

**PERSONAL DATA
HONG KONG POLICE FORCE
RECORD OF INTERVIEW
(TRANSLATION)**

4a

Report No.: MAR RN 12000195

Person Interviewed : LEUNG Pui-sang Age/Date of Birth: [REDACTED]

Occupation : Engineer

I/D No. : [REDACTED]

Address & Tel. No. : [REDACTED]

Interviewing Officer : DSPC 52402

Other Persons Present : /

Language/Dialect : Chinese, Punti dialect

Place of Interview : Marine Police Headquarters

Date & Time Commenced : 2012-10-2, 0456 hours Interviewee should be cautioned with the appropriate caution when necessary.

Date & Time Concluded : 2012-10-2, 0730 hours Interviewee should be invited to write and sign the following Certificate at the end of the record:- "I, ... (name) ... have read the above record of interview, consisting of pages. It is an accurate record of questions asked, and answers I provided." (sd)

At the time (and) place on the date mentioned above, I, Detective Senior Police Constable 52402, TSUI Tsan-yan, said to you, male LEUNG Pui-sang, in Punti dialect, "LEUNG Pui-sang, I am Detective Senior Police Constable 52402, TSUI Tsan-yan, currently attached to Regional Crime Unit 3, Marine Region, Hong Kong. Now, I inquire of you about a case of endangering the safety of others at sea which occurred at about 8:22 p.m. on 1.10.2012 off Shek Kok, Yung Shue Wan, Lamma Island. At that time, you, together with CHOW Chi-wai who was responsible for navigating Lamma IV and the sailor LEUNG Tai-yau, were responsible for (operating) Lamma IV, (it) collided with Sea Smooth of Hong Kong and Kowloon Ferry,

causing a number of deaths in this incident. I now caution you. You are not obliged to say anything unless you wish to do so, but what you say will be taken down in writing and given in evidence.” After I had cautioned you, you said to me, “I understand.”

The above statement had been read over to LEUNG Pui-sang by me and then let him read (it) himself. I also told him that (he) could add, reduce or delete anything (he) wished, and if (he) agreed with the above statement, then signed in confirmation below.

(Sd) LEUNG Pui-sang

(Sd) DSPC 52402 (illegible)

(End of Page One)

- [2] -

(“)I wish to put some questions to you. You are not obliged to answer, but if you do, the questions and answers will be taken down in writing and given in evidence. Are you willing to answer my questions(?) (“)

(“)I am willing to.(“) (Sd) (illegible)

Question [1]: Please give a detailed account of the course of the incident.

Answer [1]: Around noon today, (that is,) 1st October 2012, the captain CHOW Chi-wai, the sailor LEUNG Tai-yau and I boarded the company vessel, Lamma II, of Hongkong Electric at the South Horizons Pier, Apleichau, for work at the Lamma Island Power Station. I am responsible for the engineering work at Hongkong Electric Company. About 11:50 a.m. when we arrived at Lamma Island, CHOW Chi-wai, LEUNG Tai-yau and I went to tidy up the company vessel, Lamma IV. (Our) duty today was to take some company staff and their relatives to visit the facilities of the power station. After dinner, (we) would take this group of people to view the National Day Fireworks Display. The vessel set sail at 12:40 p.m. from the Hongkong Electric Ferry Terminal, Lamma Island. (It) was steered by the captain CHOW Chi-wai. About 1325 hours on the same day, (we) arrived at Tsim Sha Tsui Public Pier, and picked up 80-odd staff and (their) relatives. Afterwards, at the Central Public Pier, (we) picked up about 40 more

(Sd) (illegible)
(Sd) (illegible)
(Sd) (illegible)
(Sd) (illegible)

staff and (their) relatives (deletions) (deletions). The sailor LEUNG Tai-yau and the staff member of (our) company's Recreation Team were responsible for counting the number of people, but the staff member of (our) company's Recreation Team was clearer. Later, (we) further sailed to the South Horizons Pier, Apleichau, to pick up about 60 more people. Then, at about 1430 hours, (we) started navigating from Apleichau for Lamma Island.

About 1450 hours on the same day, we arrived at the Hongkong Electric Ferry Terminal, Lamma Island. Everyone then disembarked to visit the power station. After that, (they) had dinner.

At 2013 hours on the same day, everyone finished dinner and boarded the vessel. At that time, the company deployed two vessels for (conveying them) to view the fireworks. One was Lamma II, the other one was Lamma IV. The Lamma IV which I was responsible for, had picked up 120-odd people.

(Sd) LEUNG Pui-sang

(Sd) DSPC 52402 (illegible)

(End of Page Two)

- [3] -

(Sd) (illegible)
(Sd) (illegible)

(Sd) (illegible)
(Sd) (illegible)

(Sd) (illegible)
(Sd) (illegible)

Having started setting sail, I was then responsible for drawing back the stern rope. Subsequently, (deletion) I went upstairs to the stern of the second deck to view the sea condition. At the time, after Lamma IV had made a U-turn for the Hong Kong direction, I went back downstairs to the engine room to check the engines. At the time, the engine showed that (it) was about 12,000 (deletion) revolutions per minute, that means, around 11-12 knots. After I had finished checking the engine, I then walked back to the wheelhouse. At the time, it was CHOW Chi-wai who steered Lamma IV, whereas I walked to the port (side) of the wheelhouse. At that time, a (deletions) male staff member of the (indecipherable) (Recreation) Team was also there, and (he) looked

around inside the wheelhouse. However, I do not know his name.

(Sd) (illegible)

(Sd) (illegible)

The time I walked into the wheelhouse, I stood at the port side, but the captain had not yet assigned me any task. However, I suddenly saw a Hong Kong and Kowloon catamaran (deletion) dashing towards the port side of our vessel. (It) hit against the port rear hull of our Lamma IV thereupon. At the time, I fell on the floor by the impact. (My) right arm sustained injury by the impact. I immediately got up, went downstairs again via the upper passenger cabin. (I) then went downstairs to the engine room for an inspection via the side of the vessel. Yet, (I) found that the engine room had already taking in a mass amount of water. The water level was nearly one foot in depth. Seeing that the water kept on flooding in, I therefore left the engine room. At that time, I needed to pass the starboard side of the vessel before (I) could return to the passenger cabin. However, at the moment, (I) saw a Hong Kong and Kowloon Ferry near our starboard side. I was not sure if (it) was the

one which hit us. Subsequently, I entered the passenger cabin and shouted, "Put on the life jackets. The vessel is sinking." I also saw that the things at the stern had all fallen down. Some people were hold down by the things. I did try to help them, but in vain. The vessel started tilting from behind. I was bottled up in the passenger cabin. I climbed incessantly, and finally came out from the hole of a broken glass window. Later, I saw a little girl also awaiting rescue. Thus, I helped her (deletion) swim to a nearby rescue boat together. At that time, (I) saw some people at the sea awaiting rescue. Later, I boarded a police launch.

(Sd) (illegible)
(Sd) (illegible)

(Sd) LEUNG Pui-sang

(Sd) DSPC 52402 (illegible)

(End of Page Three)

- [4] -

Question [2]: Prior to the vessel collision, did you hear any alarm sound? Flash light?

Answer [2]: (I) did not hear (that) or see any flash light.

Question [3]: How about the sea condition at that time?

Answer [3]: Normal visibility.

(Sd) (illegible) Question [4]: How about your mental (deletion) status at that time?

(Sd) (illegible)

Answer [4]: Normal. I did not take any medicine or drink alcohol.

Question [5]: What was the speed of the vessel which hit your (vessel)?

Answer [5]: I think (it) was about 20 knots.

Question [6]: How long have you been engaging in this job?

Answer [6]: I joined Hongkong Electric in 1982 and did the mechanical maintenance (work). In 1992, I was transferred to the Marine Team of the company to work as a sailor. In 2002, I obtained the licence and started working as an engineer since then.

Question [7]: What kind of work are you responsible for normally?

Answer [7]: I am responsible for operating the machines according to the arrangement of the company. (Our) company has two passenger ships and a pleasure boat.

Question [8]: During the vessel collision, did you see the captain take any actions to avoid the accident?

Answer [8]: Too quick, unable to pay attention.

Question [9]: While you saw that the vessel was going to collide with your vessel, did you take any action to help avoiding the occurrence of vessel collision?

Answer [9]: Too quick. I was unable to do anything (before) the vessels collided.

(Sd) LEUNG Pui-sang

(Sd) DSPC 52402 (illegible)

(End of Page Four)

- [5] -

Question [10]: Were the engines of your Lamma IV in normal conditions? Had they been checked?

Answer [10]: They were in normal conditions upon checking.

Question [11]: How was the lighting on board when you people left Hong Kong Electric Ferry Pier to sail towards Hong Kong (Island)?

(Sd) (illegible)
(Sd) (illegible) Answer [11]: The lights at the upper deck had not been turned on but all the lights at the lower deck (deletion) cabin had been turned on.

Question [12]: What was the other sailor LEUNG Tai-yau doing when the collision occurred?

Answer [12] : Didn't pay attention to it.

(Sd) (illegible) Question [13] : At that time (deletion), an unknown staff member of the
(Sd) (illegible) recreation team was inside the bridge. Did you know how long he had stayed and what he was doing there?

Answer [13] : I didn't know how long he had stayed and also didn't know why he went inside.

(Sd) (illegible) As male LEUNG Pui-sang's right hand was injured, he
(Sd) (illegible) could only sign (his) name. Therefore, (deletion) (I) write down the following declaration for him and sign for confirmation.

I, LEUNG Pui-sang, have read this record of interview consisting of five pages. It is an accurate record of questions asked, and answers I provided.
(signed) LEUNG Pui-sang (signed) DSPC 52402

(Translator's Note: Words in *italics* are English in the original)

(Translated by CHAN Wing-man Grace, PTR I / PTR Pool HKI, 1211051)