

RB-01 艇 成功救援

高雄籍「德興號」海釣船



- 自動扶正搜救艇 (RESCUE BOAT) 參加海安三號演習海上閱兵
The self-righting rescue boat participating in the Hai An #3 drill's sea mobilization inspection

The RB-01 Rescue Boat successfully rescues the Kaohsiung-based to go fishing boat "Der Hsing"

海巡署於91年陸續興建3艘自動扶正搜救艇 (RESCUE BOAT)，並依據歷年台灣地區發生海難事件統計資料之頻率，第1艘RB-01艇配發海洋巡防總局第五(高雄)海巡隊，另兩艘分別配發第一(基隆)海巡隊、第八(澎湖)海巡隊。成立之初並由海洋總局聘請美國海難救難專家集中訓練所有成員，使之具備救難艇執勤之相關知識及基礎能力，近幾年執勤人員於海洋總局綿密的規劃下，相繼完成各項專長訓練，以發揮本艇功能。這3艘搜救艇自從參加海難救難行列以來，功績彪炳。尤以高雄海巡隊RB-01艇，自92年初迄今共執行海難救助案件18件，幫助117人(含日勝興號漁工船失火案66人)。

94年5月15日中午12時，海岸巡防署海洋巡防總局第五(高雄)海巡隊自動扶正搜救艇艇長盧天立及艇員等6人，按時回到隊部執行備勤勤務，準備展開下午4時至深夜12時的勤務。

下午3時47分全艇人員聽到隊部緊急集合鈴聲，心想一定又有那艘船在那個海域發生事故需要救援，全員立即飛奔至勤務指揮

The Coast Guard Administration has since 2002 had three self-righting rescue boats built successively, and has the first RB-091 vessel assigned to the Maritime Patrol Directorate General's fifth Maritime Patrol Corps in Kaohsiung, and two others to the first Maritime Patrol Corps in Keelung and the eighth Maritime Patrol Corps in Penghu, based on the statistics of maritime incidents occurred in Taiwan over time. At the onset of the inauguration, the Maritime Patrol Directorate General has specially retained American maritime rescue experts to provide all relevant associated with focus training, familiarizing them with relevant knowledge and rudimentary proficiency in carrying out rescue boat duty missions. Over the recent years, the duty personnel have successively concluded various expertise training at the stringent planning of the Maritime Patrol Directorate General, preparing them to excel the boat functions. The threeboats, since their joining the maritime rescue rank, has lodged in remarkable results. Particularly impressive is with the Kaohsiung Maritime Patrol Corps's RB-01 boat, which has carried out a total of 18 maritime rescue missions since the early 1992, and helped a total of 117 individuals, including 66 individuals trapped in the fire incident of the fishing worker boat "Zhe Sheng Hsing".

At 12:00 noon on May 15, 2005, captain Lu Ten-li and a crew of five of the self-righting rescue boat at fifth Maritime Patrol Corps in Kaohsiung return to the squadron promptly readying for mission deployment, as the men readying to serve their shifts from 16:00 to 24:00 midnight.

At 15:47 in the afternoon as the boat crew hear the Corps's emergency gathering bell, thinking that there must be some boat that needs rescuing for being stranded somewhere out the water, they have

中心集合，執勤官告知：勤指中心剛才接到 118 報案，今天（5 月 15 日）下午 3 時 30 分許在高雄左營外海約 4.6 浬處（22.42N、120.08E），有乙艘「德興號」CT0-8151 漁船，失去動力，船上有兩名船員，情況危急，請求救援。



● 高雄籍「德興號」海釣船
The Kaohsiung-based to go fishing boat "Der Hsing"

搜救艇接獲命令後立即出勤，艇長在艇上一面檢查救難裝備，一面分配各員之任務，下午 4 時由高雄一港口出港，風浪約 5 至 6 級，由通報事故船隻位置，經以海圖測量，位於商船及左營軍港進出港航道上，為免遭受來往船隻碰撞造成人員之危險，搜救艇立即以 25 節之全速前往事故船隻海域，航程中並由副艇長檢查拖帶時需使用之手套、纜繩、拋繩器等。

經過約 30 分鐘顛簸航程，終於抵達事故船隻「德興號」漁船旁邊（左營外海約 6 浬處，22.41N、120.08E），船長看到搜救艇感激之情溢於言表，經詢問事故原因為機械故障，主機無法啟動。經評估該艇狀況，並回報勤指中心後，立即依所分配之各員工作實施艙拖，由於各員均受專業之訓練，相對之拋纜、繫纜拖帶工作均能順利且快速完成。16 時 45 分完成拖帶相關動作，開始拖帶作業。為顧及安全，拖帶作業一般均需以慢速實施（約 3 至 5 節之航速），由事故地點至高雄港約 8 浬，17 時 55 分許抵高雄一港口外約 0.5 浬，改成旁拖進港，是日 18 時 20 分平安將「德興號」漁船，平安拖帶至高雄旗后安檢所，圓滿完成任務。

再一次的完成救援任務，心中滿分欣喜，尤其看到受驚嚇的同胞平安歸來，更覺得海巡工作的意義非凡。值此政府正大力推廣海洋活動之際，海上活動之安全維護益顯重要，期望我海巡人員在相關之專業範圍內能更精進，以完成接踵而來之種種挑戰與任務，不負各界對我海巡人員之期望。

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scramble to gather around at the duty command center, where the duty officer informs them that the duty center has just ledged in a 118 call, citing that at around 15:30 in the afternoon of today (May 15) an to go fishing boat "Der Hsing" CT0-8151 at approx. 4.6 nautical miles off the coast of Zhoying, Kaohsiung°]22.42N, 120.08E^, had lost power, and the crew of two on board the boat have send out distress call as the situation becomes urgent.

Upon receiving the order, the rescue vessel responds to its duty immediately, with the captain on aboard the vessel checking the rescue equipment and assigning missions to his crew, and the boat sets sail from Kaohsiung Port I at 4:00PM, where the wind-swept waves are at around level 5 to 6. The location of the distressed boat reported in is found to be located at the navigation course of merchant ships and the portal leading to the Zhoying Military Port upon assessing through the navigation chart. To avoid vessel collision that might lead to endangering human lives, the rescue boat braces forward at a full throttle of 25 knots heading for the sea areas where the distressed boat is located; throughout the navigation course, the deputy captain checks the gloves, throw ropes and rope throwers needed for boat tugging.



● RB01 自動扶正艇海上實施拖救情形
A snapshot of maritime rescue efforts by the RB-01 self-righting rescue boat

Upon enduring roughly 30 minutes of choppy navigation, the boat finally arrives at the boat incident site of boat "Der Hsing", which has stranded approx. 6 nautical miles off Zhoying at 22.41N and 120.08E, and the captain of the distressed ship is more than elated when spotting the rescue boat, and tells of a failed main engine due to mechanical fail upon inquiry. Upon assessing the scenario, and reporting back to the duty command center, a decision is made to tow the boat from the stern according to the personnel job assignment, where the professionally trained Coast Guard men quickly tossed the ropes and swiftly concluded the task of fastening the tug ropes. At 16:45, upon concluding the command of roping, the tugging operation quickly commences. For safety concern, the tugging operation is usually conducted at a low speed, of approx. 3 to 5 knots, and with the incident site being approx. 8 nautical miles from the Kaohsiung Port, the boats arrives at around half a nautical mile from the Kaohsiung Port I at around 17:55, where the tugging is revamped into sideway tug for port entry, and boat "Der Hsing" is safety tugged to the Chi Hou Security Checkpoint in Kaohsiung at 18:20 to successfully close the rescue mission.

The ability to conclude the mission successfully again fills the men with elation, making them more aware of the significant meaning of the Coast Guard work particularly when seeing the scared denizens returning safely. At a time when the government is actively promoting seaside activity, maintaining the safety of sea activities has emerged as ever more important. With that, it is anticipated that the Coast Guard Administration associates could further refine the domain of their expertise, which would prepare them to tackle a host of challenges and missions that lie ahead, without failing the public anticipation of the coast Guard Administration personnel.

（The author is currently with fifth Maritime Patrol Corps.）