

"SEA SMOOTH"

STATEMENT OF THE ENGINEER
TAKEN AT HONG KONG ON 4
OCTOBER 2012

LO PUI KAY

Will state

1. I was born on [REDACTED] and I am [REDACTED] years old.
2. I make this statement in relation to the collision between SEA SMOOTH and LAMMA IV on 1 October 2012.
3. I began my career with ferries as a Sailor, working on the pier tying up ferries as they arrived and letting them go. In 1991, I was promoted to Sailor serving on board various local ferries in Hong Kong.
4. In 1994, I began studying to become an engineer. I spent about 5 months studying.
5. I obtained my engineer's licence in 1994, which is valid for vessels of 150 BHP and above.
6. After I obtained my licence I sailed on board fishing boats, operating out of Hong Kong.
7. In about 2008, I joined the Hong Kong and Kowloon Ferry Company Limited, and started sailing on board ferries as Engineer.
8. I have been sailing as Engineer on board SEA SMOOTH since June 2012.
9. I spend 24 hours on board SEA SMOOTH, and then have 24 hours rest at home.



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Initials

19. At about 20:00, we departed Central Pier as normal. After leaving the pier, I made sure that all the passengers were seated safely, and the boarding doors were properly secured. I then went to the wheelhouse.
20. When I entered the wheelhouse, I sat in the chair next to the bench and filled in details in the log book. During the voyage, I monitored the gauges for the engines, including the main engines speed, oil temperatures and water temperatures. This is my usual routine on the trips between Central Pier and Lamma Island.
21. The Captain was sitting at the helm, navigating the vessel. The Captain looked well, he did not look tired.
22. Shortly after I arrived in the wheelhouse, the two Sailors also entered the wheelhouse, and sat on the bench on the port side. The Sailors helped keep a visual look-out.
23. There were many small boats about as we left Victoria Harbour. Otherwise, I did not really pay much attention to the navigation of the vessel. I monitored the engine gauges and noticed the navigation lights were switched on.
24. I stayed in the wheelhouse until we passed the flashing light off Shek Kok Tsui. After passing this, I could see the lights of the pier at Yung Shu Wan. This is the time I usually leave the wheelhouse and get ready to disembark the passengers. As I left the wheelhouse together with the two Sailors, I did not see any other boats or ships ahead. I could only see the usual shore lights on Lamma Island and a very bright light at the power station shining in our direction.
25. I left the wheelhouse and went to the main deck passenger cabin. I stood close to the gangway door. As I stood there, just about 1 minute after leaving the wheelhouse, I felt the vessel suddenly slow down. I had to grab the bulkhead to stop myself falling over. Seconds later there was the impact of the collision.
26. I did not hear whistles/horns, nor anything unusual before the collision.



32. This statement was taken in Cantonese and has been translated to me by Chan Chun Kei, Jennifer. The contents of this statement are true to the best of my knowledge and belief.

LO PUI KAY

Signed:-



Date:

18 01. 2013