise; (g) Claim for rescue (including the life-saving of a cargo or wreck found on land); Claim for average; Claim for piloting of the vessel; Claim for towing a vessel or aircraft when it is aquatic; (k) Claim for goods, materials or services (including stevedoring and light services) supplied or supplied to the ship for operation or maintenance; (l) Claim for the construction of the vessel (including such a claim relating to the vessel prior to its launch); (m) Claim to change Equipment ship or dock fees or fees; (n) Claim for liability for port, port, channel or light fees, fees or fees or fees, fees or fees of any kind against the vessel; Claim arising from bottomros; (p) Claim of a master, shipper, charterer or agent for payment of the ship's account; claim for an insurance premium or a mutual insurance call for a vessel or goods or goods transported by a vessel; (r) The requirement of a master or a member of the ship's crew to pay (f) wages; or (ii) the amount that a person, as an employer, is obliged to pay a person as an employee, whether the obligation is the result of an employment contract or as a result of the law, including in accordance with the law of a foreign country; (s) The requirement to confiscate or convict a vessel or goods that was transported or transported or attempted to visit on a vessel, or to restore a vessel or any such goods after a seizure; (t) A claim for the performance of an award or claim (including a foreign arbitration award within the meaning of the Arbitration and Conciliation Procedure Act made with respect to a non-free maritime claim or claim referred to in any of the previous paragraphs; (Cap. A18.) (u) A claim for interest in respect of a claim referred to in any of paragraphs (a) (f) of the subsection. (4) A claim may not be brought under section (3) (d) of this section unless the act or omission is not an act or omission relating to the management of the vessel, including an act or omission in connection with (a) loading goods onto a vessel or unloading from a vessel; (b) Disembarking or disembarking from the vessel; and (c) the transport of goods or persons on board. (5) Claim under paragraphs (a) (c) of the subsection (4) may be brought against the owner, agent or charterer of the vessel. In accordance with the provisions of this Admiralty Act, the court's jurisdiction extends to all courts, regardless of where their owners live or where they live; and (b) all maritime claims, wherever they arise. 4. Aviation assertions that any reference in this law to a claim against an aircraft includes a claim that can be made under any of the conventions by which Nigeria is a party. 5. The exercise regime of Admiralty jurisdiction (1) under article 6 of this Act may be brought before a court in all cases within the Admiralty jurisdiction of the Court. (2) In the case of a claim, as mentioned in section 2 (2) (a) or section 2 (3) (u), or a question as mentioned in section 2 (2) (b) of this Act, a claim in rem may be brought in court against a vessel or property, which is why a lawsuit or question arises. (3) In any case, when any vessel, aircraft or other property is charged a sea fee in the a different amount, the amount a lawsuit may be brought against the vessel, aircraft or property; and for the purposes of this subsection, marine bail means bail for rescue; Or (b) damage to the vessel; Or (c) the salary of the owner or crew member of the ship; or (d) master's payments. (4) In any other claim under article 2 of this act, when a claim arises in relation to the vessel and the person who will be liable for the claim in the lawsuit (in this Act, referred to by the person concerned), was, when the cause of the claim arose, the owner or charterer or owner or control of the vessel, the action in rem may (regardless of whether the claim is granted to the vessel) if at the time of the claim brought the person concerned is either the beneficial owner of the vessel in respect of all shares in it or the charter of the vessel in accordance with the statute of the demise; or (b) any other vessel, at the time of the claim, the person concerned is the beneficial owner of all shares of the vessel. (5) In the case of a claim against an aircraft against an aircraft, a case may be brought against the aircraft if, at the time of the claim, it is beneficial to the person who is responsible for the claim in person. 6) Where, in the exercise of its admiralty jurisdiction, the Court orders the sale of any vessel, aircraft or other property, the Court has jurisdiction to hear and determine any matter as to ownership of the proceeds of sale. (7) In determining for the purposes of subsection (4) and (5) of this section, whether a person will be liable for the claim in a person's claim, it should be assumed that the person has his or her usual residence or place of doing business in Nigeria. (8) In cases where a vessel has been ordered or arrested as a result of a claim brought to enforce the claim, no other vessel shall (under subsection (9) of this section be ordered or arrested in connection with this or any other action taken to ensure the implementation of the claim; however, this subsection should not prevent the question of any of these claims from an order referred to as more than one vessel (e.g. when the claim relates to the repair of two or more vessels on which the same property is located), or of two or more orders, each of which names the other vessel. 9) In the event of the arrest of the vessel, no other vessel may be arrested during the trial if the first vessel mentioned(a) has not been arrested on disability, has not been released from custody; or (b) the Admiralty Marshal was unlawfully removed from custody, and the Admiralty Marshal did not regain custody of the vessel. (10) Where a person has a claim that is a claim for a maritime lien or The charge; and (b) the general maritime claim against the vessel and the comers of proceedings against the sister ship, subsection (9) of this Act should not prevent the obstruction of the first vessel mentioned in the sea bail proceedings or other amount, if the amount recovered by the person during the proceedings is less than the amount of the claim for maritime bail or other charge. 6. Re-arrest (1) of a vessel or other property seized during a maritime claim is not as soon as it is re-arrested in the course of the lawsuit proceedings unless the court will find out, as the warranty obligation to release the vessel or property from a previous arrest or on any other sufficient grounds was defaulted. (2) A ruling, subsection (1) of this section can be taken under conditions that the Court considers only in the given circumstances. Service and arrest within the jurisdiction (1) An order in a trial initiated as a rem lawsuit in the Court may be filed on a vessel or other property. (2) A vessel or other property may be seized in any process within the subsection (1) of this section anywhere within Nigerian territorial waters. 8. Proceeds from the sale of Where, but for the sale of a vessel or other property under this law, proceedings could be initiated as a rem lawsuit against a vessel or property, proceedings can be initiated as a lawsuit in rem against the proceeds of the sale that were paid to the court under this Act. Limitation of liability proceedings (1) A person who requires that the claim for compensation under any law, including the Commercial Shipping Act, which gives the effect of the Convention of Responsibility can be made against it by any other person, may go to court to determine whether the responsibility of the first person in respect of the claim may be limited under that law. (Cap. M11.) (2) In accordance with the petition subsection (1) of this section, the Court may, in accordance with the law mentioned in this subsection(a) determine whether the claimant's liability can be so limited and, if so, determine the limit of liability; (b) The constitution of the limitation fund to pay claims for which the applicant has the right to limit his liability; and (c) issue such orders as soon as with respect to the management and distribution of the fund. (3) Where the Court has jurisdiction under the Act for litigation, this jurisdiction extends to the defence in the course of the trial by limiting liability under the law, which gives effect to the provisions of the Convention on Responsibility. 10. Maintaining security in cases where the proceedings are suspended or terminated (1) without compromising any other powers of the Court- (a) where it is submitted to a Court in which the proceedings initiated under the Act do not expect that the proceedings should be suspended or terminated at that stage, it is a claim that must be determined by arbitration (whether in Nigeria or elsewhere) by a foreign court; and (b) where a vessel or other property is under arrest during the proceedings, the may, provided that the arrest and detention of a vessel or property remain or satisfactory security for their release will be provided as collateral to satisfy any decision or decision that may be made in arbitration or during proceedings before a foreign country court. (2) The Court's right to halt or dismiss proceedings initiated under the Act includes the right to impose any conditions that are reasonable and reasonable in the circumstances, including the condition - (a) in relation to the establishment or prosecution of arbitration or litigation in a foreign court; and (b) that equivalent security is provided to satisfy any decision or decision that may be taken in arbitration or in a foreign court. (3) Where the Court has issued a ruling under section (1) or (2) of this section, the Court may issue such orders as may be necessary in relation to the Act. 22. Any trial that may be initiated under the Act may be initiated in court office in which the vessel or other property may be located. 23. Appeal against a decision or ruling of the Admiralty Court must be heard in both civil and criminal cases in accordance with the provisions of the 1999 Constitution of the Federal Republic of Nigeria. (Cap. C23.) 24. The decision or decision is enforceable in Nigeria, and then in addition to any other proceedings that may be taken by the party to enforce a decision or decision, the party may apply to the Court during the trial for an appropriate order regarding the vessel or property to give effect to the decision or decision. 11. Liability is not limited to the value of the vessel or property Where the decision is given to the plaintiff in any maritime claim proceedings initiated as a claim against a vessel or other property, the extent to which the defendant, in the course of the proceedings, who has entered into a complaint and is the person concerned in connection with the claim, is personally liable to the court, is not limited to the value of the vessel or other property. 12. In disputes over ownership in a maritime claim proceedings initiated under the Act(a) the party unreasonably and without justification requires excessive security in connection with the proceedings; or (i) provides for the seizure of a vessel or other property in With this Act; or (b) a party or other person unreasonably and without justification does not give the consent required under the Act to release from arrest a vessel or other the party or person is liable in reparations to the party in the proceedings by being a party or person who has suffered loss or damage as a result. (2) The Court's jurisdiction extends to the determination of the summary, in connection with the proceedings, claims arising under subsection (1) of this section. 14. Priorities: General maritime claims, despite the provisions of any other law where, under the Act, a common maritime claim was brought against a sister ship; (b) in connection with the proceedings initiated under the Act in respect of the vessel, the general maritime claims against both vessels are paid out of the proceeds of the sale of the sister ship, are defined as if all claims were general maritime claims to the twin court. 15. Legislative powers to detain (1) where the law, in addition to this law, gives a person the right to detain a vessel a) if the vessel is under arrest under the Act, the right to detain the vessel is not exercised; (b) The exercise of the authority to detain a vessel should not prevent the arrest of a vessel under the Act. (2) If a vessel detained under such powers, as stated in subsection (1) of this section, is arrested under the Act, the detention is suspended by force of the subsection as long as the vessel is under arrest. (3) If a vessel that has been detained in accordance with a civil suit or will, but for paragraph (a) of the subsection (1) of this section, is to be detained under such powers, arrested and sold under the Act, then a civil claim, if the court does not otherwise direct, is paid as a priority to any claim against the vessel other than the Admiral marshal's claim for expenses. 16. Responsibility for the principal and agent (1) of the Charterer, Manager, Operator or Master of any vessel in the Nigerian port or territorial waterways that the agent has to operate in respect of the vessel, for any purpose for which the vessel is located in Nigeria, is liable for any act, statement, default, omission or commissioning of its agent in the conduct of his agency. (2) If the owner, charterer, manager, operator or master of any vessel entering or entering Nigeria asks for the services of an agent in Nigeria, such a request is notified in writing to the port authorities before or upon the arrival of the vessel, and the permit is terminated only if no claim is filed against the vessel within the duration of the claim period. (3) A person who acts as the agent of the owner, charterer, manager or operator of the vessel may be personally liable, regardless of the responsibility of his principal, for the act, non-performance, omission or commissioning of anything done or not done in Nigeria. (4) The person any matter of course or fulfils any obligation under the provisions of this law or the provisions of any law in force in Nigeria for any vessel Nigeria's territorial waters, by doing this thing or fulfilling this duty, constitute themselves as the agent of the vessel. 17. Currency clause (1) The Court has the right to rule in any monetary currency (accepted as a legitimate tender by the laws of any other country) in which any of the party has suffered damages or damages (a) the goods or cargo are paid or are to be paid in that foreign currency; or (b) goods are insured in this currency and some of the amounts claimed are in that part in foreign currency; or (c) consideration or loss are derived from, accrued, incurred or received, as may be the case, in foreign currency or in the interest of the party filing the claim to the Court. (2) The court's decision in any foreign currency is correctable, as if it were a decision of the court awarded in the currency of Nigeria. 18. The statute of limitations (1) under the Act may be brought under the Maritime Claim Act or on a claim for maritime bail or other charge at any time prior to the expiration of the statute of limitations, which would have been applicable to the claim if the claim had been brought differently from the Act; or (b) if no claim has been brought, three years after the initiation of the claim. (2) The provisions of subsection (1) of this section do not apply if the statute of limitations is set in connection with a claim by any law or law. 19. Exceptional jurisdiction, despite the provisions of any other law or law, the court has exercised exclusive jurisdiction in admiralty cases or matters, whether civil or criminal, from the outset of this act. 20. Granting jurisdiction under the agreement to invalidate any agreement of any person or party for any reason, question or action that seeks to overthrow the Court's jurisdiction, is invalid if it relates to any admiralty matter subject to the Act, and if (a) the place of execution, execution, delivery, act or default takes place or takes place in Nigeria; or (b) Either party has lived or resided in Nigeria; or (c) Payment under the agreement (implied or expressed) is made or must be made in Nigeria; or (d) in any admiralty action or in the case of maritime collateral, the plaintiff is subject to the court's jurisdiction and makes a statement in that matter or rem is in Nigerian jurisdiction; or (e) This is a case where the federal Government or government of a State of the Federation is involved in the case and the federal Government or Government of the State is subject to the jurisdiction of the Court; or (f) there is a financial consideration accrued from, brought or received in Nigeria on any matter under the jurisdiction of the Court's Admiralty; or (g) under any convention that currently by virtue of Nigeria being a party, the court of the contract state is either authorised or has Take over the jurisdiction; in the Court's view, Nigeria should consider cases, issues or actions. The Chief Justice's practice and procedure may set out the rules of practice and procedures for the implementation of the Act. 21. Arrest of courts and other property applications. The issuance of a warrant. Expiration date. Execution of the arrest warrant. The term of arrest. Service. Execution any day. ORDER VIII Ship Storage Property under arrest 1. Responsibility for the expenses of the Admiralty Marshal. Expenses of the arrested vessel. Funds to be deposited from the Admiralty Marshal. Storage of arrested vessels and property. Applications for the seizure of property. Unloading a vessel or cargo not arrested. The powers to preserve, manage and control. ORDER IX Exemption from Arrest 1. Release by the Exercise Secretary or by his own. Release from custody by the court. Paying fees. The order of liberation. ORDER X Security for Costs 1. The court may order the provision of expenses. A form of security. Quantum security. The time during which security should be ensured. Security must be revoked at the end of the action. Security costs on wages and class issues. Stay awaiting safety during the collision. ORDER XI Reparation for unnecessary arrests 1. The court may require security or impose other conditions in the decision-making. Cases in which compensation may be awarded. 3. No claim for damages where compensation is awarded to 4. An application for damages for wrongful arrest can be accepted in aggregate ORDER XII Bail Payment 1. Court payment 2. The payment must be recognized by Bank 3. The Court may vary the bail order XIII Restriction Of Service Procedures to at least one defendant Advertising definition Effect definition of procedure to defer the definition of ORDER XIV Assessment and Sale Orders for the Evaluation and Sale Return sale of the Admiralty Marshal Costs ORDER XV Priorities Application to determine the priorities of Marshal Costs ORDER XVI General Court powers can give instructions, dare or extend the time. Review of the Secretary's actions. The documents to be signed by the Registrar are sealed by ORDER XVII Effect of Non-compliance. Statement of deferment for violation of the SCHEDULE Form ADMIRALTY JURISDICTION PROCEDURE RULES under Section 21 of the Act (Beginning) (August 2, 1993) ORDER I Citation, Application, etc. 1. Citation of these rules can be cited as Admiralty jurisdiction rules. The application of these rules applies to every admiralty reason or case referred to the Court. Interpretation in these rules, unless context requires otherwise- the Admiralty should be as important as the Admiralty Jurisdiction Act 1991. The amount claimed includes interest or expenses: An arrest warrant means an arrest warrant for a vessel or other property. The clause means an obligation lodged with the Registry by the owner or person interested in, vessel or property, to appear in any action in rem initiated against that vessel or property and to grant bail, even if the vessel or property is not arrested, caution or means to the person to whom or on whose behalf a warning has been issued; The court means the Federal High Court; interested person in proceedings against or against a vessel or other property that is under arrest includes an underwriter or insurer of a vessel or property or liability in relation to a vessel or property property. The intervener: Marshall means Admiral Marshal; The registrar means an official of the Court authorized by the Rules of the Court to exercise authority or function or to perform the duties of the Registrar; The ship includes any description of the vessel used in navigation. ORDER II Form and Start Costumes 1. Lawsuits (1) Each admiral's claim filed with the Court begins with a subpoena signed by a judge or other officer authorized to sign subpoenas. (2) The order is issued by the Registrar or another court official authorized to issue subpoenas after receiving written claims submitted by the plaintiff. 2. Features of the claim (1) Each call order in the lawsuit in rem is accompanied by a statement of claim. (2) In the claim in personna, it should be enough for the plaintiff to find out his claim in his written statement for subpoena briefly in general form, or he may deliver to the Registrar at the time of filing the call application, information about his claim in any form that should give the defendant sufficient information about the details of this and such a statement should be attached to Form A specified in the Schedule to these Rules. 3. Titles (1) A document filed or issued from court in the Admiralty process includes the words IN ADMIRALTY as part of the title document. (2) In the event that the claim is an action in rem, the filed document must contain the headline ADMIRALTY ACTION IN REM (3) Litigation initiated as a claim in person should not be initiated by the same initiating process under which the proceedings begin as a rem lawsuit. 4. The validity of Order A is valid for 12 months after its issuance and cannot be served after that period without the Court's permission. 5. Restriction Procedure (1) The restriction procedure begins as a lawsuit in person. (2) At least one of the respondents must be named as the defendant in the order. (3) Other respondents should not be named in this way, but may be identified as defendants in the order, citing the fact that they are members of a certain class of persons. (4) An order should not be filed on respondents so identified. Appearance (1) No formal turnout must be filed, but the return date must be set by the Court no more than 21 days after the issuance of the court order, on the day of which any party served by the order must be brought to trial or represented by a lawyer. (2) In cases where an order is issued at the same time as the arrest of any vessel or property, the person concerned may apply for the release of the arrested vessel or property, and the court accepts the application within 3 days of filing and filing an application for the release of the vessel or property. (3) The application for the release of the arrested vessel or property is shoved by the judge who ordered the arrest or, in his absence, by another judge. ORDER III 1. The filing of preliminary acts in the claim for enforcement of the claim for damages related to the loss of the vessel or damage caused to the vessel or its vessel after the collision of two or more vessels, each party files a preliminary act, unless the court has issued a different order. 2. The contents of the preliminary acts of the Provisional Act should contain the following features - (a) the names of the vessels that entered the collision and their ports of registration; The date and time of the collision; (c) The scene of the collision; The direction and strength of the wind; Weather conditions; (f) The state, direction and strength of the tidal or other current; (g) The course was steered and speeded through the ship's water when another ship was first spotted or just before any action was taken due to its presence depending on what had been before; (h) What light or combination of lights (if any) of another vessel was first noticed; (i) The distance and bearing of another vessel, if and when its echo was first spotted by radar; (j) The distance bearing and approximate heading of another vessel when it was first spotted; (k) what other lights or a combination of lights (if any) of the other vessel were subsequently seen before the collision and when; (l) What changes (if any) have been made to the course and speed of the vessel after previously of the two times mentioned in the subparagraph (k) of this rule prior to the time of the collision any other than the change, and when, and what measures (if any) other than a change in course or speed, were taken to avoid a collision, and when; (m) The title of the vessel, parts of each vessel that first came into contact, and the approximate angle between the two ships at the time of contact; (n) what beeps (if any) were given and when; (o) what beeps (if any) were heard from another ship and when. 3. The time to file preliminary acts The Plaintiff must file his preliminary act within 7 days of the start of the proceedings and other parties must file their preliminary act before filing any application. 4. Preliminary acts to be sealed by the Preliminary Act are served in a closed envelope that has been sealed with the seal of the Court and carries the filing date. By default in filing (1) In cases where the plaintiff does not file a preliminary act, the court may, on application, reject the proceedings or make such an order on such terms as it considers simple. (2) In cases where the defendant does not file a preliminary act, the Plaintiff may take the same steps in the process as the defendant who has not filed the defence. (3) Improving his case in accordance with paragraph (2) of this rule, the plaintiff's evidence may, if the court otherwise orders, be given under oath. 6. The opening of preliminary acts may be at the trial stage after the motions have been closed on application or on his own application, so that the Registrar can open the envelopes, preliminary preliminary and can make such further orders or orders as appropriate. ORDER IV Parties 1. Actions in rem Order in the trial initiated as an action in rem to indicate the relevant son in connection with the maritime claim, interested as a defendant and must be in Form B in the Schedule of these rules. 2. Actions against a vessel or other property Order in a lawsuit initiated as a rem lawsuit against a vessel or other property identifies the vessel or property. Sister ships (1) Where the action is initiated against the twin ship, the ship against which this sister ship must also be determined in the initiation process. (2) The order may identify more than one vessel as a sister ship. 4. Amendment (1) The Court's power to change the process and accession of the parties extends to (a) the adoption of an order on terms that are longer; (b) Replacing the defendant established in Rule 2 of this Order by another person; and (c) replacing the ship with some other vessel. (2) Where the court order is amended by replacing the vessel with another vessel, the proceedings are taken against another vessel at the time specified in the order or, if the time is not specified, at the time when the order was made. ORDER V Process Service on ships or other property on the ship Order in a court proceeding in rem against a vessel or other property that the time of service on board the vessel must be filed securely attached a sealed copy of the process to the court and any other visible part of the vessel. The same to the owner of the ship. Maintenance: not on ship Order in a lawsuit initiated as a rem lawsuit against any property that does not, at the time of service, on board the vessel, must be filed by securely sticking a sealed copy of the process to the property or to the package or container containing the property. Service where access is not possible If access to the ship or property cannot be reasonably obtained, the process can be filed on the ship or property under the Admiralty Jurisdiction Procedural Rules 2011 Click below to download the file Download file NowAdmiralty Jurisdiction Procedural Rules 2011 admiralty jurisdiction procedure rules 2011.pdf

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