

# **Fishing Vessel Chuang Yih Tsair No.1 Major Marine Occurrence**

## **Executive Summary**

At 1500 on 2 August 2019, the fishing vessel Chuang Yih Tsair No.1, fishing vessel registration number CT4-1103 and gross tonnage 68.49, departed Wushi Fishing Port, Yilan, for fishing operations in waters east of Su'ao. The vessel was scheduled to return to Wushi Fishing Port on 4 August. On board were 1 Taiwanese master and 5 Indonesian crew members, totaling 6 persons.

On 6 August, after being unable to contact the master of Chuang Yih Tsair No.1, the family members of the master requested the Su'ao Fishery Radio Station to assist in locating the vessel. At 2145 on the same day, the National Search and Rescue Command Center (NSSCC) received a telegram forwarded by the Japan Coast Guard reporting that vessel wreckage had been discovered in waters near the Diaoyutai Islands. Life jackets marked with the name "Yung Tsai Fu" were found floating nearby.

Based on the name marked on the life jackets, the Fisheries Agency, Council of Agriculture, Executive Yuan determined that "Yung Tsai Fu" was the former name of Chuang Yih Tsair No.1 prior to 2008, and assessed that the wreckage was likely related to Chuang Yih Tsair No.1.

In the early morning of 7 August, the Coast Guard Administration dispatched patrol vessels to the area. Upon arrival at 0714, only wreckage was found, and no trace of personnel was located. Subsequent search operations were suspended due to Typhoon Lekima. Air and sea search operations resumed on 10 August; however, neither additional wreckage nor any crew members were found.

The Sasebo Glory was a Cyprus-flagged bulk carrier with IMO number

9740823 and gross tonnage 47005. On 1 August 2019, Sasebo Glory departed Jiangyin Port, China, in ballast condition bound for Argentina. During the evenings of 2 August and 3 August, the vessel navigated through waters east of Taiwan. Comparison of radar tracks provided by the Coast Guard Administration and automatic identification system (AIS) records transmitted by Sasebo Glory indicated that, on 3 August, the vessel transited through the area where Chuang Yih Tsair No.1 disappeared from radar contact, suggesting the possibility of a collision between the two vessels.

On 28 August, the investigation team contacted the Cyprus Marine Accident Investigation Committee (MAIC) by email. The investigation team explained that, in accordance with the Casualty Investigation Code (CI Code) of the International Maritime Organization (IMO), as the occurrence took place in waters off Taiwan, the Taiwan Transportation Safety Board (TTSB), as the marine occurrence investigation authority of the coastal state, had initiated an investigation. The investigation team requested that MAIC participate in the investigation as the accredited representative of the flag State and provide voyage data recorder (VDR) data from the period of the suspected collision involving Sasebo Glory, together with other occurrence-related information. MAIC subsequently agreed to assist following telephone communications.

However, MAIC later proceeded with its own investigation without notifying the TTSB. From that point until MAIC published its investigation report, emails and telephone calls from the TTSB investigation team were not answered. MAIC also did not provide the occurrence-related information and assistance previously agreed upon.

In accordance with the Transportation Occurrence Investigation Act of Taiwan and the relevant provisions of the Casualty Investigation Code of the International Maritime Organization, the Taiwan Transportation Safety Board

(TTSB) was the independent agency responsible for conducting this marine occurrence investigation. The organizations and agencies invited to participate in the investigation included the Maritime and Port Bureau of the Ministry of Transportation and Communications, the Fisheries Agency of the Council of Agriculture, Executive Yuan, and the Coast Guard Administration of the Ocean Affairs Council. This investigation report was approved by the 30th Board Meeting of the TTSB on 3 September 2021 and subsequently published.

After comprehensive investigation and analysis of the factual data, a total of 3 findings and 2 safety recommendations were obtained.

**The investigation identified 3 findings:**

1. Chuang Yih Tsair No.1 did not activate its AIS equipment while departing port and navigating on 2 August 2019, resulting in the absence of additional information that could provide the vessel's position and dynamic status.
2. Following the suspected sinking of Chuang Yih Tsair No.1, the emergency position-indicating radio beacon (EPIRB) did not function as intended to transmit a distress signal, resulting in the loss of an opportunity for rescue.
3. The single sideband (SSB) radio communication equipment installed on board Chuang Yih Tsair No.1 was unable to establish emergency communications with nearby vessels operating in the same waters when there was a risk of collision during an emergency situation.

**Safety Recommendations**

**To the Fisheries Agency of the Council of Agriculture, Executive Yuan**

1. Continue to promote and educate Taiwan-flagged fishing vessel operators on the proper installation and operation of AIS equipment in order to enhance navigational safety.

2. Continue to promote and educate Taiwan-flagged fishing vessel operators on the proper installation and use of EPIRB equipment installed on board fishing vessels.

**Note:** The final report of this occurrence investigation is published in Chinese. To facilitate understanding for non-Chinese readers, the Executive Summary has been translated into English. While every effort has been made to ensure accuracy, discrepancies may occur. In the event of any inconsistency, the Chinese version shall prevail.