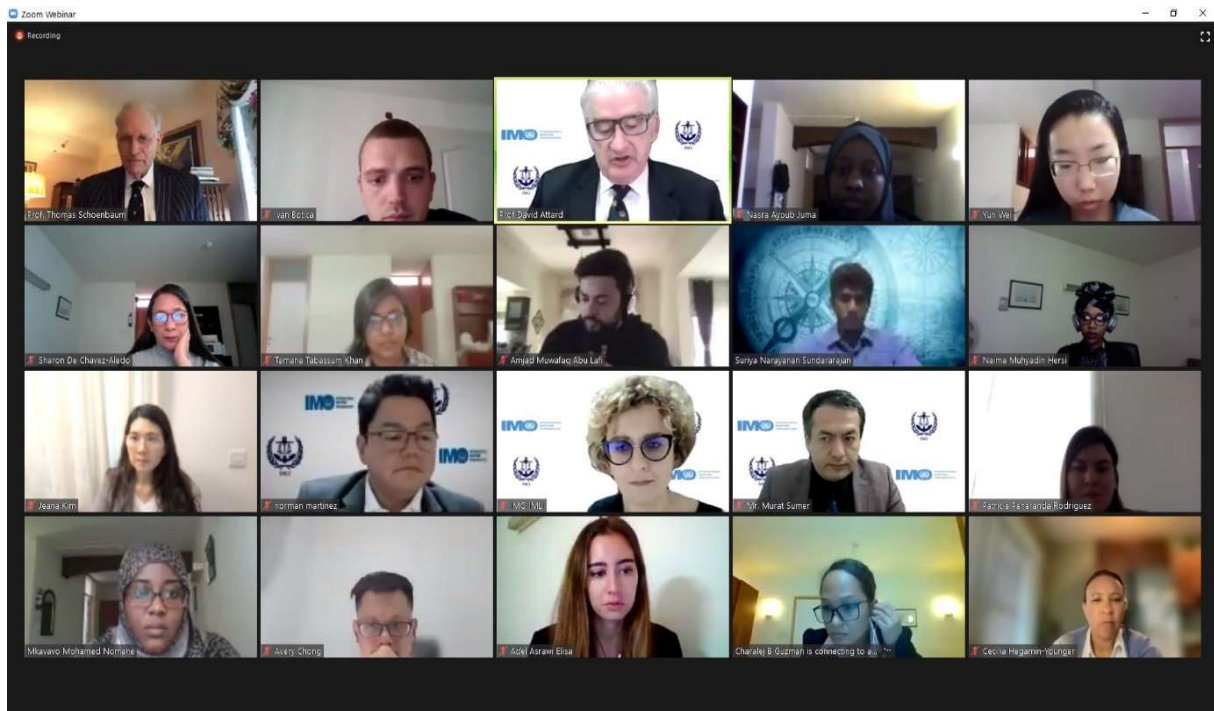
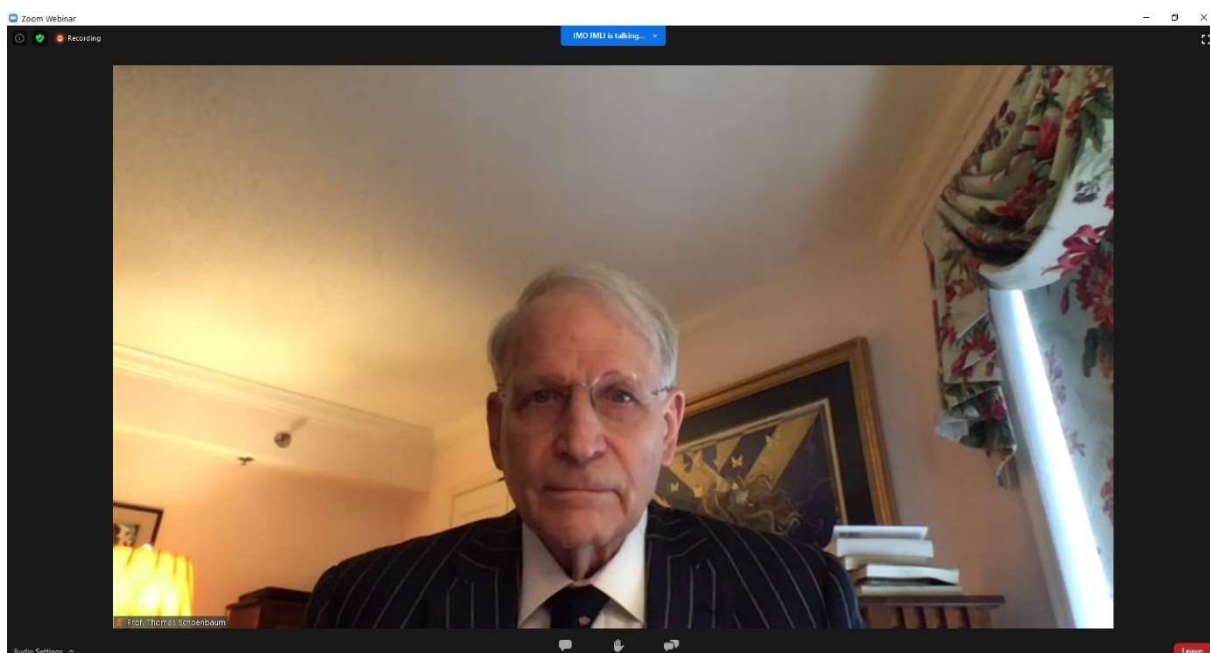


**THE IMLI DISTINGUISHED SCHOLAR LECTURE  
“THE GOOD SHIP EVER GIVEN AND THE LAW:  
A PRELIMINARY ASSESSMENT”**

Professor Thomas J. Schoenbaum (Shefelman Distinguished Professor of Law, George Washington University School of Law) delivered on 12 April 2021 the IMLI Distinguished Scholar Lecture “*The Good Ship Ever Given and the Law: A Preliminary Assessment*”. Professor Schoenbaum was welcomed and introduced to the participants by Professor David Attard (Director, IMLI). In his introduction, Professor Attard referred to Professor Schoenbaum as one of the world's most distinguished international maritime lawyers.

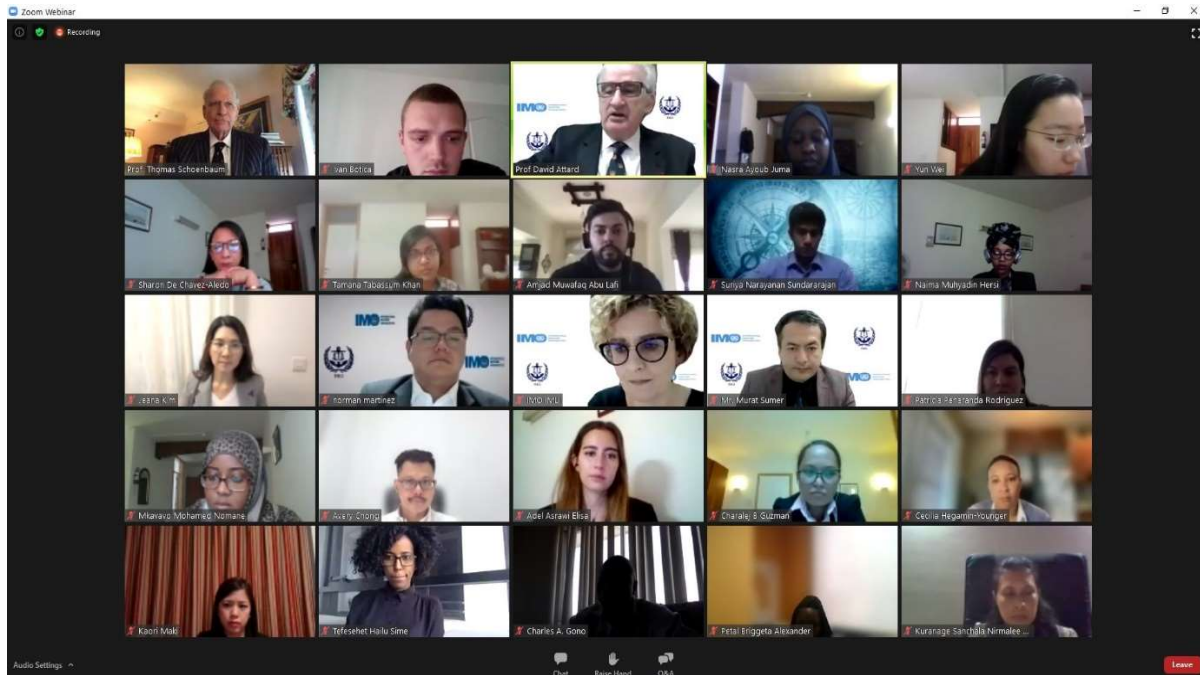


In his address, Professor Attard also warmly welcomed over 200 participants who registered their attendance to this lecture and who are predominantly government officials from all over the world. Professor Attard then provided a brief overview of the incident. He informed the audience that, although the Suez Canal has opened again after the longest closure in almost half a century, the battle over damages has only just begun. He noted further that the delays suffered may unleash a flood of legal claims by many stakeholders, ranging from shipowners to cargo owners, remarking thus that the legal ramifications are enormous. It is therefore particularly noteworthy, stated Professor Attard, that the distinguished scholar characterises his lecture as a preliminary assessment.



*Professor Thomas J. Schoenbaum (Shefelman Distinguished Professor of Law,  
George Washington University School of Law)*

Professor Schoenbaum's lecture focused on the facts of the incident, the players, including the rights of repatriation of the seafarers and the legal proceedings and issues surrounding it. In his discussion, Professor Schoenbaum laid out 10 legal issues that the incident of the vessel, *the Ever Given*, will touch upon. Professor Schoenbaum stated that these will include issues of fault, limitation of liability, salvage, general average, the rights of cargo owners and shippers, pure economic loss, rights inter-se between *the Ever Given* owners and charterers, and claims by owners and charterers adversely affected by the blockage of the canal.



In concluding his lecture, Professor Schoenbaum noted that given the variety of maritime legal doctrines involved in the issue, it may take several years before it is concluded, as it may also go to the Supreme Court of the United Kingdom. In this regard, he stated, this will be a landmark case before it is over.

The outline of the lecture is hereto attached.

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