

29 NOV 2025

NATIONAL LAW UNIVERSITY JODHPUR  
End Term Examination August- December 2025  
Semester – UG VII Semester  
Subject: International Maritime Law (Optional)

Time: 3 hours

Marks: 100

*Instructions:*

- i. All the questions carry *equal marks*.
  - ii. Answer any *five out of the six* questions.
  - iii. Please *substantiate your statement(s)/argument(s) with relevant case laws, whenever necessary*.
- 

Q.1) "What are Archipalegoes? How can an Archipelagic state be granted recognition under UNCLOS?"  
(20 Marks)

Q.2) **Scenario:**

*"The vessel MV Sea Pearl, registered under the flag of Country A, was navigating through the territorial sea of Country B en route to Country C. While transiting, the ship's radar system malfunctioned, and it accidentally entered a restricted naval zone of Country B without prior authorisation."*

Upon detection, Country B's coast guard intercepted *MV Sea Pearl*, alleging that its entry was *non-innocent* as it entered a restricted area. The vessel's captain argued that the passage was unintentional, caused by a technical malfunction, and thus should still qualify as *innocent passage* under international law.

Country B detained the ship and imposed a fine for violating its maritime security regulations.

**Questions:**

1. Based on the **United Nations Convention on the Law of the Sea (UNCLOS), 1982**, analyse whether the passage of *MV Sea Pearl* qualifies as *innocent passage*.
2. Can Country B lawfully detain or penalise the vessel under the circumstances described?
3. Would your answer differ if the vessel were a **warship** instead of a merchant vessel? Give reasons with reference to relevant articles of UNCLOS.



(20 Marks)

Q.3) Answer the following short notes:

(Marks 10+5+5 = 20)

- a) How is the Treaty of Tordesillas (1494) for the evolution of Public Maritime Law?
- b) What are the rules governing Juridical bays under international law?
- c) What is the right to Hot Pursuit?

Q.4) A cargo ship, *MV Orion*, carrying valuable goods, encounters mechanical failure and starts drifting near the rocky shores of an uninhabited island. A privately-owned tugboat, *Seaforce*, responds to the distress call and successfully tows the ship to safety, preventing its wreckage. However, no formal contract was signed between the tugboat and the cargo ship before the salvage operation commenced. The owner of *MV Orion* refuses to compensate *Seaforce*, arguing that the assistance was unsolicited, and no specific terms of compensation were agreed upon beforehand.

**Discuss the legal principles that apply under the Law of Salvage. In your answer, address the following points:**

1. What are the essential elements required for a valid salvage claim under maritime law?
2. Can the absence of a formal salvage contract nullify *Seaforce's* claim for compensation?
3. Would the concept of "No cure, no pay" apply in this scenario, and how does it influence the outcome?

(20 Marks)

Q.5) Oil spills and other forms of marine pollution arising from ships, land-based sources, seabed activities, and dumping have become significant threats to the marine environment and the sustainable use of ocean resources. In the context of Part XII of the United Nations Convention on the Law of the Sea (UNCLOS), 1982, explain how the Convention addresses the prevention, reduction, and control of such pollution.

Examine the obligations of States, the regulation of various sources of marine pollution, and the extent of enforcement powers available to coastal, flag, and port States under the Convention.

(20 marks)

Q.6) "Explain the concept of a coastal state's territorial sovereignty under the United Nations Convention on the Law of the Sea (UNCLOS). To which maritime zones does this sovereignty extend, and what are the rights and limitations imposed on coastal states within these zones?"

(20 marks)