

Fishing Vessel Sheng Fan No.188 Major Marine Occurrence

Executive Summary

On March 29, 2024, the Taiwan-flagged fishing vessel Sheng Fan No.188 (hereinafter referred to as “the vessel”), IMO No. 9952919, vessel registration No CT7-0678, and gross tonnage 2548, was conducting fishing operations in the western Indian Ocean approximately 605 nautical miles northeast of Victoria Port, Seychelles, with 25 crew members on board. At approximately 0700 hours, the master discovered a fire and heavy smoke in the engine room and requested assistance from nearby vessels. At approximately 0917 hours, an assisting vessel arrived at the scene and rescued all 25 crew members. The vessel continued burning and sank at approximately 0810 hours the following day. The occurrence resulted in the total loss of the vessel; no casualties were reported.

In accordance with the Transportation Occurrence Investigation Act, Taiwan, and the definition of major transportation occurrences specified therein, the Taiwan Transportation Safety Board was the independent agency in charge of investigating the marine accident. 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 Ministry of Agriculture, the National Communications Commission, and Sheng Fan Fishery Co., Ltd.

After comprehensive investigation and analysis of the factual data, a total of 2 findings and 1 safety recommendation were obtained.

The finding related to probable causes is as follows:

1. While underway, the master of the vessel discovered a fire in the engine room. Due to the intensity of the fire and heavy smoke, the crew was unable to enter the engine room to conduct firefighting operations. After burning for approximately 25 hours, the vessel sank completely. As insufficient evidence remained to determine the cause of the engine-room fire, this occurrence was

classified as a Class III marine casualty.

The finding related to risk is as follows:

1. The Emergency Position Indicating Radio Beacon (EPIRB) of the vessel was not properly installed in an open area outside the accommodation spaces. Consequently, until the vessel sank, the Taipei Mission Control Center did not receive any distress signals transmitted from the vessel's EPIRB.

Safety Recommendation

To Sheng Fan Fishery Co., Ltd.

1. The company should provide guidance to crew members regarding the self-testing procedures for the Emergency Position Indicating Radio Beacon (EPIRB). If the master identifies that the EPIRB is not installed in an open area outside the accommodation spaces, it should be relocated and properly installed without delay.

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.