



驚爆火燒船

鹽埔 東港安檢所全力救援

Yanpu and Dong-kang Inspection offices
Cooperatively Rescue Burning Ship

◎文、圖/陳誠勳

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9 7年2月26日下午5點50分，安檢所大伙正忙著準備晚餐，突然一聲衝天巨響，強烈的震波及聲響使附近的汽車防盜聲音此起彼落。正當大家疑惑之際，手持機另一端傳來緊急消息，新港港區內一艘漁船發生嚴重的氣爆，頓時所有人都忙碌了起來。值班第一時間就通知消防隊及救護車，大伙忙著搬滅火器和醫護箱至警備車上，接著所內的機動應變兵力在備妥蒐證及通訊裝備後由所長指揮，趕至事發現場展開救援行動。

所有的人都明白這不是演習，事關人命安全，因此大家以最快的速度趕往現場；越是接近事發地點阻礙交通的人潮就更多，到達現場後映入眼簾的是一片觸目驚心的畫面，船的碎片和兩名被爆炸震波震飛的外勞分別落在岸邊工作平台上，兩艘緊靠的漁船已經被團團的火燄吞噬了。只見幹部們冒著危險極力把兩名傷重外勞抬離火場，救護車和消防隊也及時到達現場，兩名傷患順利被送至醫院急救。

傍晚6點35分，傳來令人振奮的消息！身陷船上的台籍船員已尋獲並由港巡艇台安六號即時護送至岸上，在救護車不足的情況下，以警備車護送傷患至醫院做妥善的急救。消防人員總算可以放手專心的去撲滅火勢，雖然火勢一度壓制不下，但消防隊立即以化學泡沫壓制，海面上的兩艘港巡艇也不斷的以水柱支援，狀況總算獲得改善。

At 5:50 P.M., Feb. 26, 2008, at the moment when the staff was busy preparing dinner, a sudden boom was heard. Strong wave and noise stimulated nearby mobile alarms, creating consecutive alarm sound. As everyone was wondering what happened, the other end of the interphone asked for rescue support to an exploded ship in Shin-kang area. Without delay, the personnel on duty informed the fire brigade and called the ambulance while others were busy moving fire fighting equipments and first aids to the prow car. Subsequently, the mobile team rushed to the scene and started rescue action at director's beck and call after preparing evidence gathering and communication devices.

Understanding it is not a fire drill, the whole staff rushed to the place at full speed. The closer they were to the scene, the more people blocking the traffic were. At the scene, the rescue staff saw frightening facts that brash of ship and two foreign labors bounced by the explosion separately fell on the on-shore working platform. Two fishing boats



直至總隊支援兵力帶著攔油索抵達現場，完成整個海面上佈署，有效阻止油污的污染擴散；怪手開始破壞船體讓消防人員能更有效的撲滅火勢；9時45分火勢撲滅完成，所有人員也鬆了一口氣，總算完成驚險的救援任務。

此次火燒船事件來的既意外又突然，但鹽埔及東港兩大安檢所卻可以在兵力短缺及繁忙的勤務排程中，完成最好的指揮調度，且不畏自身危險將傷患救離災區，事後的資訊統合上也能完全的掌握，證明平日所內士官兵對於危機處理有良好的訓練及操演，彰顯海巡尖兵對於保護港區安全工作的執行是值得讓人信賴的。😊

(本文作者任職於南部地區巡防局第六海岸巡防總隊汕尾漁港安檢所)



closed to the ship were all destroyed by fire. Ignoring any dangers, the staff removed the two injured labors out of the scene and these two men were sent to the hospital for medical attention by the immediately arrived ambulance and fire brigade.

At 6:65 P.M.the same day, an exhilarating fact was heard. Taiwanese crew members of the ship were all found and sent to the shore by patrol boat No.6. In consideration of insufficient number of ambulances, the prowl cars sent the injured to the hospital in place of the ambulances. Although the situation was too serious to handle, the fire brigade eventually put out the fire with foam. Along with the water support from two patrol ships on sea, the disaster was partly solved.

It was not until the arrival of Coastal Patrol Corps's reinforce that the oil was successfully stopped from spreading. The power shovel began breaking the ship to allow fire fighters to enter and control the fire. At P.M. 9:45, all of the staff breathed a sign of relief when the fire was under control and the task was successfully achieved.

Even though this incident was so abrupt, the two inspection offices represented their best ability of deployment with insufficient resources and busy official schedule. Also, they took the risk to save the injured out of the scene and kept full control on informative integration after the occurrence. It further proved the staff was well-trained and surely had reliability as enforcing duties for security of harbor areas.

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