

# Roose + Partners

Casualty Newsletter Supplement ③

1st May 2015

## Hanjin Green Earth

Fully cellular containership, IMO 9503732,  
Built 2013, 140,973 dwt

**Date of Casualty** 1 May 2015

**Voyage** Jeddah, Saudi Arabia to Hamburg,  
Germany

**Cargo** General containerised cargo

**Type of Casualty** Fire

**Type of Claim** Fire damage claim, possible  
salvage claim and/or General Average  
declaration

**P&I** Britannia

We have received reports that the *Hanjin Green Earth*, a fully cellular containership built in 2013 which has a carrying capacity of 13,092 teu, is presently dealing with a fire in her aft section and has anchored off Port Said whilst efforts are made to extinguish the fire. Suez Canal Authority tugs are attending the vessel and are spraying water on the affected area and their large fire-fighting salvage tug *Baraka 1* is on site. Video of

the vessel on fire can be viewed by clicking [here](#). It is unclear at present whether the fire originated in the aft cargo spaces or on deck but a significant amount of smoke is visible.

The vessel, which is entered with the Britannia P&I Club, was proceeding westbound from ports in South Korea (Gwangyang and Busan) and China (Yangshan and Yantian). She had also called into Singapore and Jeddah and was proceeding through the Suez Canal heading to the European ports of Hamburg (Germany), Rotterdam (the Netherlands), Le Havre (France) followed by Algeciras (Spain). Given that she was on a voyage from Asia to Europe, the *Hanjin Green Earth* is likely to be laden with high value cargo. Her reported draft suggests she may only be part laden with approximately 8,000 teu.

The Suez Canal Authority are directing the fire-fighting operations but it is possible the vessel's owners will look to appoint professional salvors to assist with the extinguishing operation if there is no immediate impact on the fire. We understand Smit Salvage have dispatched personnel to the vessel.

With seawater being sprayed onto and around the

area of the fire it is a possibility that, in addition to fire and smoke damage, cargo loaded in the area will also suffer wet damage from extinguishing water. Such damage in a GA situation is commonly referred to as GA Sacrifice damage since it has been intentionally incurred or sacrificed for purpose of preserving the property involved in the common adventure. It is possible therefore that this casualty will result in both a Salvage claim (assuming the professional salvors are appointed and on salvage terms) and a General Average declaration by the vessel's owners. There will also be claims arising in respect of the damage to the cargo on board. Assuming the fire is successfully extinguished, the shipowners will have to consider the next steps. They will have to address issues of whether the vessel is able to proceed with her intended voyage, getting the unaffected cargo to destination without delay and the disposal of any affected cargo and extinguishing water that may have accumulated in the vessel's holds.

It will not go unnoticed that this vessel, although not large by *MSC Oscar's* standards (the largest containership in the world), can nevertheless carry over

13,000 teu. Along with the *Hanjin Gold*, *Hanjin Sooho* and *Hanjin America* she is the largest containership in Hanjin's fleet and she is also one of their newest vessels. She definitely falls into the category of the larger and newer breed of containerships which have attracted a lot of attention recently with concerns surrounding the potential for their being involved in serious casualties leading to major salvage operations and/or losses for insurers. Readers are referred to our feature article in edition 107 which can be viewed by clicking [here](#). The casualty comes on the back of the fires on board the containership the *Maersk Londerina* and the ferry *Sorrento* (reported in edition 109) which are being attended to by Svitzer Salvage.

We will report with further news in our Newsletter due for issue on 6 May 2015. If in the meantime you require further information please do not hesitate to contact us.

