

"SEA SMOOTH"

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

WONG TAI YAU

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 have been a sailor on board ferries in Hong Kong since 1980. In 2008, I joined the Hong Kong and Kowloon Ferry Company Limited.
4. I am a relief sailor sometimes. If a sailor is needed because somebody has gone on leave or is ill, for example, then I will take their place, as directed by the Company. However, I would also work on the same ferry for several months.
5. I joined SEA SMOOTH at about 07:30 on 1 October. The last time I had been on board SEA SMOOTH was about a month ago.
6. I was well rested before I joined SEA SMOOTH. I was not on duty the previous day. The other crew joined at the same time as me: the Master, the Engineer and the other sailor. SEA SMOOTH was tied up at Central Pier when I joined.
7. I spoke briefly to the departing sailors who told me that everything was in order. I then did a walk around the passenger cabin to ensure everything was in order. The Master then gave us a short briefing before the vessel set sail.
8. As sailor on board, my duties are to look after the passengers as they board and disembark from the vessel. When the vessel arrives at a pier, I am responsible for

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mooring operations. I let go the mooring lines when we depart. I also clean the passenger cabins and do any other odd jobs that are required. I report to the Master.

9. After joining at Central Pier, the ferry sailed to load fuel. The Engineer was in charge of re-fuelling, and I assisted where necessary. After refuelling, the ferry returned to Central Pier for the first trip to Peng Chau.
10. The trips are routine. Before the passengers board, I clean the passenger cabins, and check that the life jackets are in place. The life jackets are located in the bag under each seat. There are also some life jackets including life jackets for children in the storage area under the staircases connecting the upper and the main deck cabins. As the passengers are boarding, I help them as necessary. Once they are on board, I would let go the mooring lines. After the Master has ordered me to let go, I tidy up the mooring lines and secure the door. I then go to the wheelhouse to help the Master and keep look-out.
11. I followed this routine throughout 1 October.
12. At about 20:00, we departed Central Pier as usual. I carried out my duties at the stern, checked the passenger cabin and then went to the wheelhouse. The Master and Engineer were in the wheelhouse. Shortly afterwards, the other sailor also arrived.
13. The wheelhouse was dark as it always is during night time. The radar was working but I did not pay much attention to it.
14. I sat on the settee on the port side of the wheelhouse and kept lookout.
15. As we were leaving the harbour, there were a lot of small boats and yachts coming the other way. I assumed that they were going to the harbour to watch the fireworks display that night.
16. The Master navigated around the small boats and then continued towards Lamma Island.

17. The weather was fine and the visibility was good.
18. I stayed in the wheelhouse until it was time to get ready for the arrival at the ferry pier at Yung Shue Wan. I left the wheelhouse at about the same time as the Engineer and the other sailor. This was shortly after passing the beacon off Shek Kok Tsui, just a few minutes before we would arrive at the pier.
19. Before leaving the wheelhouse I did not see any ships or small craft ahead of SEA SMOOTH. I could see the shore lights of Lamma Island, especially the power station, but no other lights. There was one particular bright light towards the power station shining directly at us.
20. I left the wheelhouse and intended to go to the main deck passenger cabin. When I reached the last step of the staircase leading to the lower deck, I found that the vessel slowed down very suddenly. A few seconds later, there was a loud crash and I fell on the floor.
21. I did not hear anything before the collision, such as a horn or whistle.
22. The passengers were shocked. Some of them had fallen over in the collision. I asked if there were any injuries. Most of them looked anxious. I tried to calm the passengers down and helped them as much as I could.
23. The Master said we had collided with another boat. I went to the upper deck and saw one passenger suffered from minor injuries. SEA SMOOTH then started listing to port with water coming in from the bow of the main deck into the passenger cabin and the passengers were getting very worried. The Master then ordered the passengers to put on their life jackets. I helped some of the passengers to put on the life jackets.
24. I did not see the boat that had collided with us.
25. After SEA SMOOTH remained stationary for some time, perhaps 5 – 10 minutes, the passengers were getting very worried, and some were angry. They said we might sink and must go to the pier at Lamma Island which can be seen out of the



window. The Master then sailed to the pier at Yung Shue Wan where the passengers disembarked.

26. 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.

WONG TAI YAU

Signed:-



Date:

18 01. 2013