

Viva Fafa No.707 Fishing Boat Major Marine Occurrence

Executive Summary

At 2049 hours on June 8, 2022 , a Taiwan-registered purse seine tuna fishing vessel VIVA FAFA No. 707, registered in Kaohsiung Port, gross tonnage of 1735, IMO number is 9035254 and CT number: CT8-0065, collided with the Kiribati registered purse seine tuna fishing vessel MOAMAEU, IMO number is 7915929, gross tonnage 1803, around 310 nautical miles east of Rabaul, Papua New Guinea; the VIVA FAFA No. 707's fore peak tank was damaged and water ingresses into the tank; and the MOAMAEU sank. The 31 crew members of the MOAMAEU were rescued by VIVA FAFA No. 707 and all the crew members of both vessels were safe. No casualties or pollution resulted from this accident.

In accordance with the Taiwan's Transportation Occurrence Investigation Act and the Casualty Investigation Code of the International Maritime Organization, the TTSB is an independent transportation occurrence investigation agency responsible for conducting this investigation. The investigation team also included members from the Maritime Port Bureau of the Ministry of Transportation and Communications, Fisheries Agency, Ministry of Agriculture, VIVA FAFA Fishery Co., Ltd and Kirikore Fisheries Co., Ltd.

After comprehensive investigation and analysis of the factual data, a total of 7 findings and 3 safety recommendations were obtained.

The findings related to probable causes are as follows:

1. Approximately 30 minutes prior to the collision, the two vessels should have been in sight of each other. CCTV footage showed that MOAMAEU was positioned about 15 to 20 degrees off the port bow of VIVA FAFA No. 707.

As the two vessels gradually closed, the officer on watch on board MOAMAEU did not comply with the requirements of the 1972 International Regulations for Preventing Collisions at Sea to avoid crossing ahead of the stand-on vessel, but instead suddenly altered course to port with the intention of passing ahead of VIVA FAFA No. 707. Although VIVA FAFA No. 707 sounded warning signals and reduced speed by operating the engine astern, the collision between the two vessels could not be avoided.

2. Two ordinary seamen on the bridge of VIVA FAFA No. 707 did not hold seafarer certificates issued by the competent authority of the flag State. At the time of the accident, the ordinary seaman on watch on the bridge had insufficient lookout knowledge and lacked ship-handling skills, and was therefore unable to appropriately respond to the emergency situation to prevent the accident.

The finding related to risk is as follow:

1. Both vessels did not take early avoiding action in accordance with the requirements of the International Regulations for Preventing Collisions at Sea, 1972.

The other findings are as follows:

1. At the time of the occurrence, the weather was favorable and visibility was good.
2. The vessel MOAMAEU had sunk. During the evidence collection process, the investigation team encountered difficulties in obtaining relevant information, and was unable to obtain additional evidence through interviews to further analyze safety issues related to that vessel.
3. The foreign ordinary seafarers employed on VIVA FAFA No. 707 when the vessel departed port in July 2021 complied with the regulations in force in

Taiwan at that time and were not required to hold seafarer certificates issued by that country.

4. According to the port safety inspection records dated June 19, 2022, VIVA FAFA No. 707 was recorded as lacking two deck officers. However, based on the documentation submitted by VIVA FAFA Fisheries Co., Ltd. in July 2025, the two national crew members held captain certificates issued by the Republic of Vanuatu. As clarified by the Fisheries Agency, these certificates were deemed equivalent to valid certificates of competency issued by the seafarers' flag State for foreign-employed non-national crew members, allowing them to serve as officers on board the vessel other than the master.

Safety Recommendations

To the VIVA FAFA FISHERY Co., Ltd.

1. Ensure that qualified and competent personnel are assigned to navigational bridge watchkeeping duties during vessel operations to maintain navigational safety across the fleet.

To the Kirikore Fisheries Co., Ltd.

1. Strengthen fleet training programs to ensure that duty officers fully understand the requirements of the International Regulations for Preventing Collisions at Sea, 1972, in order to prevent vessel collisions.
2. Promote awareness within the fleet that bridge watchkeeping personnel must maintain a proper lookout at all times and understand potential collision risk factors during navigation, in order to prevent accidents.

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.