

# 營救

# 10萬噸工作船紀實

## Report on Rescued A One-Hundred Thousand – Ton Work Boat

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**東**部海域受強勁東北季風及寒流侵襲，海象險惡，今（97）年2月12日深夜花蓮外海發生一起海難事故，一艘基隆籍「海朋8號」推駁船因連結器故障，進花蓮港檢修，而讓子船「翔榮102號」工作船（船上載有22公噸柴油及大量砂石）在花蓮外海約2哩處等待接駁，卻遭10級巨浪衝擊導致船艙大量進水，有沉沒之虞，花蓮海巡隊冒惡劣海象前往救援，平安將12名船員救起，結束一場海上驚魂。

事因基隆籍「翔榮102號」工作子船，2月12日傍晚滿載砂石後出港，準備與母船「海朋8號」推駁船接駁後，要開往台北港卸貨，而在17時許接駁時，因子母船連結器斷裂無法接駁，使得「翔榮102號」工作船及12名船員被迫停泊花蓮外海約2哩處，等候母船接駁，因當時風浪太大，「翔榮102號」工作船遭無情巨浪衝擊，陣陣大浪湧入船艙，導致工作船有沉沒之虞，船上12名船員亟待救援。

海洋巡防總局第六（花蓮）海巡隊接獲通報後，隨即成立緊急應變中心，調派PP10019艇緊急出勤前往救援，並與東部機動海巡隊南投艦共同執行海上救援任務，PP10019艇於18時火速前往救援，18時45分PP10019艇抵達該海域，經查證船上共有12名船員（7名本國籍、5名緬甸籍），當時海象相當惡劣，浪高約有3-4層樓高，該船於海上嚴重傾斜，隨時有翻覆之虞。

花蓮港務局於19時18分派遣「萬榮號」拖船前往協助救援，19時53分因海象極度惡劣，花蓮港務局「萬榮號」拖船無法前往救援，此時「翔榮102號」工作平台遭海浪衝擊持續往南漂，情況相當危急。

船長盧濱決定船上12名船員先行撤離，PP10019艇即展開救援工作。22時10分PP5015艇由隊長巴以寧帶班緊急出勤支援，緊急應變中心交由副隊長陳紹東指揮；初期試圖以泊靠方式救援，因海象極度惡劣無法靠上，現場指揮官考量待救人命繫於一線間，只要發生小疏忽，不僅無法達成任務，亦會造成人船危害。基於職責，指揮官當機立斷，指示執勤同仁運用救生圈繫繩拋掛方式救援接駁，並指揮南投艦在旁戒護應變，由PP10019艇及

**T**he east sea area was attacked by northeast monsoons and cold currents, causing very poor weather. Late night on Feb-12, 2008, a maritime accident happened at the outer-sea of Hualien. A Keelung-registered "Hai-Peng No. 8" pusher barge was moored at Hualien Port for repair due to connector malfunction. The small work boat "Siang-Rong 102" (carrying 22 tons of diesel oils and massive sandstones) of the pusher barge, was waiting to be transported in the area 2 nautical miles in the out-sea of Hualien. However, the work boat was attacked by surges of the 10th grade, causing water flooding into the cabinet. The work boat could be doomed for sinking at anytime. In spite of the poor weather, Offshore Flotilla Hualien still went for rescue and successfully rescued 12 crew members, ending a near maritime distress.

Cause of the incident : Keelung-registered small work boat "Siang-Rong 102" left the port with full loaded sandstones in the evening of Feb-12, getting ready to be connected to the pusher barge "Hai-Pong NO. 8" before heading for Taipei Harbor for unloading. When trying to connect at 17:00, the connection failed due to connector malfunction, forcing work boat "Siang-Rong 102" and its 12 crew members on board to anchor at 2 nautical miles off Hualien and waiting to be connected to "Hai-Pong No. 8" again. At that time, gale and surge were fierce, "Sing-Rong" work boat was attacked fiercely by surge. Water was flooding into the cabinet, causing the work boat dooming to sink at anytime. The 12 crew members on board were in dire need of rescue.

An emergency response center was established by Offshore Flotilla 6 (Hualien), Maritime Patrol Directorate General once they were informed about the incident. They immediately dispatched PP10019 patrol vessel to rescue



海巡人員發揮高度能量，即時將遇難船員救援送醫。  
The coastal guardian officers performed efficiently to rescue and send the ship crews to the hospital for medical care.

and was instructed to work with “ Nan-Tou Patrol Vessel ” of East Sector Flotilla on the rescue mission. PP10019 left for rescue at 18 :00 and arrived at the scene at 18:45. There were total 12 crew members on board ( 7 Taiwanese and 5 Burman). The weather was extremely poor with gale and surge of up to 3-4- story high. Moreover, the boat itself was severely tilted, and was doomed to sink at anytime.

Hualien Harbor Bureau dispatched tug boat “ Wan-Rong ” at 19:18 to assist with the rescue. AT 19:53, the weather was so bad that it was impossible for the tug boat “ Wan-Rong “ of Hualien Harbor Bureau to leave for rescue. At the same time, the work platform of “ Siang-Rong 102 ”was drifted southbound by the waves. The condition was pressing.

Based on Captain Lu-Bing’s decision to evacuate the 12 crew members first, PP10019 started the rescue work. At 22:10, PP5015, under the direction of commander Ba Yi-ning, was assigned to back up the mission, and vice commander Chen, Shao-Dong was in charge of the



PP5015艇執行救援，過程險象環生，歷經數小時與巨浪搏鬥後，成功的將船上12名遇難船員拖救至艇上，火速返回碼頭，並由花蓮縣消防局及花蓮港務消防隊救護車先將3名受傷船員後送至花蓮門諾醫院救護觀察，其餘船員上岸由花蓮海巡隊及岸巡八三大隊將事前備妥毛毯，讓船員包裹暖身，並提供熱湯後，再向其家人報平安，圓滿達成救援任務。

該（12）日晚間海洋巡防總局總局長林福安親自坐鎮指揮，指示全力搶救，並注意三安及多項指示，另副總局長林星亨亦指導各項勤前整備。花蓮海巡隊同仁遵照指示，憑著高超操船技術，以船艙

emergency response center. At first, a rescue attempt of mooring was considered by the patrol guards but it failed due to poor weather. Commander at scene realized that the chances for saving lives were fleeting. Any trivial human negligence could not only jeopardize the rescue mission but also pose danger to the boat itself and the crew members on board. Based on the responsibilities of CGA, the commander made a prompt decision to instruct patrol guards at scene to transport the crew members by throwing them life buoys connected with ropes. Nan-Tao Patrol Vessel was standing by in case of accidents and it was patrol vessels PP10019 and PP5015 executing the rescue work. The process was extremely dangerous. After hours of battling with surge, 12 crew members on board were transported to the patrol vessel safely. The patrol vessels immediately returned to Hualien port and 3 injured crew members were sent by the ambulance of Hualien Fire Department and Hualien Harbor Bureau to Mennonite Christian Hospital for medical treatment. Offshore Flotilla Hualien and Coast Patrol Corps



遇難船員被救援起後，海巡人員送上熱呼呼的熱湯及毛毯讓他們暖身。

When sailors from capsized vessels are salvaged, coast guard personnel handed over hot soup and blanket for them.



83 provided the rest of the crew members with pre-prepared towels for keeping warm as well as hot soup to drink. Then, each and every member called to inform their families of being safe. The rescue mission was completed successfully.

Director General of Coastal Patrol Directorate General Lin Fu-an was the commander at the night of the 12th, giving orders personally to do their very best in rescuing the crew members and reminded them to pay attentions to 3S policy as well as other orders. In addition, vice director Lin, Sing-heng also guided through all preparations before leaving. Patrol officers of Offshore Flotilla Hualien followed exactly the orders from their supervisors. With their sophisticated ship-handling skills, they adopted the mode of patrol vessel's bow approaching to a single position of the wrecking boat by grasping the sea current, the directions of the wind, height of the waves and the turning courses of the drifting work boat, the patrol officers were able to focus on the correct direction instantly and moved close to the boat until within certain safe distances. Then, after throwing the life buoys successfully, they immediately backed steadily and slowly and paid attentions to



點靠方式，掌握海流、風向、波浪高度及工作船漂流轉向，瞬間抓準方向、穩定前進一定安全距離，拋救生圈成功後，立即慢速穩定倒退，並特別小心海上待救援船員，依人員漂流方向，控制船體動向，評估船員上救生網位置進行拖救，而在進行第九位船員吳正典因年齡高達64歲體力不佳，無法上救生網，隨即由PP10019艇艇員王忠正躍下海中將其拉上救生網，由艇上多位同仁小心拉上，並立即作妥善照護；本案在現場所有救援人員基於生命共同體，全力聽命指揮，有效管控，發揮岸、洋統合力量，致使本次圓滿成功的將待救12名船員全部救起且均平安無恙。

生命是無價，海難救援任務應以人命為第一優先，花蓮海巡隊執勤同仁充分發揮「海上守護者」之精神，運用高超的海上專業救生技能，經歷了生死瞬間，在驚濤駭浪、凜冽寒風中將12名船員一一救出，不僅挽回人員性命，也避免12個家庭破碎，巴隊長表示：海（急）難救助、為民服務、維護海域治安，是海巡署責無旁貸的任務，全體海巡人員均盼望做好稱職的「海上守護者」，讓民眾對海巡人員堅守崗位與大無謂救援精神更深一層認識。

（本文作者任職於海洋巡防總局第六【花蓮】海巡隊）

the crew members waiting to be rescued at sea. While adjusting the moving direction of the vessel based on the drifting directions of the crew members, the patrol officers also assessed the right spot for the crew members to get on the life net. When transporting the 9th crew member, Wu Jheng-dian, aged 64, to the life net, Wu failed to climb onto the net because of not having enough strength due to his age, Officer Wang Jhong-jheng jumped into the sea and dragged Wu onto the net, then transported him onto the patrol vessel with the help of many patrol officers. Wu received immediate attentions once transported on board. Based on the concept of “one life community”, all rescue officers at scene conducted the rescue mission by following orders. Effective management and unifying coastal and maritime patrol units are the main reasons that all 12 crew members were saved successfully and returned home safe and sound.

Lives are priceless. Human lives always come first at maritime rescue missions. The patrol officers of Offshore Flotilla Hualien have upheld the spirit of “defender of the sea” to its fullest. They applied the professional maritime rescuing skills in the mission and gone through a near-death experience to finally rescue 12 crew members in spite of gale and surge and cold weather. They saved not only lives but also 12 families from coming apart. According Commander Ba : maritime rescues, serving people and maintaining maritime safety are the unshirkable responsibilities of CGA. All patrol officers aim to become a proper “defender of the sea” so that the public has deeper understanding with patrol officers’ never giving up on their work and their resolutions to save lives.

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