

Post Event Update 1

19/08/2020

Incident occurred: 18/08/2020 21.30 GMT (22.30 BST), 19/08/2020 05.30 local time

Location: Baili Dao Island, Hong Kong

Probable cause: grounding in congested anchorage

Impact: marine exposure; hull damage

Issued by Skytek: at 12:00 GMT on 19/08/2020

Summary: The large container ship Mackinac Bridge – IMO 9689603 had been sailing empty of cargo, displaying a draft corresponding to ballast condition – 6.4m, from Yangshan, China to Nansha, Hong Kong. On the afternoon of 18th Aug 2020 at about 1640 local time, the vessel is observed reducing her speed and drifting in position 21°55'N/135°52'E, south of the lightering anchorage area.

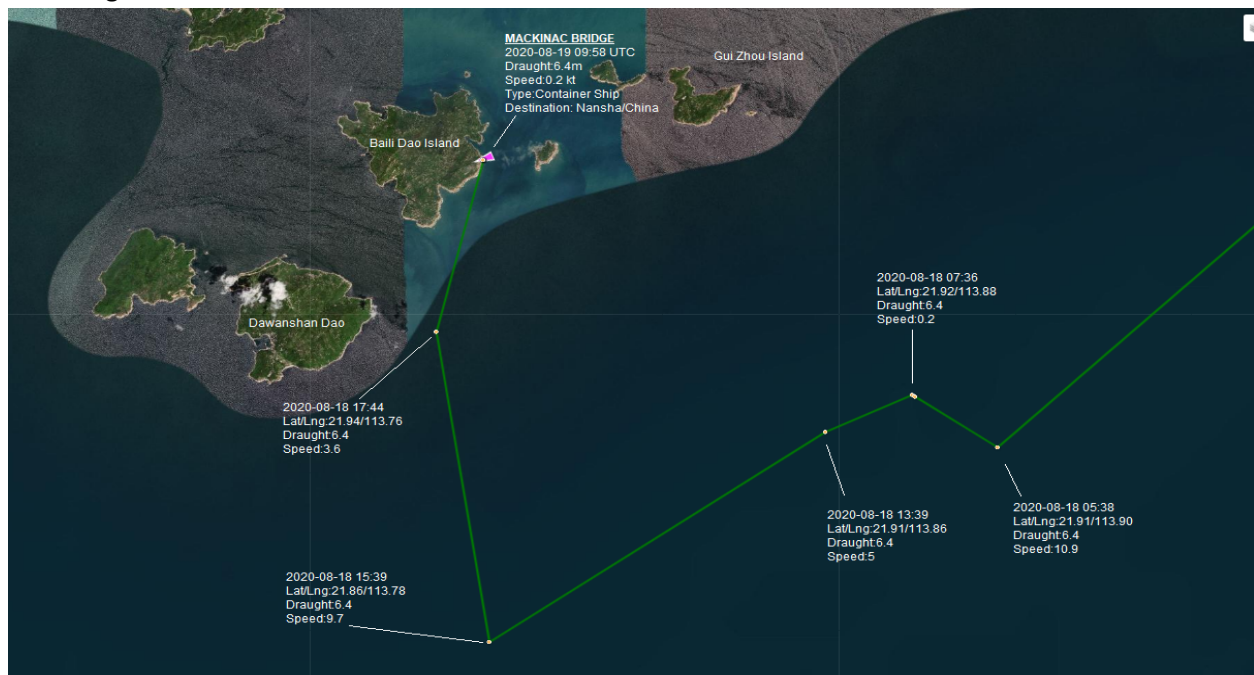


Figure 1 - Skytek plots the track of Mackinac Bridge in the hours prior to its grounding

At around 0400LT on 19th Aug, the vessel resumes moving southwesterly at reduced speeds, but at about 0450LT the ship alters course in a northerly direction until running aground on Baili Dao Island at 0530LT.

Mackinac Bridge is one of the largest containerships, with dimensions of 366m long, 51m width and 14m maximum draft, but displaying only 7.4m draft at the time of grounding. Her DWT is 147404, capacity 13870TEU, built in 2015 at the Imabari Hiroshima shipyard.

The ship is owned by Kawasaki Kisen Kaisha Ltd, managed by K Line Ship Management Pte Ltd, and sailing under a Japanese flag. The vessel is, similar to the recently grounded bulk carrier Wakashio, classed with Nippon Kaiji Kyokai, and also insured with the Japan Ship Owners Mutual P&I Club.

Currently, the search and rescue vessel NANHAIJU112 – IMO **9408401** is located close by for possible assistance with hull inspection. Winds are easterly 40kts from Tropical Storm Higos, pinning the ship further aground. However, Hong Kong is a well-equipped port for salvage operations. Therefore only hull damage is expected.

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