



Crackdown performance

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千噸貨輪翻覆 海空馳援搜救

Maritime/aerial Emergency Rescue for Thousand Ton Capsized Cargo Ship

行政院海岸巡防署海洋巡防總局第三（台中）海巡隊，93年11月30日9時50分，接獲海洋巡防總局勤指中心轉國搜中心通報，於鹿港外海43浬（N 24度11分 E119度41分）海域，一艘巴拿馬籍貨輪HEXIN NO.1「合信一號」砂石船，船艙進水，船上11名大陸船員，請求救援。

台中海巡隊勤務指揮中心獲報後，立即成立緊急應變中心，同時通報線上巡防艦艇前往救援，並申請空中勤務總隊直昇機支援，海象惡劣，囿於航安顧慮，報備折返；同時接獲通報前往救援之中部

The third District Maritime Patrol in Taichung received a wire report at 9:50AM on Nov. 30, 2004 from Coast Guard head quarter command center. It was about that a Panama-based cargo, Hexin No. 1, a sand cargo ship, at 43 nautical miles off the coast of Lu Gang





地區機動海巡隊所屬「台中艦」，於當日 11 時 56 分與待援之「合信一號」貨輪取得通聯，該船船長表示因前艙進水，希望台中艦在旁戒護，13 時 25 分台中艦抵達離台中港 41 浬處之通報海域，與「合信一號」貨輪會合並在旁戒護，因海象惡劣，台中艦基於救人第一原則，除現場以廣播設備建議船長接受巡防艦接駁救援，以保人員生命安全外，同時以無線電通聯，請「合信一號」貨輪船長儘快評估是否棄船，以便及時救援船員，因入夜後視線不佳，救援不易，徒增生命危險，惟「合」船人員表示，船上進水已受控制，且船公司已雇用拖船前來拖救等等...，希望台中艦在旁協助戒護；18 時 55 分緊急支援之 600 噸級大型巡防艦「基隆艦」抵達該海域，與台中艦共同戒護「合信一號」貨輪，21 時 55 分「合信一號」貨輪突然大量進水船艙傾，22 時 15 分全船向右翻覆沉沒，船員落海失蹤，現場巡防艦第一時間立即實施搜救，救起 7 名船員，另有 4 名船員失蹤，除持續全力搜救外，同時通報國家搜救

was reporting water seepage in ship hull and 11 Chinese crew onboard, who were looking for assistance.

Upon getting the distress call, the third District Maritime Patrol in Taichung immediately set up an emergency response task force, assigned the field patrol boat to respond to the rescue call, and sent in application for aerial duty head brigade to render helicopter backup, which unfortunately diverted back upon proper notification due to nasty oceanographic conditions. The patrol ship, Taichung, belonged to Coast Guard mobile investigation brigade of the central region, dispatched to respond to the distress call. At 11:56, the Captain had made contact with Hexin No. 1, which was waiting for rescue. The cargo captain had requested Taichung's escort in light of the seepage in whose ship hull; at 13:25, Taichung arrived at scene 41 nautical miles off the Taichung Port, where it met with Hexin No. 1 and provided escort by its side. Due to nasty oceanographic conditions, and the criteria of saving lives, Taichung had radioed the cargo captain to prepare for the frigate's rescue assistance and better ensure the safety of the crew. Meanwhile, upon considering the nightfall coming and the poor visibility at nightfall, which might render the rescue difficulties, and only further endanger the lives, he also radioed a wire report in, urging Hexin No. 1 cargo captain to assess whether it would become apparent for him to abandon the ship, so that there would be time to save the cargo crew. Yet the response coming from Hexin was that as the seepage was under control, and that the ship company had hired tugboat for rescue, it did anticipate Taichung to stand by and escort the cargo in case it should require assistance. At 18:55, upon the arrival of a backup 600-ton large-scale

frigate, Keelung, in the area water, it joined Taichung to escort Hexin No. 1. Yet by 21:55, Hexin No. 1 was reported of a sudden influx of water gushing into its ship bow as the ship began to tilt; by 22:15, the ship was capsized and sank into the water, with crew reportedly missing, where the frigates on site had began real-time rescue efforts at once, saving seven crew, with four others missing. As the rescue efforts continued, a wire report was radioed to the National Rescue Center for dispatching helicopter to join in the rescue efforts.

Though such worse oceanographic conditions





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中心，派遣直昇機加入搜救。

因深夜海象惡劣，救援極為困難，海巡署於翌日（12月1日）加派巡防艦、艇及直昇機，海空聯勤於事故現場持續搜救，海洋巡防總局總局長鄭

樟雄更要求各單位全力投入搜救工作，同時注意自身安全，台中海巡隊除執行原救援勤務外，更於八時由副隊長曾明川擔任帶隊官率一百噸級 PP-10017 艇，再次前往事故現場搜救，於12時48分陸續發現4名已無生命跡象

之失蹤船員，並於13時44分將4名罹難者全部打撈上艇後，於16時返隊，並由偵防查緝組同仁報請台灣台中地方法院檢察署檢察官相驗；獲救7名大陸船員由拖船及台中艦、基隆艦陸續載回台中港後，於台中海巡隊製作訪談筆錄時再次重聚，劫後餘生，痛哭失聲，相擁而泣，對海巡單位冒險救援之情，不勝感激。

鑑於入冬後東北季風強勁，海象惡劣，台中海巡隊隊長黃運煌，呼籲海上作業船隻應特別注意航行安全，避免人員、船隻遭受損害。

海巡署為落實維護海域治安，除將陸續強化各項勤務作為外，亦籲請民眾若發現任何不法或需海巡署服務事項，可透過「118」服務專線通報，海巡署將立即處理。（作者任職於第三【台中】海巡隊科員）

made the rescue efforts nearly impossible, the Coast Guard Administration dispatched additional frigate, vessel and chopper on the next morning. On December 1, to continue the rescue research in a joint aerial/sea deployment, while Mr. Cheng Chang-hsiung, Director General of Maritime Patrol Directorate General, further demanded all units to join in the rescue and be cautious of their own safety. Besides carrying



out its existing duties, the third District Maritime Patrol in Taichung further deployed a 100-ton frigate, the PP-10017, spearheaded by deputy captain Tzeng Ming-chuan, accompanied by a group of officers, to render assistance. At 12:48, the bodies of four other lifeless missing crew were found, and following recovering the bodies of the deceased onboard by 13:44, the vessels had finished their mission and returned to home base by 16:00, where the investigation division associated and reported to D.A. from the D.A.'s office at the District Court of

Taichung, Taiwan to conduct joint inspection. While the 7 crew members rescued had been brought back to Taichung Port by the tugboat and SS Taichung, they were once again reunited, following an interrogation conducted by the third District Maritime Patrol in Taichung. They broke out to tears and were locked in close embrace, feeling extremely gratitude toward how Coast Guard units undergone great risks to save their lives.

The increasing Northeast monsoon tends to lead to nasty oceanographic phenomenon once the winter months arrive. The Captain of the third District Maritime Patrol in Taichung, Huang Yun-lien, urged all ships operated in the nearby waters to exercise caution in navigational safety to avoid risking the safety of the crew and their vessels.

To reinforce navigational security, the Coast Guard Administration would continue to strengthen its various duty services but also urge the public to phone in a report by dialing its "118" service hotline when coming across any illicit or distress incident that requires the service of the Coast Guard, and that Coast Guard Administration would expeditiously respond to all calls.

(The author is of a member to the third District Maritime Patrol in Taichung)