

海事處  
海事意外調查組  
Section

香港統一碼頭道三十八號  
海港政府大樓，二十一樓二零三零室  
香港郵箱 4155 號

Translation



**MARINE DEPARTMENT**  
Marine Accident Investigation

Room 2103, 21/F  
Harbour Building,  
38 Pier Road,  
G.P.O. BOX 4155  
Hong Kong.

電話 TEL. NO.: (852) 2852 4523

傳真 FAX NO.: (852) 2543 0805

Notes of Interview

會見摘記

File No.:

檔案編號 MAI/S 902/333-2012

|  |   |                    |            |                  |   |
|--|---|--------------------|------------|------------------|---|
| Name of Informant/Witness:<br>報告者/証人姓名 | CHOW CHI WAI                              | Age:<br>年齡         | [REDACTED] | Sex:<br>性別       | Male  |
| Address:<br>住址                         | [REDACTED]                                | Tel. No.:<br>電話    | [REDACTED] |                  |   |
| Occupation/Rank:<br>職業/職位              | Coxswain of Lamma IV                      | Nationality:<br>國籍 | Chinese    | Dialect:<br>方言   | Cantonese/ Putonghua  |
| Taken by:<br>由調查人員                     | LI San-tai, KUANG Zhijian, Szeto Yiu-kuen | In<br>以            | Chinese    | Language<br>語言錄取 |   |
| Time:<br>時間                            | 1040                                      | Date:<br>日期        | 07.11.2012 | Place:<br>地點     | Marine Accident Investigation Section, 21/F., Harbour Building, Central |

Our Section is now investigating the collision which happened at about 2020 hours on 1 October 2012 on the sea off Shek Kok Tsui, Lamma Island involving a Hong Kong & Kowloon Ferry-operated catamaran "Sea Smooth" and a Hongkong Electric Company (HKE)-owned vessel "Lamma IV". In this connection, we have to obtain relevant information from you to facilitate our investigation and avoid the re-occurrence of similar incidents. (You) attend this interview in company with Ronald LEE of Reed Smith Richards Butler and Catherine WONG, Legal Counsel of the HKE. Subject to court order, this Chinese Notes of Interview will not be released to other departments and the public. Likewise it will not be used for the purpose of prosecution.

(Sd) Illegible

I have received primary education. Regarding my seafaring experience, I hold a coxswain licence for local vessels of 300 tonnes. I do not have a radar licence other than a coxswain licence. I hold certificates in personal survival, rescue and basic fire prevention issued by

(Sd) Illegible the Maritime Services Training (deletion) Institute. On the day of the incident, I am employed as the coxswain on board "Lamma IV". The general duties of a coxswain are

(Sd) Illegible (deletion) taking instructions and orders from the company, assigning posts to crew members, instructing the engineer to monitor the main engine and see if it is operating properly, assigning crew members to clean the vessel, clear away the water on the deck, maintain order, and ensure the safety of boarding and alighting passengers. I have

(Sd) Illegible 30 years' experience in working on local vessels (deletion), starting as a seaman, and have 20 years' experience as a coxswain of local vessels. I have been employed in HKE for

Interviewer Signature

接見者簽署

(Signatures illegible)

Interviewee Signature

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**Notes of Interview**

**會見摘記**

30 years, and my seafaring career began in the HKE. Normally, the company arranges for us, i.e. the crew members, to work in rotation on board HKE-owned vessels, namely "Lamma II", "Lamma IV" and "Lamma V". I have been assigned to work on "Lamma IV" since its launch. Our work schedule on "Lamma IV" can be a 10-hour or 12-hour shift, depending on the duty roster.

"Lamma IV" was arranged by the company to travel between the pier at South Horizons, Aberdeen and the Lamma Power Station of HKE. It was arranged to ferry the company staff to and from their place of work. It was not arranged to travel between the HKE pier on Lamma Island and Central. Previously there was a route to Central, but it had ceased operation in recent years. During summer, pleasure vessel "Lamma V" would travel

(Sd) Illegible between (deletion) Central and Lamma Island. As for the aforesaid route, the Company provided coxswains with a chart which could be used for direction during voyages. There

(Sd) Illegible is a record of (correction) such information in the Ferry Instruction issued by the Company.

At about 20:15 hours in the evening in question, I was steering "Lamma IV" from the HKE pier on Lamma Island on our way to Central for the fireworks display. There were three crew members on duty on board at that time, (i.e.) a coxswain, an engineer and a sailor.

As there were 124 passengers, a total of 127 people were on board at that time. Under (Sd) Illegible normal (deletion) circumstances, e.g. on the voyages ferrying staff to work, there will be three crew members on duty on board. I know that the certificate on "Lamma IV" requires

(Sd) Illegible a minimum (deletion) of four crew members. (Deletion) However, I am just the person to execute the Company's orders. I do not know the reason for the Company's arrangement. Under normal circumstances, there will only be three crew members on duty on "Lamma IV".

(Sd) Illegible Before unberthing, I did not take any alcohol or medicine. My health (alteration) condition was normal. I was not on long-term medication. Nor did I suffer from any chronic illness. I did not have a drinking habit. At the time I only knew the total number of passengers on board [Lamma IV] but not the number of adults or children.

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After departure, the sailor aboard told me that there were about 40 passengers on the lower (Sd) Illegible deck, 40 on the upper deck and around 40 plus [deletion] on the open upper deck at the stern of the vessel. I was aware that the number of passengers allowed on the open upper (Sd) Illegible deck at the stern of the vessel was about 14 (alteration), and that too many passengers were staying there at the time. Normally in such a case our crew would advise them to return to the passenger cabin. I cannot remember clearly if the crew had done so on the day of the (Sd) Illegible incident. On normal voyages, some passengers would have breakfast on the (addition) (Sd) Illegible open deck at the stern of the vessel (deletion). In response to our crew's advice, passengers would usually go back to the cabin. It is a rule of our Company that eating is not allowed inside the cabin.

(Sd) Illegible (Deletion) Before leaving the pier that night, the radar on board was switched on. (Sd) Illegible According to the instructions of the Company, the vessel (correction) must sail with the radar on if the weather condition or the visual field is undesirable. It is a common practice among coxswains to turn on the radar when steering at night. I have not taken any course (Sd) Illegible on radar training (deletion). I learned to read the radar by self-learning. Fellow colleagues learn this by self-learning, relying on their experience. We had asked the Company to arrange training courses on radar licences for crew members, but there was no response. When we crew members worked as sailors on board, we learned from the coxswains how to be on look-out for targets in the sea on the monitor of the radar. We learned from experience. On the material day, the radar was in normal operation after being switched on. The aeronautical lights of the vessel ferry were also on. If any individual aeronautical light was faulty, there would be an alert signal on the display panel (Sd) Illegible in the wheel-house on board. When I have switched on the radar, (deletion) under normal (Sd) Illegible circumstances, I will set the mode of bow heading up within one nautical mile. (Deletion) Electronic bearing lines (EBL) will be used to measure bearings, and variable range markers (VRM) will be used to measure distance. On the day in question, after unberthing and before the collision, all the machinery and navigational equipment on board were in  
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operation. So was the steering system.

After unberthing, I noticed that passengers on board did not put on life jackets. I cannot remember reminding the passengers on board to put on life jackets. Television was installed on board for broadcasting messages on the safety at the power stations targeting visitors to (Sd) Illegible the company rather than informing or (deletion) instructing passengers how to put on life (Sd) Illegible jackets. In the evening the weather was fine, (deletion and insertion) with a mainly northerly current and a smooth sea. The visibility was about below three nautical miles, and the breeze was moderate. Lamma IV set off from Pier 2 with its bow towards the pier. It left the pier by reversing the engine and making a swept circle. After it had left the HKE pier and the exit of the typhoon shelter, my vessel soon sailed by 350 ° at a speed of (Sd) Illegible about (deletion) 11.6 to 12 knots. I knew this from the monitor of the radar. Form the (Sd) Illegible time the vessel left (deletion) the exit of the typhoon shelter to the moment before the (Sd) Illegible collision, the vessel (correction) maintained a course at 350 °. (Deletion) (On leaving the (Sd) Illegible exit of the typhoon shelter, the vessel (deletion and insertion) was instructed by the company that when steering (insertion B) Lamma IV, the coxswain should not steer the bow on more than 1200 revolutions.) When steering a vessel, I would usually use the joystick-like lever. It would respond one or two seconds after I have moved the control lever. The (Sd) Illegible vessel could then move. (Deletion)

(Sd) Illegible (Deletion) When the vessel was about to leave the pier, the sailor helped to untie the cable in the bow. The engineer helped to untie the cable and kept an eye on the stern. Having untied the cable, the sailor counted the number of passengers in the cabin and then returned to the wheelhouse to fill in the log book. After the look-out at the stern, the engineer also returned to the wheel-house to check on the operation of the instrument panel. He then checked on the engine room. After finishing his round of checks, the engineer returned to the wheel-house for duty. The sailor reported to me after he had made a head count of the number of passengers. I do not remember whether the engineer talked to me when he

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returned to the wheel-house after checking on the engine room. When both of them returned to the wheel-house, the engineer was standing on my right and the sailor was on my left. After the sailor had filled in the log book and the vessel had left the typhoon shelter, the sailor inspected the cabin for the second time. The sailor was standing behind (Sd) Illegible (deletion) me when he returned to the wheel-house after inspecting the cabin. In normal (Sd) Illegible circumstances, the sailor will also assist the captain (deletion) with look-out when he stands (Sd) Illegible in the wheel-house after finishing his work. The engineer is not required to (correction) assist the coxswain with look-out. The Company has issued guidelines to crew members (Sd) Illegible on (correction) look-out. The Company has instructed that non-crew members are not allowed to enter the wheel-house.

On the material day, (I) greeted the member of the recreation unit, the person-in-charge of the cruise when (he) embarked in Tsim Sha Tsui. I did not see him at the wheel-house. Nor did I know whether he had broadcast on board on the material day. Three minutes (Sd) Illegible after leaving the pier, about six cables from the pier, I saw (correction) the other vessel appearing at the lighthouse in Shek Kok Tsui. I visually saw (it). When seeing the other vessel, I did not check its position with the radar. I estimated that she was about three (Sd) Illegible cables from the lighthouse in Shek Kok Tsui. At that time, (correction) the others vessel was immediately forward of my vessel. I saw her port side light, starboard side light, mast (Sd) Illegible light and amber light and she was about (correction) 0.3 nautical mile from my vessel. The distance between the Company's typhoon shelter and the light post (sic) in Shek Kok (Sd) Illegible Tsui was nine cables. At that time, my vessel had sailed (deletion) for three minutes and (Sd) Illegible covered about six cables. Therefore, I estimated (insertion and deletion) that the position of the other vessel was about three cables right away from the bow of my vessel. The course of my vessel was also at 350°. Nor did it change the speed, which was about 12 knots. The speed of my vessel was shown on the radar monitor. I did not see (Sd) Illegible (insertion and deletion) the other vessel before because of the effect of the light of the vessels anchored at Lamma North-west Anchorage.

Therefore, I only saw the other vessel when it was at a position of three cables away from the bow of my vessel. In my memory, one to two vessels were dropping anchor at Lamma

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North-west Anchorage at that time. (I) had checked the radar (picture) when my vessel left the typhoon shelter but shortly afterwards, I reversed the vessel by visual contact. Therefore, (I) did not notice the radar picture. Up to the moment of collision, I did not check the radar (correction) picture. I (deletion) do not remember whether the sailor or the (Sd) Illegible engineer of my vessel had informed me of any vessel in front of us. (Deletion and insertion) When (I) saw the other vessel, I hooted the short signal once and swerved to the right. I saw from the rudder angle indicator that it was a swerve to the right at about (Sd) Illegible 350°. (The signal) was hooted for about one (homonym) second. After about three (homonym) seconds, the bow of my vessel swung to the right at an angle of (insertion) (Sd) Illegible 030 to 040° to the right. Afterwards, I only saw the (homonym) starboard light of the (one character missing) other (one character missing) vessel, (deletion) and felt that the (Sd) Illegible other vessel was moving very fast. (Insertion) (I) felt that (its speed) was around 20 knots. (Sd) Illegible That starboard light was at an angle of 3 to 4 o'clock on the portside and it was moving towards my vessel. At the time, (deletion) the track lighting of Shek Kok Tsui was on the (Sd) Illegible portside of my vessel. I reduced speed immediately and stopped the vessel (literal translation). The other vessel was less than one cable from my vessel.

(Sd) Illegible At this moment, (deletion) several seconds [about three to five seconds] after my vessel had reduced speed, the other vessel collided into the port side stern of my vessel. At the time (Sd) Illegible of collision, I saw that the course of my vessel (deletion and addition) was roughly at a 050 angle, but I was not clear of the angle at which the other vessel collided into (my vessel). After the collision, I dialled "999" immediately to report to the police. The (Sd) Illegible telephone operator of the Police asked if anyone on board was injured vessel. I (deletion) saw that some people on board were injured and asked the Police for help as soon as possible. [I walked from the wheel-house to the stern to inspect what had happened. I was on the upper deck and close to the open cabin. (I) saw that some people were injured (Sd) Illegible and sitting on the (deletion) deck]. When I inspected the open cabin at the stern on the (Sd) Illegible upper deck, (I) could not see the other vessel. (Correction) After the collision, the (Sd) Illegible engineer also ran to the (illegible) engine room from the wheel-house (deletion). After an (Sd) Illegible inspection, the engineer (deletion) shouted at the passenger cabin on the lower deck that there was a rapid ingress of water into the engine room. After I learnt of the situation, I told the sailor and the engineer to fetch life jackets for the passengers. I was near the door (Sd) Illegible of the wheel-house (deletion). When the crew members distributed life jackets to the (Sd) Illegible passengers, an ingress of water into the stern began and the stern (deletion) was tilting. At that time, the vessel did not tilt either to the left or the right.

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In less than one minute, water began to enter the stern and the stern tilted until the bow pointed vertically skywards.

After the collision, the seats on the upper deck were not detached from their original position, but they collapsed slowly when the stern tilted back to a certain angle [no idea

(Sd) Illegible what degree]. (deletion) When the vessel tilted to a certain angle, I lost my footing as

(Sd) Illegible well. I looked across the stern to see what had happened, then I fell down (deletion) by the

handrail of the upper deck staircase. By then water had risen to that level. I grabbed the handrail immediately, and at the same time I soothed the passengers. The first rescue to

(Sd) Illegible arrive at the scene was a (deletion) fireman inflatable boat, and the time was around

(Sd) Illegible 2040 hours. After the collision, the lighting on the vessel (deletion) was maintained for

(Sd) Illegible about 30 seconds, and the standby battery (deletion) supplied power briefly before a blackout off because the vessel was in a vertical position. On arrival, firemen had to

(Sd) Illegible smash the first three panes of glass on the left for rescue. I also told the passengers on board that when (deletion) the water level outside and that inside the vessel reached an equilibrium, they could swim out of the vessel. There were rescuers outside.

After the port side passengers swam out of the vessel through the window, the starboard

(Sd) Illegible passengers followed suit. When the water rose to (correction) the [navigation bridge],

three female passengers, one male passenger and I were on the upper deck of the cabin.

Two of the female passengers had put on the life jackets. The five of us swam away through the broken glass pane to the left of the navigation bridge. The four passengers

(Sd) Illegible were rescued by firemen, but I stood near (addition) the bow of the vessel with a life jacket

on. I asked the firemen to save the passengers on board first before me. It was only after

all passengers who had fallen overboard (within my view) had been saved that I was saved

by the firemen and found myself aboard a Marine Police craft. I guess that the water

(Sd) Illegible pressure had caused the lifecraft on board to inflate (deletion) automatically. I also saw

one crew member ( I do not know who) of my vessel pulling passengers from the water

onto the lifecraft. When the collision took place, my blurred memory was that the time

was 2019 hours. Before the collision, I did not hear the horn tooted by the other vessel.

(Sd) Illegible There was no light signal. Nor did it (deletion) change its course, decelerate or stop engine.

After unberthing from the typhoon shelter and up to the moment of collision, there were

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vessels in the nearby waters. During the voyage before the collision, light on land did not  
(Sd) Illegible hinder my look-out duties. I was not sure if light of the anchored vessels had affected  
(deletion) my look-out duties. On board there was no high-frequency radiotelephone by  
which I could contact other vessels or the Marine Department. There was a life jacket  
(Sd) Illegible underneath every seat on board. Other life jackets were stored in the crew cabin on the  
lower deck. There were no children's life jackets on board. (deletion) After the  
collision, I had no idea if the other vessel had stopped. Nor what kind of vessel it was.  
When I was delivered to the rescue launch, I saw a ferry, broken in the bow, berthing at  
(Sd) Illegible Yung Shu Wan Pier. I believed she was the vessel collided with mine. As far as I knew,  
(Sd) Illegible I had no idea if the seats on the upper deck of "Lamma IV" had been moved because I was  
not aboard when "ship (correction) repair" was carried out. (Deletion) When there were  
events on the board, seats on the upper deck had not been moved.

During the last major repair of "Lamma IV", I did not participate in "bulk locking".  
Therefore, I did not know if any emergency stop test had been conducted. In my  
(Sd) Illegible experience, for a vessel running on 1,200 revolutions (per minute) and navigating (deletion)  
at a speed of 12 knots, it would require three ship-lengths to bring it to an emergency halt  
after shifting into reverse. Upon reporting the collision to the Police, I sought assistance  
from "Lamma II" which was sailing nearby via the on-board transceiver but did not notify  
the Company. We conduct a fire and emergency drill once a week, and talks on survival  
(Sd) Illegible are also held. Marine Department's notice (correction) on the 2012 fireworks display had  
been distributed by the Company for our reference. After unberthing from Lamma Island,  
I had no idea of the condition of the door of the engine room because it was the duty of the  
engineer. Nor did I know if the hatch cover of the oil compartment and that of the steering  
gear room were properly locked up. Ropes and (other) materials would be placed in the  
crew cabin. On the material day, there were about 3,900 litres of diesel oil on board, but I  
had no idea of the stock level of the fresh water tank. Nor did I know the amount of oily  
wastewater stored. Before that, when our HEC vessel and HKK ferry were navigating in  
(Sd) Illegible the waters north of Lamma Island, we had sailed past (correction) each other within a short

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### Notes of Interview

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distance

of about two to three ship-lengths. I consider that a safe passage requires about five to six ship's lengths.

(1) Q: Do you have anything to add?

A: No, I do not.

The above Notes of Interview, consisting of a total of nine pages, has been read once by me. There is no mistake and thus no amendment requiring any signature.

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Questionnaires for Master of “Lamma IV”

|            |   |   |
|------------|---|---|
| <b>Q.1</b> | <b>General information</b>  |   |
| Q.1.1      | Name 姓名   |   |
|            | Age 年齡  |   |
|            | Nationality 國籍  |   |
|            | Contacts (Telephone, Email, etc)<br>聯繫方式  |   |
|            | Background(Education, Marine qualification)<br>背景(教育程度，航海經驗或適任職務證書)   | Graduated from primary school; holder of a coxswain licence [for vessels] of 300 T or below<br>No radar certificate; hold a siu (transliteration) Licence [survival, fire fighting and first aid]   |
| Q.2        | What is your post /duty on board Lamma IV<br>請問你在南丫四上的職位和職責   | Coxswain, responsible for assembling colleagues to make preparation for the voyage (main engine, cleaning the passenger cabin to prevent the passengers from slipping) on the instructions of the Company   |
| Q.3        | What is your experience on local launch, “Lamma IV” and working in the company<br>請問你在本地小輪上的工作經驗，在該公司和南丫四的工作經驗和時間   | 30 years of experience since becoming a sailor, 20 years as a coxswain in local (vessels), 30 years of working experience in the HKE<br>Has worked on Lamma II, IV, V; started working on Lamma IV since (its launch)   |
| Q.4        | How long did you work on the daily route? (Lamma Is. to Cetral/Ap Lei Chau)<br>在南丫四小輪的日航線駕駛多長時間了？(南丫島到中環/鴨脷洲)   | Normal working hours Sometimes 10 hours<br>Sometimes 12 hours   |
| Q.5        | What is the details of your local certificate of competency including radar certificate<br>請問你的船主證書類別，（包括雷達證書）Checked No radar certificate<br>須查驗證書，並留復印件 | Normally travel from Lamma Island to Ap Lei Chau; mainly travel from Lamma Island to Ap Lei Chau in recent years; seldom travel to Central but used to travel to Central in the past; Lamma V travelled to Central on Saturday and Sunday in summer in the past |
| Q.6        | Did you receive any radar training and certificated?<br>請問你是否進行過雷達訓練，並獲發證書嗎？<br>須查驗證書並留復印件  | No. The total number of crew members on Lamma V is 41.  |
| Q.7        | When did Lamma IV depart from Lamma Pier?<br>請問南丫四幾時離開南丫島電廠碼頭？  | set off at 2015 (hours)<br>On its way to Central for the fireworks display  |

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| Q.8  | How many crewmembers are required for Lamma 4?<br>南丫四小輪要求多少名船員？   | Three crew members, including the coxswain, engineer and sailor<br><br>No. of passengers and crew members : 127<br><br>Normally there are three crew members on board Lamma IV on unberthing<br><br>The assigned route of the Company is from the power station to Ap Lei Chau. The instruction to this effect is kept on board. |
| Q.9  | Was your vessel fully manned as required by your vessel's licence?<br>請問你輪根據證書配備了足夠船員嗎？   | Knew that it should be manned by four crew members;<br>Three crewmembers were arranged by the Company; I was the one tasked with execution.  |
| Q.10 | If no, did the company know that your vessel was undermanned before sailing?<br>如果不是，貴公司在開船前知否你輪配員不足嗎？  | Arranged by superior   |
| Q.11 | Why did your vessel sail while undermanned?<br>為何貴輪在配員不足時開航？  |  |
| Q.12 | How was your health conditions prior to boarding "Lamma IV" (alcohol, medicines, sickness, eyesight, etc.)<br>在登上南丫四前，你的身體健康狀況（飲酒，吃藥，或生病，視力情況，等等） | I took no medicine or alcohol; normal health; any chronic illness [No]; not on long-term medication; usually I take no alcohol   |
| Q.13 | General duty roster. Please fill the Record of Duty and Rest Hours for the past 4 days<br>你的值班安排，並請填寫最近四天的工作和休息時間表                                |  |
| Q.14 | Have you or your colleagues taken any headcount before departure?<br>在開航前，你或你同事有否清點過人數？   |  |
| Q.15 | If yes, How many were there passengers (adult and children) on board upon departure?<br>如果是，在開航時多少乘客（成人和小孩）在船？                                    | No idea of the number of adults and children;<br><br>It is a rule of the Company that no eating is allowed in the passenger cabin  |
| Q.16 | Was the passengers list kept on board?<br>船上保存有乘客名單嗎？   | No   |

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| Q.17 | <p>Did you have any idea of the location distribution of passengers? ( Lower deck, Upper Deck in cabin or after open deck )</p> <p>你知否貴輪上的乘客分佈情況？(下層甲板，上層甲板客艙或開敞甲板)</p>   | <p>(I) remember that there were about 40 persons on the upper deck (illegible);</p> <p>fewer than 40 persons on the open deck; about 40 on the lower deck; no idea of the distribution.</p>               |
| Q.18 | <p>Did the company issue any instructions for the passengers distribution? (Such as limit of number of passengers on after open deck areagk or upper deck)</p> <p>貴公司有否給過有關乘客在船上的分佈指示？(如在船尾開敞甲板上的人數限制或上層甲板)</p> | <p>The upper open deck can accommodate 14 people. When it is too crowded, arrangements should be made to advise the passengers to return to the cabin. I cannot remember the situation on that night.</p> |
| Q.19 | <p>During navigation, do you allow the passengers to go outside the cabin on after open deck?</p> <p>在航行中，你會允許乘客出到船尾開敞甲板嗎？</p>  |   |
| Q.20 | <p>Did you know that the most of passengers were on the upper open deck for night viewing before the accident? Is it safe?</p> <p>你知否大部分乘客在船尾開敞甲板觀夜景嗎？是否安全？</p>   |   |
| Q.21 | <p>Did you remember the passengers were standing or sitting down on the deck?</p> <p>你記得在船尾開敞甲板的乘客是坐還是站的嗎？(估計一下)</p>  |   |
| Q.22 | <p>Did you account the difficulty to restrict the passengers not to go the after open deck in your experience?</p> <p>在限制乘客去船尾開敞甲板時,你以前遇到過困難嗎？</p>  | <p>Passengers were in general co-operative when advised to return to the cabin.</p>   |
| Q.23 | <p>Did you switch on radar prior to unberthing?</p> <p>在開航前，你是否開啟了雷達？</p>   | <p>Switched on the radar. The field of vision was good. It is a practice to switch on the radar at night.</p>   |

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| Q.24 | Is it a normal practice to switch on the radar before sailing?<br>Any company instructions to switch on radar before sailing?<br>在開航前開啟雷達是正常的操作嗎？<br>公司有否開航前開啟雷達的指引？ | I learned it on my own. The Company instructs that the radar should be switched on when the field of vision is poor.<br>Operation manual (read).<br>The Company is supposed to provide training.<br>Long time ago made the request for training on radar operation, but no arrangements have been made. |
| Q.25 | If yes, Were they working properly?<br>如果是，雷達工作正常嗎？  | Normal. No irregularities.  |
| Q.26 | If no, why?<br>如果不，請問為什麼？  |   |
| Q.27 | Did you switch on the navigation lights?<br>請問你開啟了航行燈嗎？  | Yes.  |
| Q.28 | Did you confirm the navigation lights on "on" condition before departure?<br>How to confirm ?<br>在開航前，你有否確認航行燈是亮的？怎樣確定？  | There was an indicating light on the panel. If out of order, there would be an alert signal.  |
| Q.29 | If Radar on, what mode was radar operated (Relative/True, head up/ course up, range scale)?<br>如果雷達開啟，請問是什麼模式？<br>(相對運動，真運動，船首向上，航向向上，和距離量程)                         | Range of 1 nautical mile. Usually 1 nautical mile.<br>No one was specially assigned to monitor the radar.<br>Usually would not change to the head up mode.<br>Used <i>EBL</i> , <i>VRM</i> .  |
| Q.30 | Were engine and navigational equipment working properly after departure from berth and just before collision?<br>開航後到碰撞前，船上的機器和航行設備工作正常嗎？                            | Normal. No irregularities detected.<br>The steering gear was also normal.   |
| Q.31 | Did the crew, adult or children passengers put on lifejackets before departure?<br>在開航前，船員，成人和小孩乘客是否有著救生衣？   | No.   |
| Q.32 | Did you advise them to put on<br>你是否有建議他們穿上救生衣？  | (deletion) Cannot remember yes or no. Should be yes.  |
| Q.33 | Is the vessel fitted with a safety video demonstration system?<br>貴輪有配備安全視像播放系統嗎？  | Yes, there is such a system for playing the safety guidelines of the power station.   |

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| Q.34 | <p>Upon departure, have you played the video on safety instruction such as how to fasten safety belt, lifejackets donning, evacuation procedures?</p> <p>在開航時，你是否有播放安全指引，如怎樣系安全帶，著救生衣，和應急疏散程式</p> | No safety guidelines on the vessel was played.   |
| Q.35 | <p>What was the weather (wind, current, visibility, etc.) and sea conditions?</p> <p>請問當時的天氣情況和海面狀況？（風向風速，潮流，能見度等等）和海面狀況</p>  | <p>Good visibility; smooth sea. Huge waves, drifted with the current when moving upward(sic) from the power station;</p> <p>Three nautical miles. The vessel was very steady. Northeast breeze below level 3 to 4.</p>   |
| Q.36 | <p>After departure from Lamma Pier, which course(s) did you steer and which speed "Lamma IV" was maintained? (describe the steering activities)</p> <p>開航後，請問你輪的航向和航速？（描述駕駛情況）</p>                | <p>Leaving the exit of the typhoon shelter at 350° and 11.6-12kts;</p>   |
| Q.37 | <p>Did you check the heading frequently?</p> <p>你經常檢查航向嗎？</p> <p>Did you steer the vessel with the reading of magnetic heading?</p> <p>你是否用磁羅經航向車船？</p>   | <p>When leaving the exit of the typhoon shelter, the vessel accelerated to 1200RPM, still 350°; looked at the compass to steer the vessel; generally used the joystick-like lever and the <u>rudder angle indicator</u>; set off and yawed after one to two seconds.</p> |
| Q.38 | <p>Who were on the bridge and where were they?</p> <p>哪些人在駕駛臺和他們的位置？</p>  | <p>3 persons; engineer and sailor [before leaving the exit of the typhoon shelter]</p>   |
| Q.39 | <p>What were they doing on bridge?</p> <p>他們在駕駛臺做什麼？</p>  | <p>(When the vessel) unberthed kept an look-out from the bow to the stern; [sailor] filled in the log book; the engineer checked on the metre and the steering gear room[before (he)came up, (he) checked on the bow and the stern, and made a head count]</p>           |
| Q.40 | <p>Did you assign any crew to assist look-out during steering the vessel?</p> <p>車船時，你是否指定任何船員協助瞭望？</p>   | <p>The <u>engineer checked</u> on the metre, went down to the engine room and returned to the bridge afterwards.</p>   |
| Q.41 | <p>If yes, who did you appoint to assist look-out?</p> <p>如是，你指定誰協助瞭望？</p>  | No.  |

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| Q.42 | Does the company issue any instructions to restrict or prohibit any navigation-unrelated persons to enter bridge?<br>公司是否發出過限制或不準與航行無關人員進入駕駛臺？ | The Company has so required.   |
| Q.43 | Were any tour guides/organizers on bridge after sailing from Lamma Pier?<br>開航後是否有導遊或遊船 河組織者在駕駛臺？  | The organiser was a male (deletion), a member of the Recreation Section (literal translation)of the Company. When the vessel unberthed, (illegible) was not submitted. |

When the sailor went to inspect the cabin, they were on the left. The engineer [stood] on the right. (Illegible) was in the middle. (Illegible) when they returned after the inspection, they went to the rear of the vessel(deletion).

After I got out (of the vessel), I was not yet (illegible) but stood by the side of the vessel and saw nobody there. It was until then that (I) was towed by the rescue launch to the Marine Police craft. The sea was well lit. The [lifteraft] inflated itself. (I) saw people pulling (deletion) onto the liferaft.

(There were) 4 passengers. Two of them wore a life jacket, one had a lifebuoy, but I cannot remember the other one. I myself did not take anything with me.

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| Q.44 | If yes, did you permit their entry ?<br>如有，是你允許他們進來的嗎？<br>Or did you deny their entry? But failure<br>或者你不準他們進來？但是不成功。 | Failure (addition)  |
| Q.45 | If yes, what were they doing on bridge?<br>如有，他們在做什麼？  | <u>After (they) broke the window, water gushed into the vessel and it sank even faster</u> Cannot (sic).  |
| Q.46 | Did they chat with you?<br>他們是否有和你聊天？  | (The vessel) inclined vertically (illegible). The rescue arrived at about 2040 hours.   |
| Q.47 | If yes, did you think them interfering you steering safely or proper look-out?<br>如有，你是否認為他們幹擾了你的安全駕駛或適當瞭望？            | The first boat arrived. It was a yellow <u>inflatable rescue boat</u> with people in yellow.<br>(I think) the collision took place at <u>2019 hours</u> . My watch was accurate. I had not checked the time against it. |

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| Q.48 | Did they distract you attention from safe steering?<br>是否他們吸引了你的安全駕駛注意力？  |   |
| Q.49 | When did you first see “Sea Smooth” ?<br>什麼時候你第一次看到海泰（最早看到）   | <u>3 minutes. 6 cables</u><br>Shek Kok Tsui<br>(I) saw it at around 2018 hours. (I) think there were 3 cables   |
| Q.50 | If see, by sight or by radar at first?<br>如有看到，請問是通過眼睛看，還是通過雷達看到的？  | By sight. (illegible) check radar   |
| Q.51 | What was the bearing and range from your vessel at your first sighting of Sea Smooth?<br>第一次看到海泰時，到本輪的方位和距離？  | <u>Right in front</u> (of our vessel)<br><br>About 3 cables<br>From Shek Kok Tsui to typhoon shelter<br>9 cables  |
| Q.52 | Did you plot the target by radar plotting, or assess the risk of collision with the Sea Smooth by sight bearing or radar e-bearing?<br>你是否進行了雷達標繪，或通過目視方位或雷達電子方位進行碰撞危險評估？ | (illegible) possibly by radar before collision because there was a vessel at anchor out (illegible). (I) should be able to see (it) but (the visibility) was affected by the light.<br><br>I remember that there were one or two vessels at anchor. |
| Q.53 | If yes, What were the CPA, TCPA ?<br>如果是，請問 CPA 和 TCPA（最近通過距離和最近通過距離時間）   | When the rescuers arrived, there were three and a half windows(sic) left on the upper deck. The steering gear room flooded. Then, (I) broke (deletion) the left (illegible) and (deletion)went out through the window on the left.                  |

After 30 seconds, lighting was supplied by battery

Black out again in less than a minute.

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| Q.54 | <p>If see, What navigational lights did you see from the other vessel?</p> <p>如果看到，你看到了他船的什麼航行燈？</p>  | <p>Larboard and starboard, white mast light, yellow flash light.</p> <p>Three people discussed. Before that, could not recall if someone had indicated or not?</p>   |
| Q.55 | <p>What actions did you take when first seeing the other vessel (e.g. alteration of course, reduction of speed or reversing the engines)?</p> <p>初次看到他船時，你進行了什麼行動？(轉向，減速，或倒車)</p> <p>Did you assess the risk of collision with Sea Smooth after the sight of Sea Smooth? How to assess?</p> <p>在看到海泰後，你有未評估是否存在碰撞危險？怎樣評估？</p> | <p>1. right wheel 2. <i>Blast</i> 35 (steer panel)<br/>1 second</p> <p>3 seconds → bow swung (illegible) looked forward and saw the starboard bow at 030 to 040°. 3 to 4 o'clock direction.</p>  |
| Q.56 | <p>Did you take any avoiding actions before collision? When and how? (Course alteration, reduction or reverse engine?)</p> <p>在碰撞前你是否做了任何避免碰撞的行動？何時，怎樣？(轉向，減速或倒車)</p>   | <p>After reducing the speed, the engine stopped for 3-4-5 seconds and hit the stern. Did not reverse the engine. A dark shadow was cast. 050° <i>HEADING</i>. After the collision, reported to the police immediately. The engineer went down to the engine room (deletion) for an inspection and then the engineer cried that (deletion) there was a quick gush of water.</p>                 |
| Q.57 | <p>If yes, why did not you take avoiding action earlier?</p> <p>如果有，為什麼你不早點採取避碰行動？</p> <p>If no, Why did not you take any avoiding action?</p> <p>如果沒有，為什麼你不做任何避免碰撞的行動？</p>   | <p>Saw that there were injured people sitting on the floor. Did not know the name of the other ship involved.</p> <p>Did not (illegible).</p> <p>The engineer cried in the stairway of the lower deck there was a quick gush of water. "Coxswain, there is a quick gush of water", and then asked the crew member to fetch life jackets for the passengers. Entrance of the engineer room.</p> |
| Q.58 | <p>Prior to or at taking avoiding actions, did you give any light and/or sound signals? How and what?</p> <p>在進行避免碰撞行動前或行動時，你是否發放了聲光信號？何種信號？</p>  |  |
| Q.59 | <p>If yes, for what purpose?</p> <p>如果是，為什麼目的？</p>  |  |

I was rescued afterwards and it was until then that I knew the other ship involved was Sea Smooth. When we distributed the life jackets, the stern was tilting further. In less than a minute, the bow was holding the wheel. I fell when I turned around. Have no idea about the degree of inclination and the displacement of seats during the collision. At the very beginning, no seats were displaced. The first two front rows were displaced. When we were waiting for rescue, the seats on the right were displaced. My right hand was injured.

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| Q.60 | Did you observe a collision avoidance action taken by Sea Smooth before and after the collision? ( Altering course or reduce speed )<br>在碰撞發生前後，你有否看到海泰進行了避免碰撞的行動？(轉向或減速)  | Did not observe any speed reduction and signal.  |
| Q.61 | What was the traffic condition in the area at the time of collision?<br>碰撞發生的當時，該地點的交通情況怎樣？  | No impact.   |
| Q.62 | Did any background lighting / lights affect you keeping a proper look-out?<br>是否任何背景燈光影響你保持適當的瞭望？  | Did not observe anything before. Possibly affected by lighting. No impact. Could not see. (deletion)<br>Maybe (addition) slight impact. (deletion) |
| Q.63 | Did you see any vessels in the anchorage?<br>你看到錨地的任何船嗎？   | One or two.  |
| Q.64 | Did you see any vessels moving around and between Lamma IV and Sea Smooth?<br>你是否看到南丫四和海泰之間或旁邊有船在行駛？   | No.  |
| Q.65 | Did you think the sea room and vessels in the vicinity restrict your manoeuvring?<br>你認為當時的水域環境和周圍的船限制你的操縱嗎？<br><br>How long duration was it from the first finding of Sea Smooth to collision?<br>從第一次看到海泰到碰撞是多長時間？ |  |

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| Q.66 | Did the traffic condition cause you any concern on the safety of navigation?<br>當時的交通狀況對你的安全航行造成了影響嗎？   | No   |
| Q.67 | Did you communicate with the other vessel i.e. "Sea Smooth" or the vessels in the vicinity, before and after the collision? (VHF / cell-phone)<br>在碰撞發生前後，你是否和他船進行了交流？如海泰或在附近的他船，（高頻無線電話或手提電話）  | No <u>VHF</u>  |
| Q.68 | Did you communicate with other colleagues in bridge of Lamma 4 before collision?<br>在碰撞前，你是否和在駕駛臺的同事有交談？  | No   |
| Q.69 | After departure of Lamma pier, did you report your departure to you company or concerned head quarter?<br>在開航後，你有否向公司和上級報告你船的開航？  | A person at the Company control room.<br>Always unable to reach him. |
| Q.70 | Did you use your mobile phone before and after collision?<br>在碰撞發生前後，你是否用過手提電話？(如有，能否提供號碼和對方號碼)   |  |
| Q.71 | Did you communicate with Marine Department e.g. VTC/MRCC by VHF before/after collision?<br>在碰撞前後，是否和海事處（VTC、MRCC）有通訊聯系？   | Unable to do so.   |
| Q.72 | Did you make any broadcast on board before and after the collision e.g. inform the passengers of the collision and instructed them to put on lifejackets? Or address abandon ship, or organize the evacuation by crew?<br><br>碰撞前後，你有否廣播通知乘客該事故，並通知他們穿著救生衣，或宣佈棄船，或組織撤離？ | Cried out.   |

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| Q.73 | If yes, what time did you announce?<br>如有，什麼時候你宣佈棄船？  |   |
| Q.74 | What time did you know the name of<br>opposite vessel of collision?<br>你何時知對方船名？(碰前，碰後)   |   |
| Q.75 | How many adult and children<br>lifejackets were kept on board and<br>their locations on board?<br>船上有多少成人和小孩救生衣，和<br>其存放位置？     | Under every seat, and also in the crew cabin.<br>No children lifejackets. |
| Q.76 | Did you assist any passengers to<br>donning the lifejackets?<br>你有否協助乘客著救生衣？  | Yes   |
| Q.77 | Did you assist any passengers to<br>evacuate?<br>你是否有協助乘客撤離？  | Yes   |
| Q.78 | Did you try to contact with Sea<br>Smooth after collision?<br>在碰撞後，你是否嘗試和海泰聯<br>系？  |   |
| Q.79 | Did you try to ask assistance from<br>Sea Smooth after collision?<br>碰撞後，你是否嘗試尋求海泰的協<br>助？                                      |   |
| Q.80 | Did you see Sea Smooth switched on<br>deck(out door/search) light to<br>illuminate the sea surface?<br>你是否看到海泰打開甲板或搜索燈<br>照亮海面？ |   |
| Q.81 | Did you have any idea of any<br>passengers overboard due to the<br>collision?<br>你知否有人因為碰撞墜海？                                   |   |
| Q.82 | Did you know how many persons<br>injured due to collision?<br>你知否多少人因碰撞受傷？  | Saw it.   |
| Q.83 | Did the other vessel render any<br>assistance after collision?<br>碰撞後，他船有否提供協助？   |   |
| Q.84 | If yes, please name the vessels:<br>如果有，請提供船名：  |   |

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| Q.85 | <p>How long did Sea Smooth stay at scene before departing for Lamma Island? Did Sea smooth render assistance to you before leaving?</p> <p>海泰在開往南丫島之前在現場停留了多久？</p> <p>在海泰離開之前，給過任何幫助嗎？</p>                            | Cannot remember. Only learned about the name of the vessel afterwards.           |
| Q.86 | <p>Did you see that the Sea smooth attached with Lamma IV after collision? 你是否看到了海泰和南丫四碰撞後連在一起？</p>   |  |
| Q.87 | <p>How long did the Sea Smooth attached with Lamma IV after collision?</p> <p>如有，碰撞後該兩輪連在一起多長時間？</p> <p>What were the movements of them after attached together?(please described)</p> <p>請描述兩船在連在一起後的動態？</p>         |  |
| Q.88 | <p>Did you feel or observe the Sea Smooth separating from Lamma IV by reversing her own power?</p> <p>你感覺或觀察到海泰通過倒轉其自身動力從南丫四脫離嗎？</p>  |  |
| Q.89 | <p>Do you have any knowledge on the stability of "Lamma IV" e.g. maximum no. of compartment(s) which can be flooded to keep the vessel remain afloat before sinking?</p> <p>你瞭解南丫四的穩性嗎？</p> <p>例如：最多幾個艙室可以被水浸而不沉？</p> |  |
| Q.90 | <p>Do you have any idea why Lamma IV" sank so quickly?</p> <p>你知否為何南丫四會如此迅速沉沒？</p>  | I guess it sank so fast because water gushed into the three cabins at the stern. |
| Q.91 | <p>Did you know what compartment was flooding?</p> <p>你知否你船哪些艙室水浸？</p>  |  |

|      |  |   |
|------|--|---|
| Q.92 | How long after collision had Lamma IV lost her power<br>碰撞發生後多久你失去動力，或電力？  | Light engine went off in 30 second. Complete blackout in 1 minute.  |
| Q.93 | Did you know the condition of the chairs in passengers cabin on upper deck? (screw or multi screw nail for rigging the chairs )<br>你知否上層甲板乘客艙室的座椅狀況嗎？(鏢栓或多樣的鏢釘固定)  | Secured by tightening screws.<br>Cannot remember if they have been moved away in the past. I myself have not moved them away. |
| Q.94 | What do you think why the chairs came off their seats after the accident?<br>對於座椅在事故後脫離原位，你怎樣看？  |   |
| Q.95 | How long did your vessel remain afloat after collision?<br>在碰撞後，你船保持浮態多長時間？<br>Did you and / or crew inspect any space to find the water flooding? If yes, how to inspect? through hatch cover or outside?<br>你和船員檢查過艙室入水嗎？如是，怎樣檢查？是通過艙口蓋還是外邊？ | Informed Lamma II. Did not inform the Company.  |
| Q.96 | After collision, for how long did the upper deck come to submerge?<br>在碰撞後，多久後你船二層甲板開始水浸？  |   |
| Q.97 | Before collision, did you observe/hear the light/sound signals from the other vessel?<br>在碰撞前，你是否看到、聽到他船的聲光信號？   |   |
| Q.98 | Did your company provide you with any emergency procedures to deal with emergencies e.g. collision, safety instructions or operational guidelines?<br>你公司有提供應對緊急狀況的應急程式嗎？如碰撞的：安全指引，或操作指南？  |   |

Took part in the 'sor bau' (transliteration) of Lamma IV: no problem with control performance. Lamma IV steering a bit sluggish. 3 ship-lengths→*Top*→*Stern* / can stop vessel, 9 seconds. In my experience 1. Control performance of the vessel (illegible) was perfectly normal.

|       |   |   |
|-------|---|---|
| Q.99  | Did the company give any instructions or assistances after you reported the accident?<br>在你報告碰撞事故後，公司有否給你指示或幫助？   | No  |
| Q.100 | Did the vessel carry out any emergency drills in the past?<br>If yes, What kind of drill?<br>你船以前有否進行任何應急演習？如有，什麼樣的演習？  | Did so every Saturday. ) briefing on <u>fire fighting</u><br>Always reported to the company. ) survival |
| Q.101 | Were you aware of MDN No. 131 of 2012 giving navigational warning on 2012 National Day Fireworks Display? How did you know this MDN? What kind caution was required in the MDN?<br>你知道關於 2012 年的煙花匯演的 131 號海事處航行警告嗎？是如何知道的？知道在通告裏要求什麼樣的謹慎嗎？ | Cannot remember other requirements.   |
| Q.102 | After departure from Lamma Pier, was the condition of Engine room doors (Open or close)?<br>在南丫島開航後，機房門的狀況（開還是關）？   | It's the engineer's job. Not quite sure.  |
| Q.103 | Did you know the condition of the hatch cover of Tank space? Open or close, if closed, was it secured?<br>你知道油艙的艙蓋是開還是關的嗎？如果是關的，是否是鎖緊的？   |   |
| Q.104 | Did you know the condition of hatch cover of steering gear room? secured?<br>你知否舵機房的艙蓋是開否關的？平時是緊鎖的嗎？  |   |

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| Q.105 | Where were you and other crew members position / location at the time of collision? And after (standing up or sitting down)<br>在碰撞發生前或之後，你和船員在船上什麼位置？(是站還是坐？) |                  |
| Q.106 | Did you observe or remember when Lamma IV commenced trimming by stern?(How long duration was it after collision?)<br>你觀察或記得何時南丫四開始中尾？在碰撞發生後多久？                |                  |
| Q.107 | When the vessel was sinking, where were you?(standing or sitting ?)<br>船沈時，你的位置，是站還是坐？  |                  |
| Q.108 | Did you observe or record the draft before departure?(or any estimated draft)<br>開航前，你觀察或記錄了吃水(食水深度)嗎？(或估計吃水)   |                  |
| Q.109 | Did you know or record the quantity of fuel oil before departure? (or estimated figures)<br>開航前，你知道或記錄了燃油數量嗎？(或估計數量)  | 3900 L           |
| Q.110 | Did you know or record the quantity of fresh water before departure? (or estimated figure)<br>你知道開航前的淡水存量嗎？(或估計數量)  | Cannot remember. |
| Q.111 | Did you now or record the quantity of oily water?(or estimated quantity)<br>你知道污油水的存量嗎？(或估計數量)  | Probably no.     |

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| Q.112 | <p>Did the company assign a route plan for passage between Lamma Island and Central?</p> <p>公司有否設定從南丫島到中環的計劃航線？</p> <p>Were you instructed by the company to follow the above company recommended route?</p> <p>Did you follow the recommended route before collision?</p> <p>If not, why did not you follow?</p> <p>公司有否指示你須遵守該推薦航線？碰撞前，你是否遵守該航線？如果沒有，為什麼？</p> |  |
| Q.113 | <p>When and where you take your dinner before sailing? Did you take any alcohol, drugs, medicines?</p> <p>Who serve the dinning to you before departure from Lamma Pier?</p> <p>你在開航前在何時、何地進食晚餐？你有否進食任何酒類，藥片，等等？誰給你提供食物？</p>  | A room at the pier.  |
| Q.114 | <p>Are there any company instructions – No alcohol, No drugs, and no medicines before taking up duty?</p> <p>公司有否相關指引：當班前不能飲酒，不能服麻醉品，不能食藥嗎？</p>   |  |
| Q.115 | <p>Did you have any idea about the spare ropes and miscellaneous parts stores location before departure?</p> <p>在開航前，你知否船上的繩索和各種物料的存放位置？</p> <p>Did you think the quantity of stores and spare parts on board was normal?</p> <p>你是否認為船上的備用物料或備件數量正常或過多？</p>  | <p>Yes, the crew cabin.</p> <p>(illegible) cabin.</p> <p>There was a small quantity of garbage bags in (illegible) locker.</p> |
| Q.116 | <p>What is the normal service speed of Lamma IV ?</p> <p>請問南丫四的巡航速度？</p>  |  |
| Q.117 | <p>Why was the speed of Lamma IV only 12/13 knots before collision?</p> <p>左碰撞前，為何南丫四的速度大約是 12 到 13 節？</p>  |  |

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| Q.118 | What is the stopping / crash stop distance, manoeuvring characteristics of you vessel<br>請問你船的停船，緊急停船距離，及操縱特性？  | Three ship-lengths.  |
| Q.119 | What was the past record – any prosecution? (Ask VTC, any claiming recording)<br>你以前的記錄，被檢控過嗎？  |  |
| Q.120 | Have you been tested for alcohol, drugs, medicine effect after the collision?<br>在碰撞後，你是否有進行酒精，毒品，藥物測試？   |  |
| Q.121 | In your opinion, what is the minimum safe passing distance between your vessel and Sea Smooth?<br>在你看來，你船和海泰通過的安全距離是多少？   | There were occasions of passing it at short distance.<br>Cannot remember how many times.<br>Five to six ship-lengths would be desirable. |
| Q.122 | In your opinion, is the safe passing distance related with the passing speeds of both vessels?<br>在你看來，安全通過距離是否和通過的兩船的速度有關？   | It would be desirable to keep a distance.  |
| Q.123 | What was your reaction right before the collision? (e.g. crash stop, speed up, or alter course by hard rudder)<br>在碰撞發生時，你有什麼反應？<br>如緊急停船，或加速，或滿舵轉向？  | Hard starboard, stop engine  |
| Q.124 | Did you remember the last condition of engine telegraph before you abandon the ship?<br>你記得在棄船前，機器的最後波位？(前波，空波，後波？)   | The vessel stopped (deletion). <u>Gear (lever) box</u> could not (sic) be operated manually when falling down.                           |
| Q.125 | Did you hear the alarm of navigation lights failure before collision?<br>碰撞前，你是否聽到航行燈失效的警報？<br>Did you remember when you changed the navigation light lamp or lamps last time? (what light)<br>你記得最近什麼時候換的航行燈？<br>什麼燈？(左右舷燈，桅燈) | Routine  |

Information for Marine Accident Investigation

Human Activity Data Form

Name: *CHOW CHI WAI* Rank: Coxswain of "Lamma IV"  
*CHOW Chi-wai*

Table of previous (sic.) 96 Hours Activity [D-X = Day of Casualty]

| Day           | 00 | 01 | 02 | 03 | 04 | 05           | 06                      | 07   | 08       | 09       | 10       | 11 | 12     | 13   | 14 | 15  | 16      | 17 | 18  | 19 | 20 | 21 | 22             | 23 |            |
|---------------|----|----|----|----|----|--------------|-------------------------|------|----------|----------|----------|----|--------|--|----|-----|---------|----|---|----|----|----|----------------|----|------------|
| 27-Sep<br>D-4 |    |    |    |    |    | △            |                         | 0705 | △        |          | Lamma II |    |        |  |    |     |         |    |   |    |    |    | △              |    | Lamma II   |
| 28-Sep<br>D-3 |    |    |    |    |    | △<br>Wake up | △<br>0715 Tsui Sha Tsui |      | Lamma V  | Lamma IV |          |    |        | Cannot remember "how much water" (literal translation) |    | bus | Kowloon |    | Ap Lei Chau<br>△Off Duty<br>△1930 Go home |    |    |    | △Sleep         |    | On (duty)2 |
| 29-Sep<br>D-2 |    |    |    |    |    |              |                         |      | △Wake up |          |          |    |        |  |    |     |         |    |   |    |    |    | △Sleep         |    | Rest       |
| 30-Sep<br>D-1 |    |    |    |    |    |              |                         |      |          | △Wake up | bus      |    | Hiking |  |    |     |         |    | Rest                                      |    |    |    | 2230<br>△Sleep |    | Quarry Bay |
| D-X           |    |    |    |    |    |              |                         |      |          |          |          |    |        |  |    |     |         |    |   |    |    |    |                |    | Rest       |

△0930 bus  
1130 △ Boarding the vessel for handover  
△

[X: Time of Accident; F: Meal; W: Watch; M: Maintenance work; S: Sleep; C: Cargo Watch; R: Recreation, including time ashore; A: Alcohol drink]

Health: *Good*  
Personal Issues: *No medication. No chronic illness.*

0815 Lamma → Ap (Lei Chau)

Cannot remember “how much water”(literal translation)

1700 Lamma — Ap (Lei Chau)

01-007-2012 [steering by self]

1245→ Lamma — 1330 (illegible)(deletion)

1340 — (illegible) → Central (illegible)

Stopped for a few minutes

1345 Central — Ap (Lei Chau) — (illegible)

1500 1425

1440 Ap (Lei Chau) — Lamma → “Down Up” (literal translation)  
(5 hours on board)

had meal at the Company canteen [cleansing]

2015 Lamma —