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海事意外調查組  
Section



**MARINE DEPARTMENT**  
Marine Accident Investigation

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Notes of Interview  
會 見 摘 記

File No.:  
檔案編號 MAI/S 902 / 333-2012

Name of Informant/Witness: 報告者/証人姓名	LEUNG Tai-yau	Age: 年齡	[REDACTED]	Sex: 性別	M
Address: 住址	[REDACTED]	Tel. No.: 電話	[REDACTED]		
Occupation/Rank: 職業/職位	Sailor of "Lamma IV"	Nationality: 國籍	Chinese	Dialect: 方言	Cantonese/Putonghua
Taken by: 由調查人員	KUANG Zhijian, LI San-tai	In 以	Chinese	Language 語言錄取	
Time: 時間	1430	Date: 日期	1.11.2012	Place: 地點	Marine Accident Investigation Section, 21/F, Harbour Building, Central

At about 2020 hours on 1 October 2012 off Shek Kok Tsui of Lamma Island, a Hong Kong & Kowloon Ferry Ltd. catamaran "Sea Smooth" collided with a Hongkong Electric Company Limited launch "Lamma IV". We are investigating the incident and would like to take notes of the relevant information with you for investigation and avoidance of similar incidents in future. The interview is conducted in the presence of Catherine WONG, Legal Counsel of Hongkong Electric Company Limited and Ronald LEE of ReedSmith Richards Butler. These notes of interview will not be released to other departments or the public unless by order of court. Nor will they be used for prosecution purposes.

I am Leung Tai-yau, aged [REDACTED]. I am a fisherman by birth and have received primary education. I worked as a sailor on "Lamma IV" and was instructed by the company to perform deck services on the material day. When the ferry was berthing, I had to stand by the entry/exit point of the vessel to attend to passengers embarking and disembarking the vessel. Sometimes, I would also offer assistance to staff on shore in loading and unloading goods. I would not conduct the head count until the vessel had set sail. I would not do so during embarkation and disembarkation of passengers. When the vessel was set to sail away from the pier, I would be responsible for (deletion) unmooring (the vessel) and securing the rope at the bow. After the vessel had safely turned around, I would enter the passenger cabin for head counting. After finishing counting on the lower and the upper deck, I would return to the wheelhouse to mark the deck log, which contained such data as (deletion) (insertion) (illegible) starting points, destinations, weather condition, visibility, wind direction etc. I would also record the headcount whereas the engineer would take care of the fresh water tank on board the vessel and the fuel usage. When the vessel reached Magazine Island (near) Aberdeen amid the trip from South Horizons Pier to Lamma (deletion), I would

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assist the coxswain in keeping a lookout in the wheelhouse as the vessel would have to cross the traffic lane of a traffic separation scheme. When the vessel crossed the traffic lane of the traffic separation scheme about five minutes later and roughly reached (deletion) the waters off Pak (deletion) Kok, I left the wheelhouse to conduct an inspection in the passenger cabin. After that, I returned to the wheelhouse to work as a lookout. About three minutes before the vessel reached the pier of the power station, I would leave the wheelhouse for the passenger cabin. As my family members are fishermen by profession, I had gone fishing with my parents ever since I was little. We normally sailed to the north of South China Sea to fish. It was until the recruitment exercise of Hongkong Electric Company Limited in March 1982 that I joined the company and (amendment) worked as a sailor on board. During my employment with the company, I have to work on board Hongkong Electric Company Limited launches "Lamma IV", "Lamma II" and "Lamma V" according to duty rosters, instead of working permanently on a given launch. The company launches "Lamma II" and "Lamma IV" would ply between South Horizons Pier in Aberdeen and Lamma Power Station pier. (deletion) The company launches would not sail to Hong Kong or Kowloon unless there were special instructions from the company. There used to be routes running from Lamma Power Station pier in Aberdeen to Hong Kong Island and Tsim Sha Tsui pier. However, those routes were suspended two years ago. I am a holder of Local Certificate of Competency as master of a vessel of 60 tons and under, Local Certificate of Competency as engineer for vessel of under 150 BHP, and Pleasure Vessel Operator Grade 1 Certificate. Though I have the habit of alcoholic drinking after work, I consume red wine only once in a while. The company stipulates that drinking on duty is prohibited. I have minor myopia and am suffering from presbyopia of about 1.5 diopters and minor astigmatism. I do not need to wear glasses when I am on duty on board. I do not need to wear glasses either when I assist the coxswain in keeping a lookout. When I do not need to keep a lookout, I would normally inspect the cabin to see if the passengers need any assistance. This is something required by the company. I cannot remember if the company has given sailors any instructions to assist the coxswain in keeping a lookout in navigation. This (deletion) is my habit. At 1130 hours on the material day, I boarded the vessel at South Horizons pier and travelled to Lamma Power Station pier by that vessel.

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Then I went ashore to the security office to clock-in. I started my shift before 12 o'clock (around 1155 hours). At around 1245 hours, our vessel "Lamma IV" received an order and set sail for Tsim Sha Tsui to convey passengers. No passengers were on board at the time. I normally go to bed around 11 o'clock the night before the day I need to work. On the material day, I got up around 8 to 9 o'clock in the morning. After freshening myself up, I went out. I went to my mother's house to play mahjong. My physical condition was normal on that day. I was not suffering from flu or other ailments. On 1 October, some staff members of the company and their families visited the power station, and then had dinner in the canteen of the company. After dinner (we) sailed to the sea off Central to view the fireworks display. On that day, the company arranged two staff members as public relations (PR) officers. After dinner, the coxswain and the PR officers had a discussion. Since (the staff members and their families) just finished dinner, and there were elderly people and children among the passengers, we decided to depart a bit later. This was because, if we set out for Central too early, we would arrive early and need to wait on the sea, and the elderly people and children on board may feel unwell. We departed from Lamma Power Station pier at 2015 hours. Before 2000 hours at night, all the passengers had disembarked. Meanwhile, there were around 20 people in the forward passenger cabin on the main deck, and around 20 people at the stern. The passenger cabin on the upper deck was almost full with around 60 people. Before setting sail, the vessel had more than 20 people on its aft upper deck. There was a notice in the cabin indicating the limits to the number of passengers in the forward and the aft of the cabin on the main deck, and in the forward and the aft of the passenger cabin on the upper deck (sic). Since the boat trip was for viewing the fireworks display and for leisure, we did not strictly follow the rules by instructing the passengers to leave the aft part of the upper deck. For normal scheduled service, we enforce the requirements and do not allow passengers to stand. After setting sail, the coxswain turned on the radar. (I knew that) because I saw the light coming from the screen of the radar from the bridge. The company arranged for us crew to have an emergency drill on the last Friday of each month. On the material day, the company did not instruct us to require passengers on board to don lifejackets. The navigation lights of our vessel were already on before it was dark. Standing at the pier, I saw the red light, the green light and the mast light but not the stern light. If (any of) the navigation lights did not come on, the *alarm* would have rung. A safety video demonstration system was installed on board, but it only broadcast

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information on industrial safety, not on how to don lifejackets or escape in the event of emergency. The crew did not remind the passengers to don (insertion) lifejackets after they had boarded because the location of the lifejackets on board was obvious. The weather was fine on the material day. There was breeze and the sea was calm. It was just that the moon was seen much later into the night. There were no children lifejackets on board. There were 70 lifebuoys. After unberthing, I returned to the wheelhouse and saw that it was the coxswain who was operating the vessel. When I was standing behind the coxswain and maintaining a look-out, I saw there was in front of our vessel (insertion) a vessel with its navigation lights on. I saw the red light, the green light and the mast light. The position was (deletion) about 10° - 20° on our portside. It was then that the coxswain said that a vessel was sailing towards us. Before he could turn the steering wheel, the vessels had already collided in dozens of seconds. In my experience, the other vessel had ample time to avoid (us). Before the collision, I felt that (the coxswain) had steered starboard without accelerating or decelerating. I heard the coxswain say he had sounded the horn before I entered the wheelhouse. That's why I did not know whether the horn had been sounded. The marine traffic was not busy at the location where the collision happened. When departing the power station pier, our vessel "Lamma IV" was in the front, followed by "Lamma II". When having dinner, the coxswain and I dined together. The coxswain had not drunk alcohol. When the vessel was on its way to Central, the visibility was good in the sea area (near) Lamma Island. There were no other lights which affected the coxswain's operation of the vessel. When the vessels collided (deletion), I was standing behind the coxswain. So I could grab hold of the door frame and did not tumble. I left the wheelhouse immediately and ran to the aft part of the upper (correction) deck. I saw that the other vessel was far off, and I saw light(s). The passengers on board told me (deletion) (insertion) that some people were injured. (Deletion) Afterwards I ran to the passenger cabin on the main deck and saw the ceiling fall down. A passenger told me (their) family members got hurt. I ran back to the upper deck again. At that time, I heard the coxswain shout out (for passengers) to don lifejackets. I estimate the period of time from when the vessels collided to our vessel's sinking vertically is about five minutes. And the electricity supply of the generator was cut off one minute after the collision. (insertion) The back-up power supply was also cut off shortly afterwards. I did not see our two vessels were ever attached. After the coxswain had shouted out loudly (for passengers) to don lifejackets, I helped the passengers on the upper deck to don lifejackets. When I was helping the second passenger, the water had come up to (the level of) my chest and the vessel was inclined. Since I was "stuck" among the seat(s) and

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various items, I was still standing up. However, it was not long before the vessel sank quickly. The company has (laid down) measures on emergency and fire response. The relevant notices and measures were posted on board. After the collision the stern sank downward and was then inclined. Since the upper deck was full of passengers, those who (deletion) were sitting fell backward with their seats. Therefore many seats had collapsed. I had seen the crew of the other vessel before. If I saw them I would sort of remember (their faces). The coxswain of our vessel and I have been working together for two years. When he operates a vessel, he will not "stay" too close to other vessels. We have regulations on the working/(insertion) (deletion) rest time arrangements. So there is nothing to be gained from operating the vessel at a high speed. We usually work in groups of three. This is what is arranged according to the duty roster. In earlier times there were four in a group. It was not until around ten years ago that it was changed to three in a group. I know the hull had been altered. A lower fender was added under the upper fender. There have been no alterations to the seats, from when the vessel was new to the present. The coxswain is a good man. He does not drink alcohol or cold drinks. He is healthy. And the company arranges body check for the crew once every two years. When I left "Lamma IV", I crawled out through the window. When I was drifting on the sea, I saw there were two vessels nearby. One of them was "Lamma II", the other one was a pleasure vessel. There was also on the sea a lifecraft from our vessel. The lifecraft on board was auto inflatable.

Q: Do you have anything to add?

A: No, I do not.

The above Notes of Interview, consisting of a total of 6 pages in the Chinese language, have been read by me. I signed without making further amendments.

Q The owner of the vessel was in good condition. He did not drink alcohol. There was a telephone and a walkie-talkie of the company on board. When we are on navigation duty, we do not talk on the phone.

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