

LAMMA IV

WITNESS STATEMENT OF THE MARINE ENGINEER

I, **LEUNG PUI SANG**, HKID No. [REDACTED], of [REDACTED],
[REDACTED], state:-

1. I am the Marine Engineer on LAMMA IV and was on duty on the night of the vessel's collision with SEA SMOOTH on 1 October 2012. I am a [REDACTED] and my date of birth is [REDACTED].

PERSONAL INFORMATION

2. I began my employment with Hong Kong Electric Company Limited ("HKEC") on 7 September 1982 as a tradesman. After about 10 years I was transferred to the company's marine department as a Deckhand. I was promoted to Marine Engineer on 1 January 2005. I have been serving HKEC for more than 30 years.
3. My Certificate of Competency No. N25917 as Marine Engineer was issued by the Hong Kong Marine Department on 10 June 1994. This entitles me to take charge of a powered motor vessel of more than 150 BHP and is valid for service until 2018. I am unable to present my certificate as it was lost in the accident, but I recently have been issued a new Certificate of Competency, No. E003904. I have a Certificate of Competency as Master of Powered Vessel up to 60 tonnes issued by the Hong Kong Marine Department but it was lost overboard as well. I also hold certificates for fire-fighting proficiency and sea survival having been sent on training courses by HKEC about 15 years ago. I have

also been shown records kept by my employer, HKEC of my attendance of various internal training courses including "Radar Observer Course for Marine Crew" and "Marine Routine Maintenance & Boarding Safety" in 1997 and 2000 respectively but I do not have a strong recollection of attending such courses.

4. I am physically fit and completed my last company medical check on 2 April last year. Company medical checks are done every 2 years.
5. No vessel on which I have previously worked has been involved in a serious marine accident such as a collision or grounding. Neither have I previously been warned, cautioned or prosecuted by the Marine Department, or any other statutory authority, for infringement of any Ordinance or Regulations. Nor have I been the subject of any disciplinary action by my employer. I have no criminal record.

DUTIES

6. My working hours are dictated by a roster that is produced monthly. This is based on 168 hours duty every 4 weeks or on average 42 hours a week although I may occasionally work more or less hours.
7. As Marine Engineer I work a daily shift on any of HKEC's three vessels, LAMMA II, LAMMA IV and LAMMA V. My duties include checking and running the main and auxiliary machinery on board, carrying out minor repairs (such as fixing door handles and toilet pumps, and tightening the screws securing the seats if they are found loosened) when necessary. As regards the seats, we would check them every time before we set sail if they had become loosened. Sometimes the passengers would tell us if the seats were loosed. I would normally tighten up the screws with a screwdriver. Besides I would be generally assisting the Coxswain such as during tying up and untying mooring lines when entering and leaving port. Whenever damage or faults to equipment items on

board or machinery (such as hose leakage or the screws to the seats cannot be tightened up or are still loose) are found I raise a work order, which is handed to the Marine Supervisor. Repairs are generally carried out by colleagues from the MHD (Materials Handling Department) if they are minor. The vessel would be sent to a shipyard for major repairs or annual survey. A monthly check list of all machinery items is run through, which I will carry out if on duty when the check is scheduled.

LAMMA IV

8. LAMMA IV is fitted with two Caterpillar type 3412 marine diesel engines with design power of 746 kW each at 2,100 RPM. In operation the engines are run at no more than 1,200 RPM. Propulsion is by two outward turning fixed pitch propellers. Once the battery of each engine is switched on, the main engine can be started and controlled remotely from the wheel house.
9. Auxiliary power is provided by a single Onan type 35MCGCA generator with a design power of 34 KW producing an output of 380 volts. This powers the air conditioning system and all electric services on board including lighting.
10. 4 sets of 24 volt batteries are housed in fibre-glass reinforced plastic cases with fibre-glass reinforced plastic covers on the engine room bottom plate. One set on the port side of the engine room is connected to the port engine. Another set located in the aft end of the engine room is connected to the generator of the auxiliary engine. There are two other sets on the starboard side of the engine room, one supplying to the starboard engine, and the other for powering emergency lighting, and for providing power to radar, navigation lights and PA system. This set of batteries is charged by the two generators of the two main engines as well as that of the auxiliary engine. When the "

genset" (i.e. the generator of auxiliary engine) is turned on it can charge up, directly or through the charger, the four sets of batteries on board the vessel. As far as I am aware LAMMA IV was delivered from the shipbuilder with this battery system already installed.

1 OCTOBER 2012

11. My duty on this day was to work on LAMMA IV during an excursion arranged for employees and their families and friends to visit the Lamma Island power station and then Victoria Harbour to watch the National Day firework display. I had worked from 8 a.m. until 8 p.m. on 29 and 30 September as per the roster.
12. I boarded the HKEC vessel LAMMA II at Ap Lei Chau at about 11:30 a.m. in order to transfer to the power station at Lamma Island to board LAMMA IV. The Coxswain for LAMMA IV, Chow Chi Wai, and Deckhand, Leung Tai Yau, also boarded LAMMA II with me. We arrived at the power station at about 11:50 a.m. and then transferred to LAMMA IV.
13. On board LAMMA IV we discussed the day's programme, which would be to go first to Tsim Sha Tsui, then Central and finally Ap Lei Chau to pick up passengers and bring them to the power station at Lamma Island.
14. I went into the engine room to prepare the engine for departure. This involved a general check looking for leaks and the like and checking the bilges. I checked the engine oil and opened the cooling water valves for the main engines. I started the genset (auxiliary engine and its generator) and checked that the two main engines were normal before I reported to the coxswain who then started the two main engines. I heard a horn sound before we departed, which should have been the Coxswain testing the horn.

15. We set sail from Lamma Island at about 12:40 p.m. and arrived at Tsim Sha Tsui public pier at about 1:25 p.m. A recreation staff of the company, Lai Ho Yin, boarded there. I recall we picked up about 80 passengers and then proceeded to Central public pier and about 40 more passengers boarded. We then sailed to South Horizons' pier in Ap Lei Chau and took on about another 60 passengers. We then sailed for Lamma Island at about 2:30 p.m. The above numbers are not exact as I did not personally count them.
16. At about 2:50 p.m. we arrived at HKEC's private pier at Lamma Island power station where all passengers disembarked. I understood that they would be touring the power station and having dinner before coming back on board at about 8p.m. While the passengers were ashore the 3 of us remained on board or around the pier and rested. The genset was left running. After about 6 p.m., I was around the crew room at the pier and I saw the Coxswain went on board to turn on the navigation lights and the cabin lights of Lamma IV. From where I was I could see the green navigation light on.
17. All passengers were back on board at about 8 p.m. The Deckhand, T. Y. Leung, and Lai Ho Yin were responsible for counting the passengers on board although I understood that there were about 120 when we were ready to sail.
18. After assisting the passengers on board I went to the aft deck to untie the mooring ropes. It was dark but both the main and upper deck lights were on.
19. As the Coxswain maneuvered LAMMA IV off the pier I stood at the aft end of the sun deck to check that there was nothing in the sea that might foul our propellers. There were about 20 people there at the sun deck, all seated. I was there for about 1 to 2 minutes. Once we had turned and had began moving ahead towards the typhoon shelter exit I went back to the engine room to check that everything was in order. Both main deck engine room doors were closed. I went in through the starboard door, walked

around the engine room, noticed that the engines were turning at 1,200 RPM and then returned to the main deck through the starboard door, which I then closed.

20. I made my way to the wheelhouse via the main deck, through the main deck passenger saloon and main staircase. I walked pass Lai Ho Yin. He was inside the wheelhouse coming out. We greeted each other. The wheelhouse door was open and I went through and checked the engine panel in front of the Coxswain who sat in the chair. I then stood on the port side at the wheelhouse to help as a lookout. I was next to the navigation light panel, which was lit and I could see on the other side of the wheelhouse that the radar was switched on.
21. No sooner had I stood there I noticed through the port side window a fast moving vessel sailing towards us at a speed at least above 20 knots. I yelled to the Coxswain, "A ship is coming at us!" I did not particularly notice her navigation lights or whether either vessel was turning at the time. All I recall is that only a matter of seconds later we were hit by the other vessel on our port side near the stern. I was knocked down onto the deck and hurt my right hand, but I did not pay attention to it.
22. I immediately got up and told the Coxswain that I would go down to the engine room to check. He told me not to go as it might be dangerous. But I said I needed to take a look, so I ran down to the main deck via the upper deck passenger saloon, through the starboard door and onto the main deck to enter the engine room. I immediately saw that the engine room was flooding and was already about a foot deep in water. Water was gushing in.
23. I ran back up the way I had come and as I looked out I could see a Hong Kong and Kowloon ferry near our starboard side but was not sure if this had been the vessel that had collided with us. It was stopped about 2 to 3 ship lengths away from us. I waved my

hands and yelled out for help because I knew that LAMMA IV was sinking but there was no response.

24. Then I went back inside the main deck passenger cabins. The cabin lights were still on. I went up a couple of stairs leading to the upper deck and yelled to the Coxswain that our ship was sinking and asked him to tell people to wear lifejackets and also make a phone call for help. I then went back down to the main deck and told the passengers to get lifejackets from underneath the seats and wear them.
25. The passengers in the forward cabin immediately started to retrieve lifejackets. I also helped to get lifejackets from underneath the seats in the first few rows of the back cabin. I recalled I managed to get about 7 to 8 lifejackets out.
26. There were about 3 people sitting still at the seats at the back on the port side near the air-conditioner unit. I yelled at them, "The ship is about to sink, run quickly!" but they had no response. On the starboard side there were a mother and a young girl holding onto each other sitting still. I yelled at them "The ship is sinking! Run!", but they had no response. I tried to go through the corridor down the middle but it was blocked by fallen objects. I tried to remove them but failed. At that juncture the genset stopped and the lights switched to backup lights.
27. The ship kept sinking. I yelled to the people at the front that the ship was sinking and told them to just hold on to the lifejackets and jump into the sea. There were a lot of people who ran out from the two side cabin doors. As there was less debris near the starboard side I went there and held the young girl in my arms. I yelled at the woman to run. She did not know what to do and sat there. I then turned around and started to hurdle over the seats to escape. The woman followed me. When we were at the middle of the ship, the water was rising behind us and at that time the ship had tilted upwards

more than 45°. Only a few seconds later LAMMA IV started tilting down towards the stern. Because the sliding doors to the main deck opened from aft to forward we were unable to open them and were trapped inside the main deck saloon. I lost hold of the girl. I could not stand still and then found myself in water. There was a lifejacket floating near me so I grabbed it. A lot of people were floating around in the cabin. I did not know where the girl and the woman were. There was still some light inside the cabin at that time. Someone was then floating near me and was hurt. I supported that person to float above the water.

28. There were no hammers available to break the glass windows but then somebody broke one of the windows from outside and we were rescued. I was the last one to leave the cabin. I climbed through the broken window. I lost the lifejacket I held.
29. When I got out of the ship, I saw a man taking care of a boy without a lifejacket. There was a girl with a lifejacket in her hand and another young man holding onto the ship railing. I then saw a few liferafts about 100 feet away. I then took the girl and swam to one of the liferafts. When we got there, there were two young men without lifejackets on one of the liferafts. They said they were hurt but they still helped me to pull the girl into the liferaft. I tried to climb up myself but I could not. A lot of people were around the liferafts and just holding onto the sides. I helped some of them to get on as well. Finally, I was rescued and then transferred ashore.

STATEMENT OF TRUTH

I confirm that the contents of this statement are true to the best of my knowledge and belief.

(Signed)

LEUNG PUI SANG

6-2-2013

DATE