

"SEA SMOOTH"

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

WONG YUNG SHING

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 started working as a sailor for Hong Kong and Kowloon Ferry Company Limited in 2010. Before that, I was a pier sailor, helping to tie up and let go the ferries as they arrived and departed.
4. I have been a sailor on board SEA SMOOTH since June 2012 but I had worked on board SEA SMOOTH on numerous occasions before as well. I am on duty for one day, and off duty for one day.
5. On 1 October, I reported for duty on board SEA SMOOTH at Central Pier at about 07:30. I had slept well the night before.
6. When I joined, SEA SMOOTH was berthed for the night. I took over from the previous crew. The previous crew had cleaned the passenger cabins and the ferry was ready for service. The Master gave a short briefing to the crew members on our duties and anything which we need to look out for. For example, if the Company had given any specific instructions in relation to the operation of the vessel or whether we needed to pay any special attention to anything on board the vessel. These can range from cleanliness of the passenger cabin to general passenger safety.

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Initials

7. My duties on board as a sailor are to help the passengers, to moor the ferry at the bow, to keep the passenger cabins clean, and to assist the Engineer when passengers embark and disembark.
8. After taking bunkers on 1 October, we sailed to Peng Chau at 08:40. During the day, we made about 6 round trips to Yung Shue Wan on Lamma Island.
9. The weather during the day was generally fine and the visibility was good.
10. Around 20:00, SEA SMOOTH was at Central Pier, boarding passengers for the next trip to Yung Shue Wan. I helped the passengers to board. When all the passengers were on board, the Master gave the order for me to go to the bow and let go the mooring lines.
11. I stayed at the bow for a short time, making sure that the ferry cleared the pier safely. I then checked the passenger cabin to make sure everything was in order. I then went to the wheelhouse.
12. In the wheelhouse, the Master was sitting at the helm and was manoeuvring the ferry through the harbour. The Engineer was sitting in a chair next to a sofa at the back of the wheelhouse. The other sailor was already in the wheelhouse.
13. I sat next to the other sailor, on the sofa. From this position, I keep look-out and tell the Master of any ships or boats that I see.
14. After leaving Central Pier, there were many boats, junks and yachts going to the harbour to watch the fireworks display.
15. The weather was fine and the visibility was good. Once we were clear of the harbour, I could see the lights of Lamma Island ahead. By this time, we had passed most of the small boats heading for the harbour.
16. As SEA SMOOTH passed the flashing beacon off Shek Kok Tsui, I left the wheelhouse and went to the main cabin near the bow to prepare for berthing. The other sailor and the Engineer also left shortly. This was the point on the trip where

we go to our stations to get ready for arrival at Yung Shue Wan. This was our usual routine. We usually berth at the pier 3 – 4 minutes after passing the beacon.

17. As I left the wheelhouse, I did not see the lights of any boats or ships ahead of SEA SMOOTH. The Master was sitting at the helm, navigating the vessel.
18. As I was standing on my station, I felt that the vessel slowed down very suddenly. A few seconds afterwards there was a loud crash. I fell over and saw the door leading to the bow was burst open.
19. There was only one loud crash. There were no other impacts.
20. I did not hear anything before the crash or before SEA SMOOTH slowed down.
21. I checked the passengers, and helped them. The Master told me there had been a collision with a boat and to check that the passengers were ok. Some passengers were hurt and had minor cuts.
22. The vessel then started listing to port. The Master asked the passengers to put on life saving jackets. I calmed the passengers and also helped them to put on lifejackets. I also asked some passengers to go to safer area. The Engineer reported that there was water entering the port hull and I saw that too. The passengers were very worried and some of them were screaming after seeing the water ingress into the passenger cabin. They demanded that the ferry continue to Yung Shue Wan before she sank.
23. I stayed in the lower passenger cabin after the collision. I did not see the boat that had hit us.
24. 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 YUNG SHING

Signed:-

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Date:

18.01.2013