

(Translation)

HONG KONG POLICE FORCE

PERSONAL DATA

6a

STATEMENT/REPORT

Report No. MAR RN 12000195 Station. MAR  
Name of informant/witness Male LEUNG Tai-yau C.C.C. No.  
Age [REDACTED] Sex M H.K. I/D No. [REDACTED]  
Address [REDACTED]  
Tel. No. [REDACTED] Occupation Sailor  
Nationality and dialect Bao'an/ Punti dialect  
Taken by DSPC 46362 in Chinese language  
at 0515 hours on 2012-10-02 at (Place) MHQ  
Interpreter / (Translated by NG MAN YEE, PTR POOL MAR HQ) (1211012)

States:—

I am willing to make a statement to the Police. The statement I am about to make is true to the best of my knowledge and belief and I make it knowing that if I wilfully state anything which I know to be false or do not believe to be true, I may be liable to prosecution for a criminal offence.

Signed Yau

Witnessed by

Interpreted by /

I am the person mentioned above, [REDACTED] and living with my family at the aforesaid address. I received primary education. I can read and write Chinese language.

(2) I make a statement to the police about the vessel collision, RN No. MAR RN 12000195. It happened when the vessel had sailed for 10 minutes in the west of Yung Shue Wan at about 8:20 pm on 2012-10-01. The statement is taken from me by DPC 46362.

(3) Since March 1982, I have been working for the Hongkong Electric Company as a sailor and my main duties are to deal with the miscellaneous work onboard the vessel of my company. I obtained a Master Licence for 60 tonnes, a 150 HP Engine Operator Licence, a Pleasure Vessel Master and an Engine Operator

This form may be used to record reports (a) taken while Report Book is not available, (b) of persons unable to come to station and (c) of incidents occurring outside station area.

Grade 1 licence. I am experienced in navigation.

(4) My duty hours are from 8:00 am to 6:00 or 8:00 pm. It depends on the operational need and an adjustment will be made. On 2012-10-01, for a special activity of our company, my working hours were changed from 8:00 am to a later time, that is 12:00 pm. I reported for duty at Lamma Island Power Station on time. After I had punched time clock, I performed duties with my captain CHOW Chi-wai and LEUNG Pui-sang, a launch mechanic. Today, we were responsible for driving "Lamma IV". After we started work at 12:00 pm, we went aboard to get the things ready. About 12:45 pm, we left Lamma Island Power Station for the pier off the Clock Tower in Tsimshatsui. Firstly, we picked up several ten passengers. They went aboard the vessel at about 1:30 pm and then went to Central Pier No. 9 where several ten people went aboard the vessel. I could not remember the exact number of the people. Afterwards, we drove to the pier of South Horizons, Ap Lei Chau and picked up 71 people because the group of passengers was accompanied by our company staff. The public relations officer told me that there were 70 people. I also counted them by myself and confirmed that there were 70 people. Before setting sail, one more person went aboard our vessel. Therefore, the total number of people was 71. Among more than one hundred people onboard the vessel, some of them went to work at Lamma Island Power Station but most of them were the families or friends of the staff members of the Hongkong Electric Company. They went aboard the vessel because they joined the activity held by our company. After we had picked up all the

passengers, our vessel sailed towards Lamma Island Power Station at about 2:35 pm. At about 2:55 pm, we reached the private pier of Lamma Island Power Station. Then all the passengers went ashore, only leaving the three of us onboard our vessel because our company informed us that they would go aboard again at a later time and we would drive them to view the firework display. Therefore, we berthed "Lamma IV" at the pier. At 7:30 pm, the people went aboard one after the other. At about 8:00 pm, I counted the number of people and 121 people had gone aboard. However, as the firework display started at 9:00 pm, it would be too early for us to arrive at the maritime control area off Shun Tak Centre in Central if we set sailing from Lamma Island at 8:00 pm.. We were afraid that the passengers would feel uncomfortable about the choppy sea there. Then the captain decided to set sailing at 8:15 pm and broadcast the message to the passengers. As there were many children onboard our vessel, I watched over them at the passenger cabin until the time was up. Then I cast off and shut the doors. I went up to the wheelhouse and reported to the captain that there were 121 passengers. I made an entry in the log navigation book. The captain set sailing. I also checked the situation of the passenger cabin once more and about two or three minutes later, I returned to the wheelhouse to act as a lookout. Then the vessel departed from Lamma Island Power Station. We sailed for several minutes at a speed of about 11 knots. At that time, it was completely dark but the weather was fine and the visibility was good. When we travelled to the west of Yung Shue Wan, I suddenly found a catamaran approach us at a high speed at a distance of 300 m from the portside. Then I immediately alerted the captain by saying, "Portside, a vessel is approaching

very quickly." The captain immediately turned starboard to avoid it. However, the other party bumped against our portside stern very quickly. The whole vessel shook once and then many passengers fell down. I immediately went to the two passenger cabins for a check and found many injured people and some damage too. Therefore, I reported it to the captain who then instructed me to ask the passengers to wear lifejackets. Then I helped two children wear their lifejackets. I thought it was two or three minutes when the vessel started to tilt and then sank very quickly. Fortunately, I could run out in time and put the children on the lifeboat. I floated in the sea until someone came to rescue me.

Question (1): At the time of vessel collision, which part in the wheelhouse were you at?

Answer (1): I had already patrolled past the cabins and intended to enter the wheelhouse to act as a lookout. Once I opened the door, I saw the vessel approaching us very quickly. Therefore, I immediately alerted the captain and he steered to avoid it.

Question (2): Did the other party switch on any navigation light?

Answer (2): Yes. I saw the navigation light on the vessel of the other party.

Question (3): Well, what response did the captain make?

Answer (3): He only steered and did not give any blast or no other action.  
He also answered me, "Yes. Don't know why the vessel travel so near."

Question (4): Who else was also in the wheelhouse?

Answer (4): Apart from the captain, I also saw a male colleague who was a public relations officer of our company. However, I do not know him. I also do not know his name.

Question (5): While you were on duty today, did you drink any alcoholic drinks?

Answer (5): No.

Question (6): Did you see any other crew members onboard the vessel drink wine?

Answer (6): No.

Question (7): How long have you partnered with the captain CHOW

Chi-wai?

Answer (7): About two to three years.

Question (8): Well, where was the launch mechanic at the time of the vessel collision?

Answer (8): I did not see him at the wheelhouse. I did not know where he was.

I have been informed that my criminal records kept under the Police Force Ordinance, Cap. 232, Laws of Hong Kong, by the Commissioner of Police may be disclosed to the defence in subsequent criminal proceedings.

This statement consisting of 6 pages in the Chinese language, each signed by me, has been read by me and I have been told that I can correct, alter or add anything I wish. (Sgd.) DSPC 46362 (Sgd.) Yau