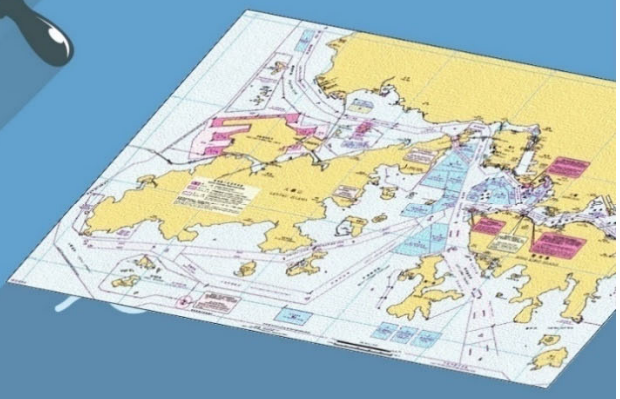
海事處
Marine Department

Examination Guidebook on Hong Kong Waters Local Knowledge



Examination Guidebook on Hong Kong Waters Local Knowledge

Disclaimer

The Guidebook facilitates public understanding on the examination requirements and the required local knowledge for navigating within Hong Kong Waters. The information contained in this guidebook is compiled by the Marine Department for general information only. Whilst the Marine Department endeavours to ensure the accuracy of this general information, no statement, representation, warranty or guarantee, express or implied, is given as to its accuracy or appropriateness for use in any particular circumstances. The Marine Department is not responsible for any loss or damage whatsoever arising out of or in connection with any information.

March 2026 Edition

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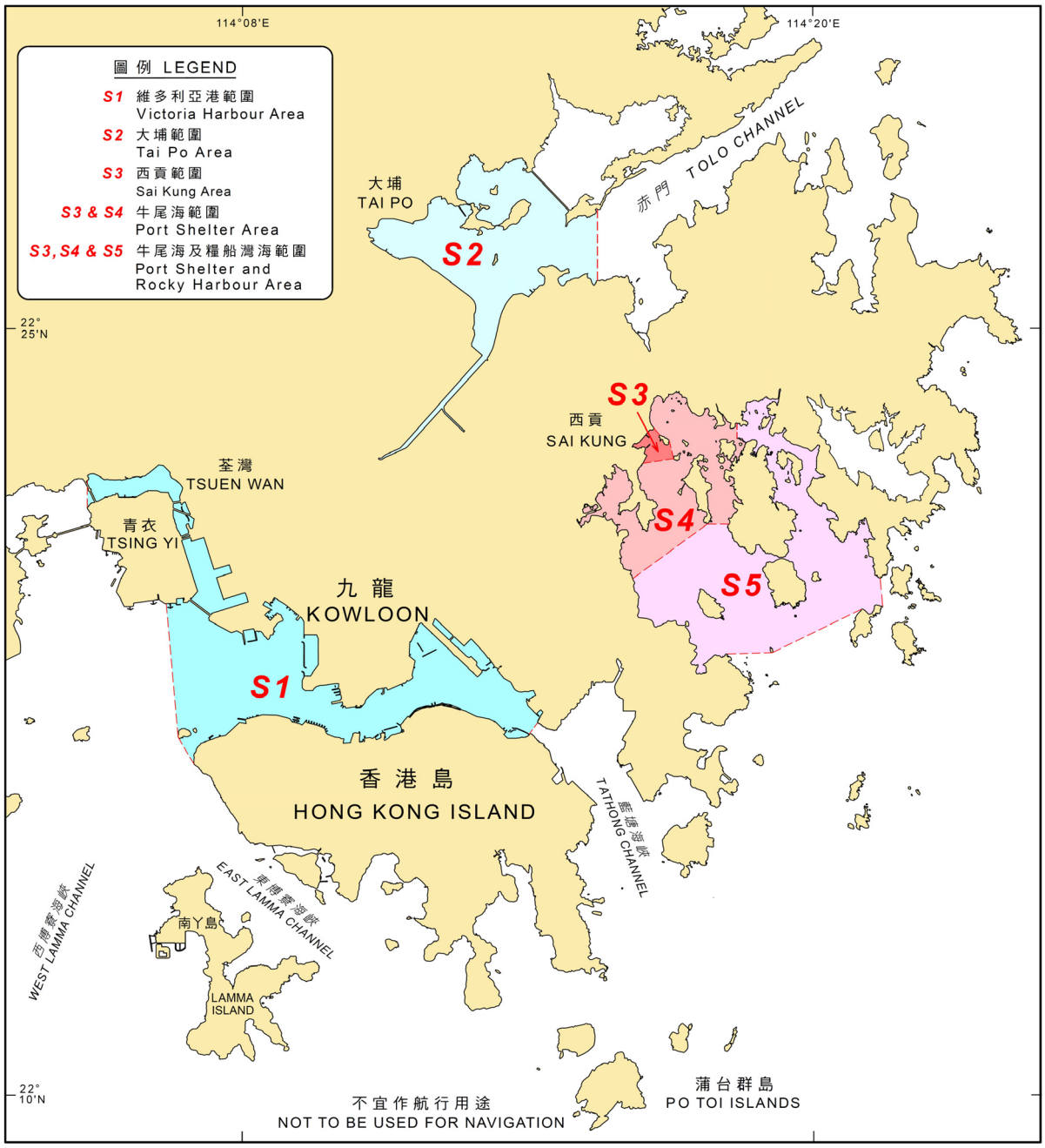
Remark

Relevant Hong Kong laws in the guidebook will be indicated in the following manner: For example, [548F/20(1)] means section 20(1) of Chapter 548F of the Laws of Hong Kong.

Chapter 1 — Victoria Harbour and Specified Sheltered Waters



S1 Victoria Harbour Area — The waters contained within harbour boundaries.

S2 Tai Po Area — The waters of Tolo Harbour and Plover Cove enclosed to the westward of Tang Chau.

S3 Sai Kung Area — The waters bounded on the west of Yeung Chau and Pak Sha Chau.

S4 Port Shelter Area — The waters of Sai Kung Hoi and Port Shelter bounded on the west of Kau Sai Chau and the north of Ah Kung Wan and Kiu Tsui Chau.

S5 Port Shelter and Rocky Harbour Area — The waters bounded on the north of Sha Tong Hau Shan and Lung Ha Wan.

Victoria Harbour Area

The waters contained within the following boundaries—

On the north — The shoreline of Kowloon and the New Territories;

On the east — A straight line drawn from the northern shore of A Kung Ngam at position 22°17.058' north 114°14.027' east to the southern shore of Lei Yue Mun at position 22°17.273' north 114°14.192' east;

On the south — The shoreline of Hong Kong Island;

On the west — A straight line drawn from the westernmost point of Hong Kong Island to the westernmost point of Green Island, thence a straight line drawn from the westernmost point of Green Island to the southern shore of Tsing Yi at position 22°19.623' north 114°06.400' east, thence along the southern, eastern and northern shorelines of Tsing Yi to the westernmost extremity of Tsing Yi and thence a straight line drawn true north therefrom to the mainland. **[548D/Schedule 2]**

Tai Po Area

The waters of Tolo Harbour and Plover Cove (Shuen Wan Hoi) enclosed to the westward of a straight line drawn true north and south through Tang Chau light.

[548D/Schedule 2]

Sai Kung Area

The waters bounded on the west by the mainland shore, on the north by a straight line drawn from position 22°23.056' north 114°16.653' east to the northern extremity of Yeung Chau thence along the western, southern and eastern shore of Yeung Chau to the eastern extremity of Yeung Chau; on the east by a straight line drawn from the eastern extremity of Yeung Chau to the western extremity of Pak Sha Chau, and on the south by a straight line drawn from the western extremity of Pak Sha Chau to position 22°22.363' north 114°16.422' east. **[548D/Schedule 2]**

Port Shelter Area

The waters of Port Shelter bounded on the north and west by the mainland shore, on the south and east by a straight line drawn from position 22°20.111' north 114°16.207' east to the southern extremity of Sharp Island (Kiu Tsui Chau), thence by a straight line drawn true east to the shore of Kau Sai Chau at position 22°21.177' north 114°18.237' east, thence along the western shore of Kau Sai Chau to a causeway at position 22°22.386' north 114°18.284' east, thence along

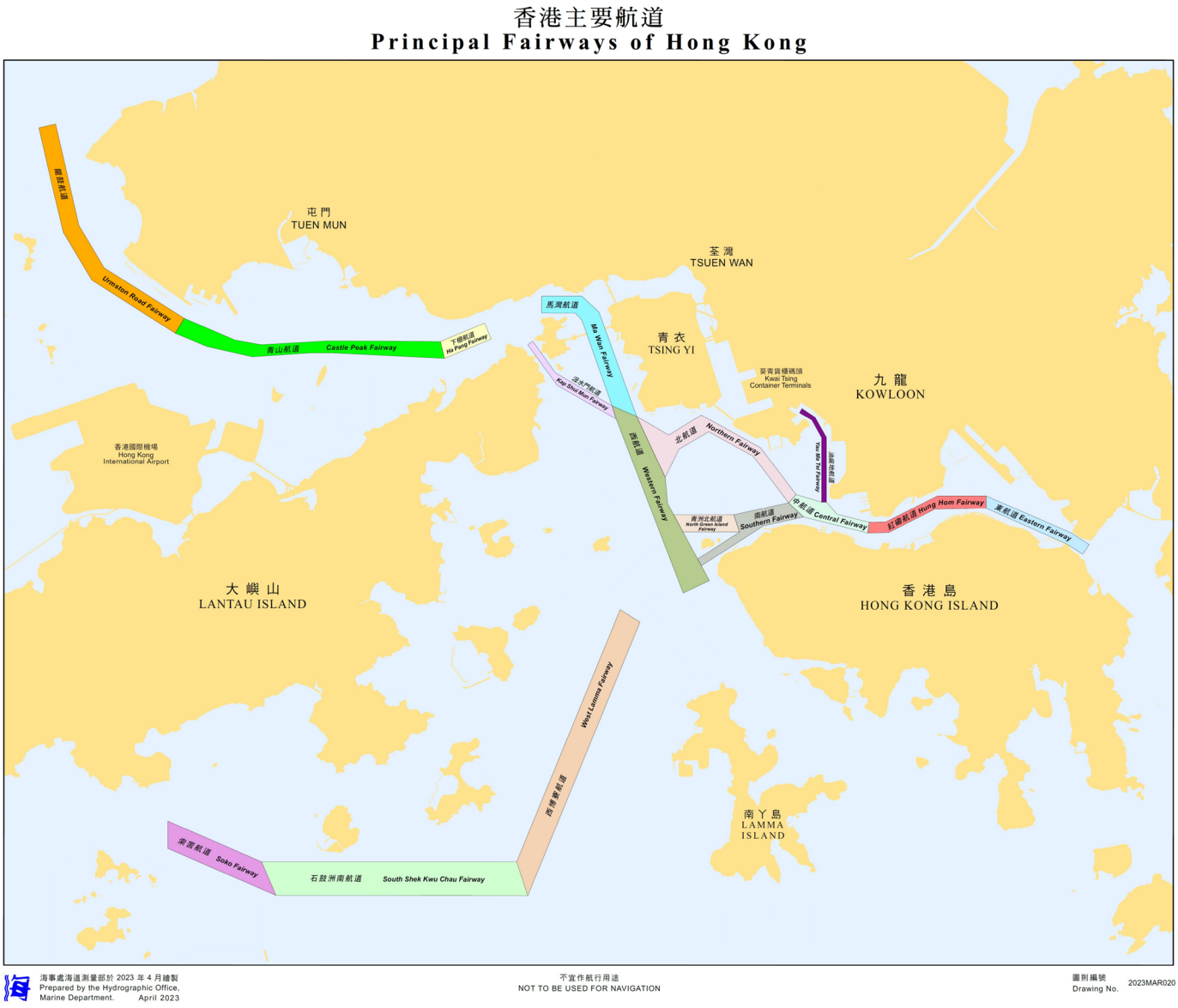
the southern side of the causeway to the southern shore of Yim Tin Tsai, thence along the western, northern, eastern and southern shore of Yim Tin Tsai, and the northern side of the causeway back to the shore of Kau Sai Chau, thence along the northern shore of Kau Sai Chau to the breakwater light of Yim Tin Tsai Typhoon Shelter, and thence by a straight line drawn true north to the mainland at position 22°23.144' north 114°18.401' east. **[548D/Schedule 2]**

Port Shelter and Rocky Harbour Area

The waters of Port Shelter and Rocky Harbour bounded on the north and west by the mainland shore and on the south and east by a straight line drawn from the eastern shore of Lung Ha Wan at position 22°18.632' north 114°18.199' east to the southern extremity of Ping Min Chau, thence by a straight line drawn to the north-westernmost point of Bluff Island (Sha Tong Hau Shan) at position 22°19.507' north 114°21.015' east, thence by the northern shore of Bluff Island (Sha Tong Hau Shan) to its eastern extremity, and thence by a straight line drawn to the southernmost point of High Island (Leung Shuen Wan). **[548D/Schedule 2]**

Points to Note for Specified Sheltered Waters

The specified sheltered waters within Hong Kong waters are designated for some local vessels, such as outboard open sampan, fishing sampan, etc. Having regard to the vessel safety and the limitation of their license conditions, those vessels are only permitted to operate within the specified sheltered waters.



Principal Fairways

To enhance navigation safety, the Marine Department establishes principal fairways in busy waters to regulate vessel movements. Vessels navigating within the principal fairways are required to comply with the International Regulations for Preventing Collisions at Sea (COLREGs), 1972 mandated by the International Maritime Organization (IMO) to avoid collision, including Rule 9 of COLREGs to navigate as close to the right side of the fairway as practicable and follow specific procedures when overtaking other vessels. Given the busy marine traffic, fishing activities are prohibited in all principal fairways. At present, there are 16 principal fairways in Hong Kong waters. The boundaries of principal fairways are set out in the Shipping and Port Control Regulations, and are amended from time to time having regard to the latest marine traffic pattern and volume. **[313A/Schedule 3]**

There are 16 Principal Fairways in the waters of Hong Kong:

	7 within Victoria Harbour		9 outside Victoria Harbour
1	Eastern Fairway	8	Western Fairway
2	Hung Hom Fairway	9	Ma Wan Fairway
3	Central Fairway	10	Kap Shui Mun Fairway
4	Yau Ma Tei Fairway	11	Ha Pang Fairway
5	Northern Fairway	12	Castle Peak Fairway
6	North Green Island Fairway	13	Urmston Road Fairway
7	Southern Fairway	14	West Lamma Fairway
		15	South Shek Kwu Chau Fairway
		16	Soko Fairway

Traffic Separation Schemes:

There are two traffic separation schemes (TSS) within Hong Kong waters which are adopted by IMO:

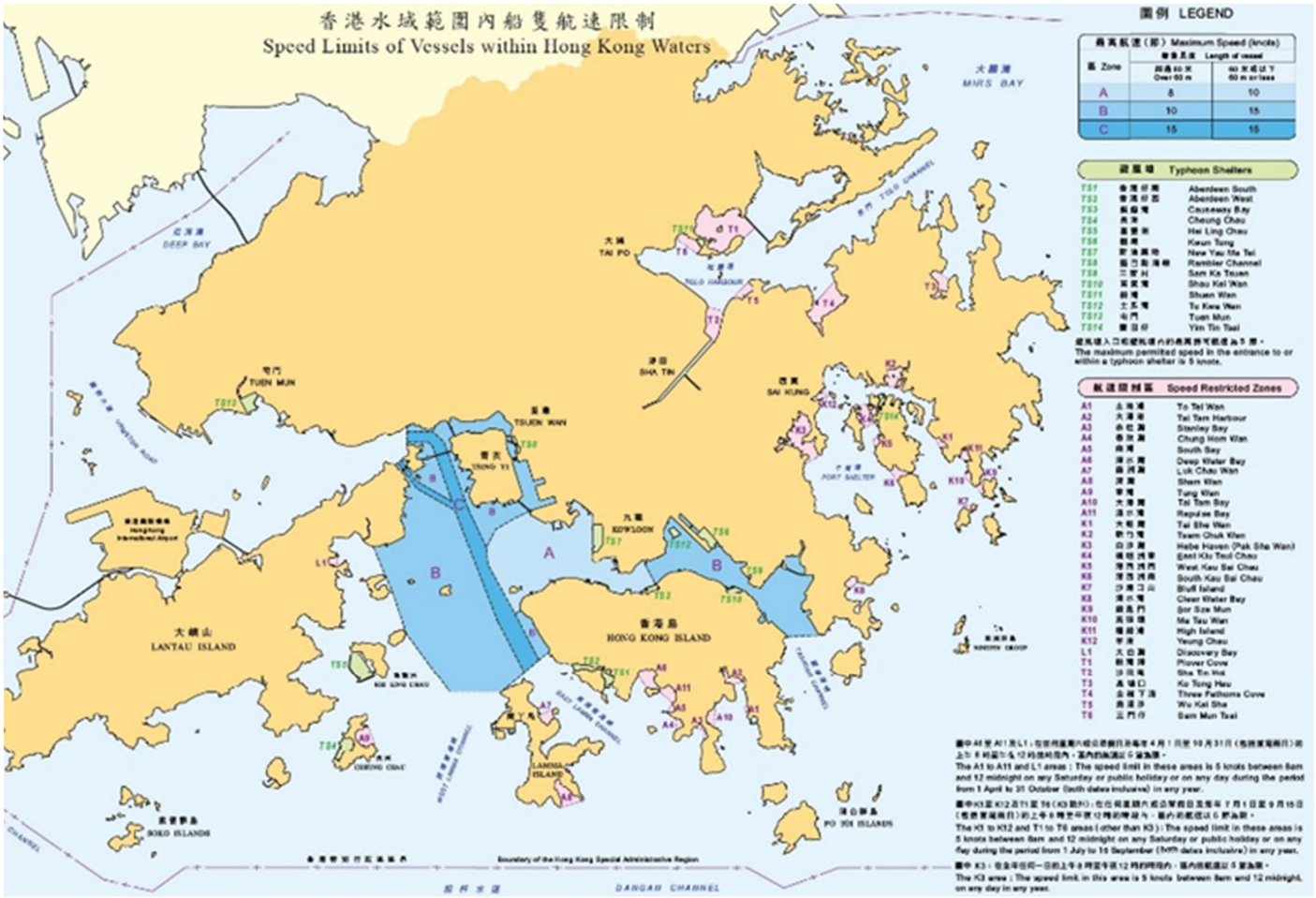
(a) Tathong Channel
(b) East Lamma Channel

Vessels navigating within or near the TSS should comply with Rule 10 of COLREGs. In addition, a locally recommended TSS was established between south of Kau Yi Chau and Fan Lau (including the routes in north of Cheung Chau). In principal, vessels navigating within the TSS should comply with Rule 10 of COLREGs.

Small vessels using the TSS shall pay attention to the following:

- ***Vessels engaged in fishing*** shall not impede the passage of any vessel using the TSS.
- ***Sailing vessels*** or ***vessels of less than 20 m in length*** shall not impede the safe passage of power-driven vessels using the TSS.
- ***Vessels engaged in fishing***, ***vessels of less than 20 m in length*** and ***sailing vessels*** may use the inshore traffic zone.

Chapter 3 — Speed Limits of Vessels



Speed Limits of Vessels within Hong Kong Waters

To ensure maritime safety, vessels should always proceed at a safe speed. According to the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), except with the permission of the Director of Marine, a vessel shall not proceed at a speed exceeding the maximum permitted speed when underway in the waters of Hong Kong. **[313A/Schedule 4] [548F/Schedule 2]**

Penalties

For speeding at Speed Restricted Zones, the coxswain of the vessel is liable on conviction to a fine of HK$10,000. **[548F/9(6)]**

For speeding at Typhoon Shelters, the coxswain of the vessel is liable on conviction to a fine of HK$5,000. **[548F/9(7)]**

For speeding at Zone A, Zone B or Zone C, the coxswain of the vessel is liable on conviction to a fine of HK$10,000 and imprisonment for 6 months. **[548F/9(5)]**

The speed limits within Zone A, Zone B and Zone C in Victoria Harbour are consolidated as below:

船隻長度 Length of vessel	最高航速（節） Maximum Speed (knots)		
	Zone A 區	Zone B 區	Zone C 區
超過60米 Over 60 m	8	10	15
60米或以下 60 m or less	10	15	15

Speed Limits within Typhoon Shelters

There are currently 14 typhoon shelters located in different parts of Hong Kong waters, providing 423 hectares of sheltered space for use by vessels.

避風塘		Typhoon Shelters
TS1	香港仔南	Aberdeen South
TS2	香港仔西	Aberdeen West
TS3	銅鑼灣	Causeway Bay
TS4	長洲	Cheung Chau
TS5	喜靈洲	Hei Ling Chau
TS6	觀塘	Kwun Tong
TS7	新油麻地	New Yau Ma Tei
TS8	藍巴勒海峽	Rambler Channel
TS9	三家村	Sam Ka Tsuen
TS10	筲箕灣	Shau Kei Wan
TS11	船灣	Shuen Wan
TS12	土瓜灣	To Kwa Wan
TS13	屯門	Tuen Mun
TS14	鹽田仔	Yim Tin Tsai

The maximum permitted speed in the entrance to or within a typhoon shelter is **5 knots**. **[313A/19(4), Schedule 4]**

Speed Limits within Speed Restricted Zones

The Marine Department established speed restricted zones for all vessels to ensure the safety of navigation in Hong Kong waters.

There are three groups of speed restricted zones. **[313A/Schedule 18]**

Group 1: A1 to A11 and L1

A1	土地灣	To Tei Wan	A7	鹿洲灣	Luk Chau Wan
A2	大潭港	Tai Tam Harbour	A8	深灣	Sham Wan
A3	赤柱灣	Stanley Bay	A9	東灣	Tung Wan
A4	春坎灣	Chung Hom Wan	A10	大潭灣	Tai Tam Bay
A5	南灣	South Bay	A11	淺水灣	Repulse Bay
A6	深水灣	Deep Water Bay	L1	大白灣	Discovery Bay

A1 to A11 and L1: The speed limit in these areas is **5 knots** between 8 am and 12 midnight on any Saturday or public holiday or on any day during the period from **1 April to 31 October** (both dates inclusive) in any year.

Group 2: K1 to K12

K1	大蛇灣	Tai She Wan	K7	沙塘口山	Bluff Island
K2	斬竹灣	Tsam Chuk Wan	K8	清水灣	Clear Water Bay
K3	白沙灣	Hebe Haven (Pak Sha Wan)	K9	鎖匙門	Sor Sze Mun
K4	橋咀洲東	East Kiu Tsui Chau	K10	馬頭環	Ma Tau Wan
K5	滘西洲西	West Kau Sai Chau	K11	糧船灣	High Island
K6	滘西洲南	South Kau Sai Chau	K12	羊洲	Yeung Chau

Group 3: T1 to T6

T1	船灣海	Plover Cove	T4	企嶺下海	Three Fathoms Cove
T2	沙田海	Sha Tin Hoi	T5	烏溪沙	Wu Kai Sha
T3	高塘口	Ko Tong Hau	T6	三門仔	Sam Mun Tsai

K1 to K12 and T1 to T6 (other than K3): The speed limit in these areas is **5 knots** between 8 am and 12 midnight on any Saturday or public holiday or on any day during the period from **1 July to 15 September** (both dates inclusive) in any year.
K3: The speed limit in this area is **5 knots** between 8 am and 12 midnight **throughout the year**.

Chapter 4 — Public Piers and Ferry Services

Landing Facilities

Ferry piers are facilities used by franchised or licensed ferry service providers; public piers and public landing steps are general public facilities that are open all day and for use by vessels so long as they comply with relevant maritime regulations, particularly those in respect of safe embarkation and disembarkation of passengers.

Regarding public piers and public landing steps, the daily operation is handled by different government departments in accordance with their respective scopes of work. Generally speaking, the Transport Department is responsible for daily management, while the Civil Engineering and Development Department is responsible for the maintenance and repair of public piers and public landing steps.

Rules on Use of Government Piers (also applicable to all public landing steps designated by the Marine Department)

When berthing at Government piers, make sure the length of the vessel does not exceed 35 metres. A local vessel shall not lie alongside a Government pier for any purpose other than to enable passengers of the vessel to embark or disembark (with their baggage, if any) and for any time longer than is reasonably necessary for the embarkation or disembarkation. **[313A/46(1)] [548F/28(1)]**

Except with the permission of the Director, a local vessel exceeding 35 metres in length overall shall not go alongside a Government pier.

[313A/46(2)] [548F/28(2)]

Offenders shall be liable to a fine at level 1 ($2,000). **[548F/28(4)]**

Rules on Use of Public Piers

When berthing at public piers, if a Marine Department patrol launch or the police launch is on scene regulating the marine traffic, follow the instructions as may be given by them. After confirming that the pier is not closed or under maintenance, and that sufficient berthing space is available, move slowly to berth with caution to avoid colliding with other vessels or crashing into the pier; do not get on or off while the vessel is still moving; use a safe means of access to embark or disembark from the vessel and take care of the elderly, children and people in need; never go beyond the railings of the pier for the sake of safety and beware of slippery floor. When departing from the public pier after embarkation and disembarkation, observe the water condition and move slowly away from berth for a distance of at least 100 metres before accelerating. To wait for passengers, you must wait at 100 metres away from the pier.

Ferry Services and Ferry Pier

Hong Kong has franchised and licensed ferry services, including 9 inner harbour services and 15 outlying island services

Ferry piers are facilities used by the franchised or licensed ferry service providers and the daily management and operations are carried out by those service providers. The piers are not open for public use.

Related website:

https://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/service_details/index.html

Inner Harbour		
North Point—Hung Hom	Central—Hung Hom	Wan Chai—Tsim Sha Tsui
North Point—Kowloon City	Water Taxi	Sai Wan Ho—Sam Ka Tsuen
North Point—Kwun Tong—Kai Tak	Central—Tsim Sha Tsui	Sai Wan Ho—Kwun Tong

Outlying Islands		
Central—Cheung Chau	Tuen Mun—Tung Chung—Sha Lo Wan—Tai O	Central—Discovery Bay
Central—Mui Wo	Peng Chau—Mui Wo—Chi Ma Wan—Cheung Chau	Discovery Bay—Mui Wo
Central—Peng Chau	Aberdeen—Pak Kok Tsuen—Yung Shue Wan	Ma Wan—Central
Central—Yung Shue Wan	Aberdeen—Sok Kwu Wan (via Mo Tat)	Ma Wan—Tsuen Wan
Central—Sok Kwu Wan	Discovery Bay—Peng Chau/Trappist Monastery	North Point—Joss House Bay

Local vessels providing regular kaito ferry services use the public piers in their serving areas for embarkation and disembarkation. Other vessel operators at these public piers should accommodate the kaito ferry service schedules to avoid excessive number of vessels berthing at the same time and reduce the risk of occurrence of incidents during embarkation and disembarkation.

Related website:

https://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/kaito_services_map/service_details/index.html

Regular Kaito Ferry Services		
Aberdeen—Ap Lei Chau	Aberdeen/Stanley—Po Toi Island	Ma Liu Shui—Lai Chi Wo
Ma Liu Shui—Tap Mun	Ma Liu Shui—Kat O/Ap Chau	Ma Liu Shui—Tung Ping Chau
Sai Wan Ho—Tung Lung Island	Sam Ka Tsuen—Tung Lung Island	Tseung Kwan O (South)—Sai Wan Ho
Sai Kung—Fo Tau Fan Chau	Sai Kung—Kau Sai Village/High Island	Sha Tau Kok—Lai Chi Wo/Ap Chau/ Kat O
Tap Mun—Wong Shek Pier (via Ko Lau Wan and Chek Keng)		Tai Shui Hang—Lai Chi Wo/Kat O/Ap Chau

Kaito Ferry Services in northeastern waters of Hong Kong

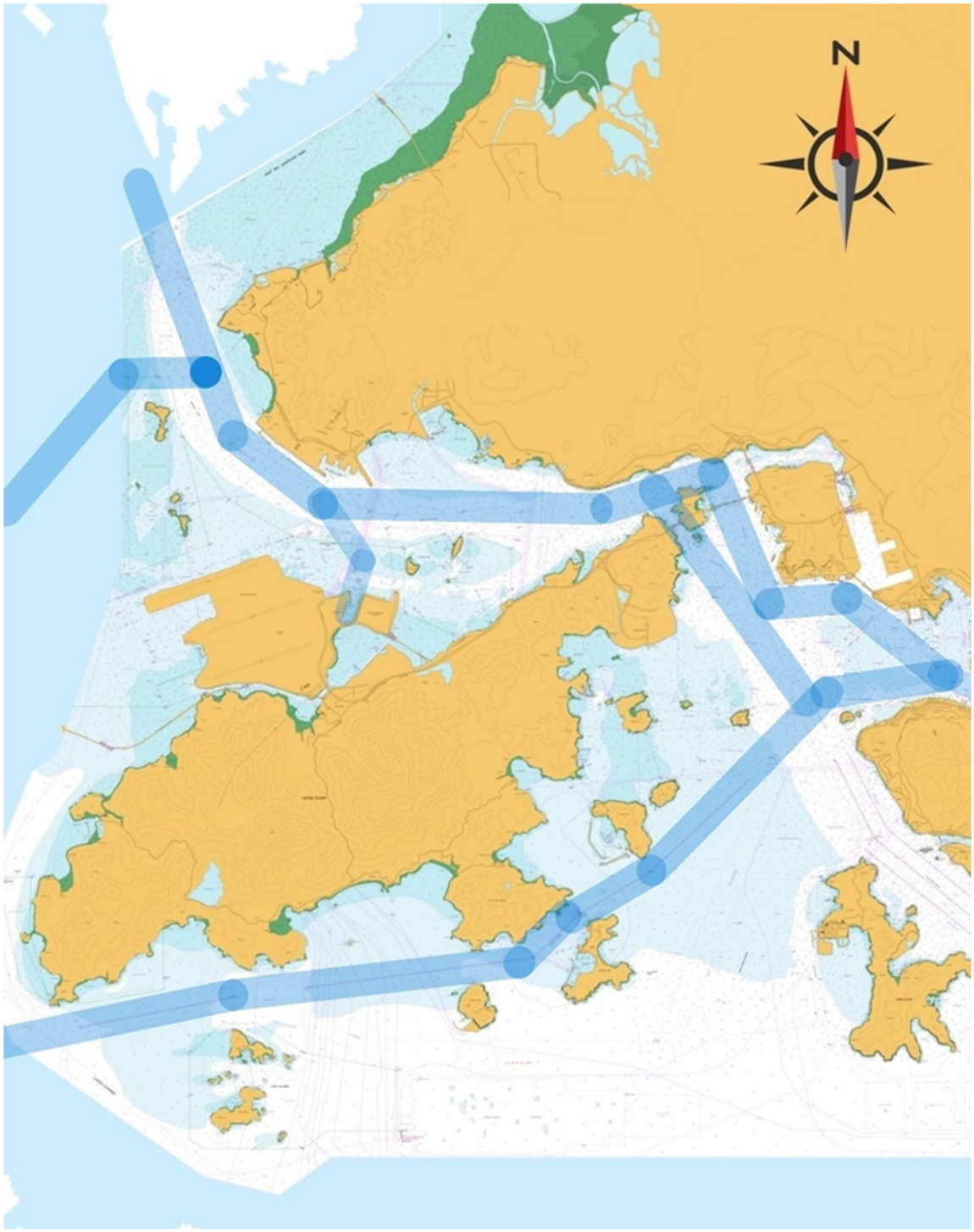
Kaito Ferry Services in southern waters of Hong Kong

Kaito Ferry Services in Sai Kung District

Cross-boundary high-speed ferries operating in Hong Kong waters and the impact of their wakes

Navigation status

Cross-boundary high-speed ferries (including catamarans and hydrofoils) operate a number of scheduled daily services between Hong Kong, Macao and ports in Chinese Mainland. They usually depart from terminals in Victoria Harbour and travel through the fairways to their destination. Due to their high speed and concentrated travel path, they often generate significant wakes.



The blue lines in the plan represent the main routes for cross-boundary high-speed ferries

Lights exhibited by high-speed craft in Hong Kong waters

A high-speed craft when operating shall exhibit:

a. one or two masthead lights (depending on length of vessel);
b. a high intensity all-round flashing yellow light;
c. two sidelights;
d. a sternlight.

Actions to be taken

To ensure navigational safety, all vessel operators are reminded of the following:

1. Avoid entering restricted areas and comply with relevant regulations.
2. Maintain a safe distance, especially at the exit/entrance of routes for high-speed ferries and in the fairway junction.
3. Adjust the speed and position of the vessel when crossing a wake generated by a high-speed ferry.
4. Listen to VHF channels to obtain the status of the high-speed ferries and traffic information.
5. Navigate rush hour cautiously as the intensive high-speed ferry service may increase navigational risk.
6. High-speed ferries are operated according to the routes specified in the Permit to Operate High Speed Craft in Hong Kong. The exemption on speed restriction may be granted.

Summary

High-speed ferries are major cross-boundary maritime transportation in Hong Kong. Their operational characteristics pose a challenge to other vessels. All vessels should stay alert and adopt defensive navigation strategies to ensure safety.

Chapter 5 — Guidelines for Using Typhoon Shelter

According to the Schedule to Cap. 548E, except with the permission of the Director, a local vessel the length overall of which exceeds the permitted length overall shall not enter or remain in the typhoon shelter.

Permitted length overall for local vessels in typhoon shelters is summarised as below:

Typhoon Shelters permitting vessels of not **exceeding 30.4 metres** in overall length to enter:	Typhoon Shelters permitting vessels of **not exceeding 50 metres** in overall length to enter:
1. Aberdeen South Typhoon Shelter 2. Aberdeen West Typhoon Shelter 3. Causeway Bay Typhoon Shelter 4. Sam Ka Tsuen Typhoon Shelter 5. Shau Kei Wan Typhoon Shelter 6. Shuen Wan Typhoon Shelter 7. Yim Tin Tsai Typhoon Shelter	8. Cheung Chau Typhoon Shelter 9. Kwun Tong Typhoon Shelter 10. New Yau Ma Tei Typhoon Shelter 11. Rambler Channel Typhoon Shelter 12. To Kwa Wan Typhoon Shelter 13. Tuen Mun Typhoon Shelter
14. — Typhoon Shelter permitting vessels of **not exceeding 75 metres** in overall length to enter: Hei Ling Chau Typhoon Shelter	

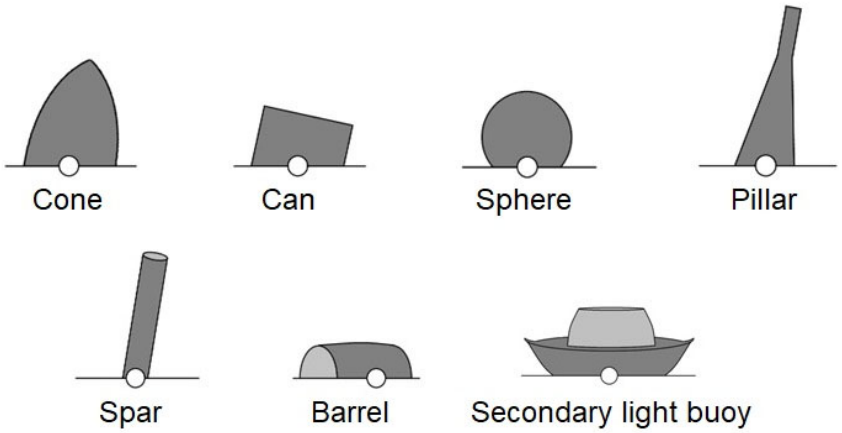
- According to the laws of Hong Kong, the Director of Marine may direct a local vessel within a typhoon shelter to take up a particular position and to be berthed, moored, anchored or secured in accordance with the direction. If a local vessel fails to take up a particular position as directed by the Director of Marine or to be berthed, moored, anchored or secured in accordance with the direction, the Marine Department may take possession of the vessel and remove it from the typhoon shelter or move it from the position in which it is lying.
- Where a local vessel is engaged in towing within a typhoon shelter, it shall tow only one vessel in a chain or not more than two vessels alongside.
- Local vessels entering or leaving a typhoon shelter shall proceed one at a time.
- The maximum vessel speed is **not more than 5 knots**.
- Do not discharge oil, garbage and sewage, etc. in the typhoon shelter.
- In non-typhoon period, a non-pleasure vessel mooring area has established in Kwun Tong Typhoon Shelter such that recreational and sports activities may take place safely in it:
  - Area A for berthing by different classes of vessels;
  - Area B (non-pleasure vessel mooring area) for berthing by operational vessels only (Classes I – III).

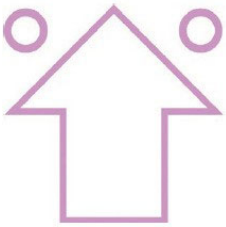
Chapter 6 — Navigational Buoyage System

Buoyage System in Hong Kong

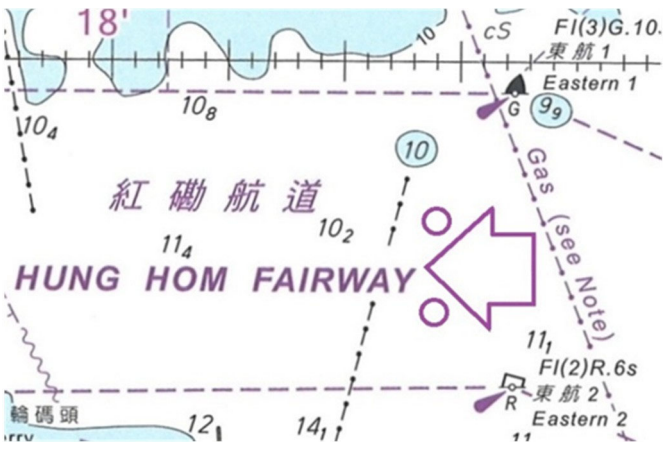
Hong Kong adopts the Maritime Buoyage System (Region A) of the International Organization for Marine Aids to Navigation. The system applies to all fixed and floating marks except landfall lights, leading lights and marks, sector lights and major light buoys. The standard shapes of buoys consist of cone, can, sphere, pillar and spar. Secondary light buoys may have other particular shapes.

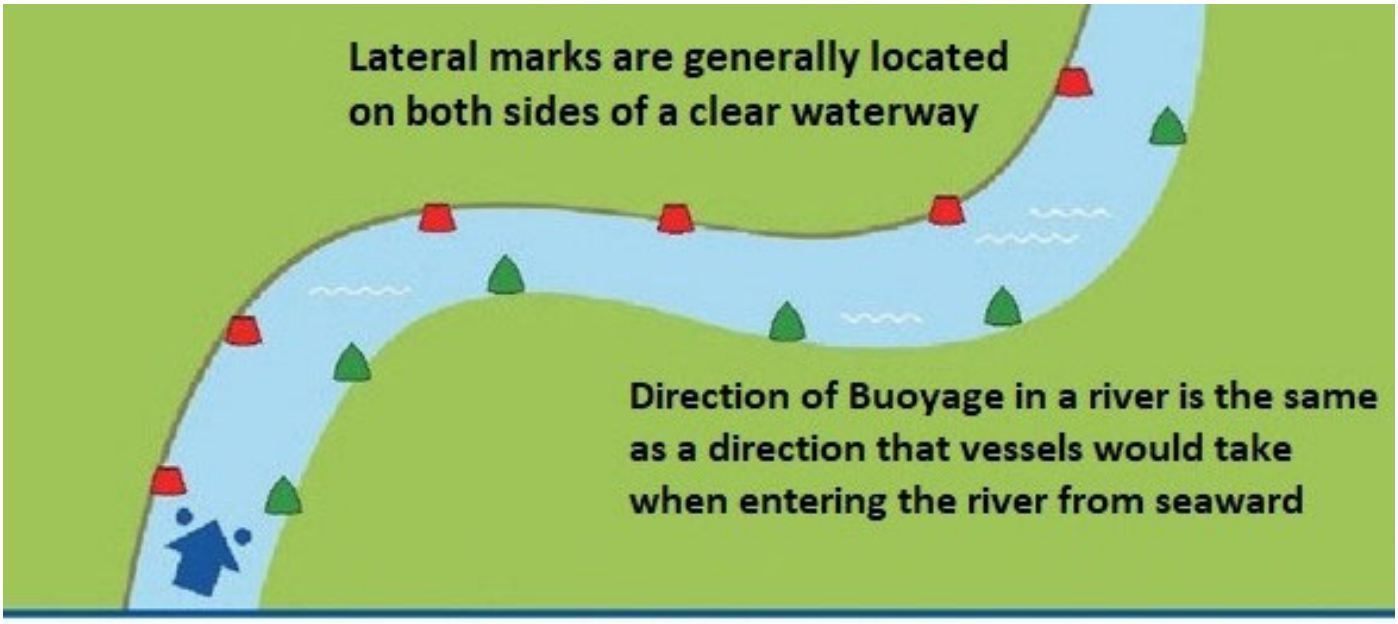
Shapes of Buoys





This symbol indicates the direction of buoyage in Hong Kong which is determined by the direction of the flood tide. When the vessel is heading the same way as the direction of buoyage, the green starboard-hand buoy must be passed on the starboard side of the vessel. When the vessel is navigating in a contrary direction, the red port-hand buoy must be passed on its starboard side. For example, when the vessel enters the Hung Hom Fairway from the east, the red port-hand buoy (Eastern 2) should be passed on the port side of the vessel and the green starboard-hand buoy (Eastern 1) should be passed on its starboard side.





Distribution of Lateral Marks in a River

Eastern Part of Victoria Harbour

Port-hand Buoys

Shape: Can, spar or pillar

Colour: Red

Topmark: Cylindrical topmark (if any)

Light: Red

Light Characters: Any rhythm except Fl (2+1) R

Starboard-hand Buoys

Shape: Cone, spar or pillar
Colour: Green
Topmark: Conical topmark pointing upwards (if any)
Light: Green
Light Characters: Any rhythm except Fl (2+1) G

Special Mark Buoys

Not primarily to assist navigation but to indicate special features

Shape: Cone, cylinder, sphere, spar or pillar, or any other shapes
Colour: Yellow
Topmark: Yellow "X" (if any)
Light: Yellow
Light Characters: Single-flashing
Purpose: Special marks are used to advise seafarers the existence of a special area or feature, including:

1. Ocean and meteorological data acquisition works;
2. Traffic separation schemes where use of conventional channel marking may cause confusion;
3. Military exercise zones;
4. Underwater cable or pipeline areas;
5. Marine events and recreation zones;
6. Spoil grounds;
7. Entry prohibited areas;
8. Mariculture zones.

Light characters of special mark buoys should not be the same as or similar to those of the white light buoys nearby. This is because if the ship master sees the yellow light of a special mark buoy when navigating in drizzle, he could easily mistake it as a white light buoy. Therefore, the light characters of white light buoys including cardinal buoys, safe water buoys and isolated danger buoys should not be used for special mark buoys.

Safe Water Buoys

Mid-channel buoys and landfall buoys

Shape: Sphere, spar or pillar

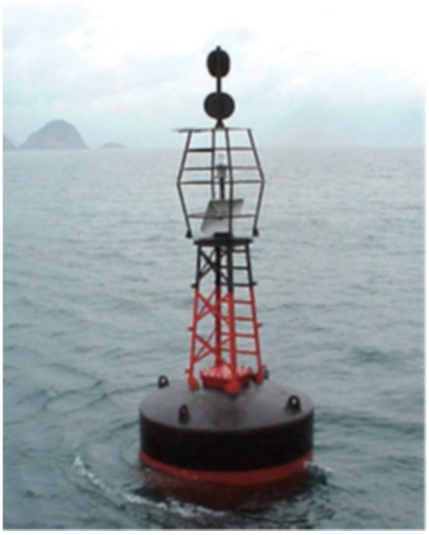
Colour: Red and white vertical stripes

Topmark: Red sphere (if any)

Light: White

Light Characters: Isophase, occulting, one long flash every 10 seconds or Morse "A"

Isolated Danger Buoys



Laid over dangers with navigable water around them

Shape: Spar or pillar

Colour: Black with red horizontal band(s)

Topmark: 2 black spheres in a vertical line

Light: White

Light Characters: Group flashing repeating a group of two flashes, Fl (2)

Emergency Wreck Marking Buoys

Shape: Pillar

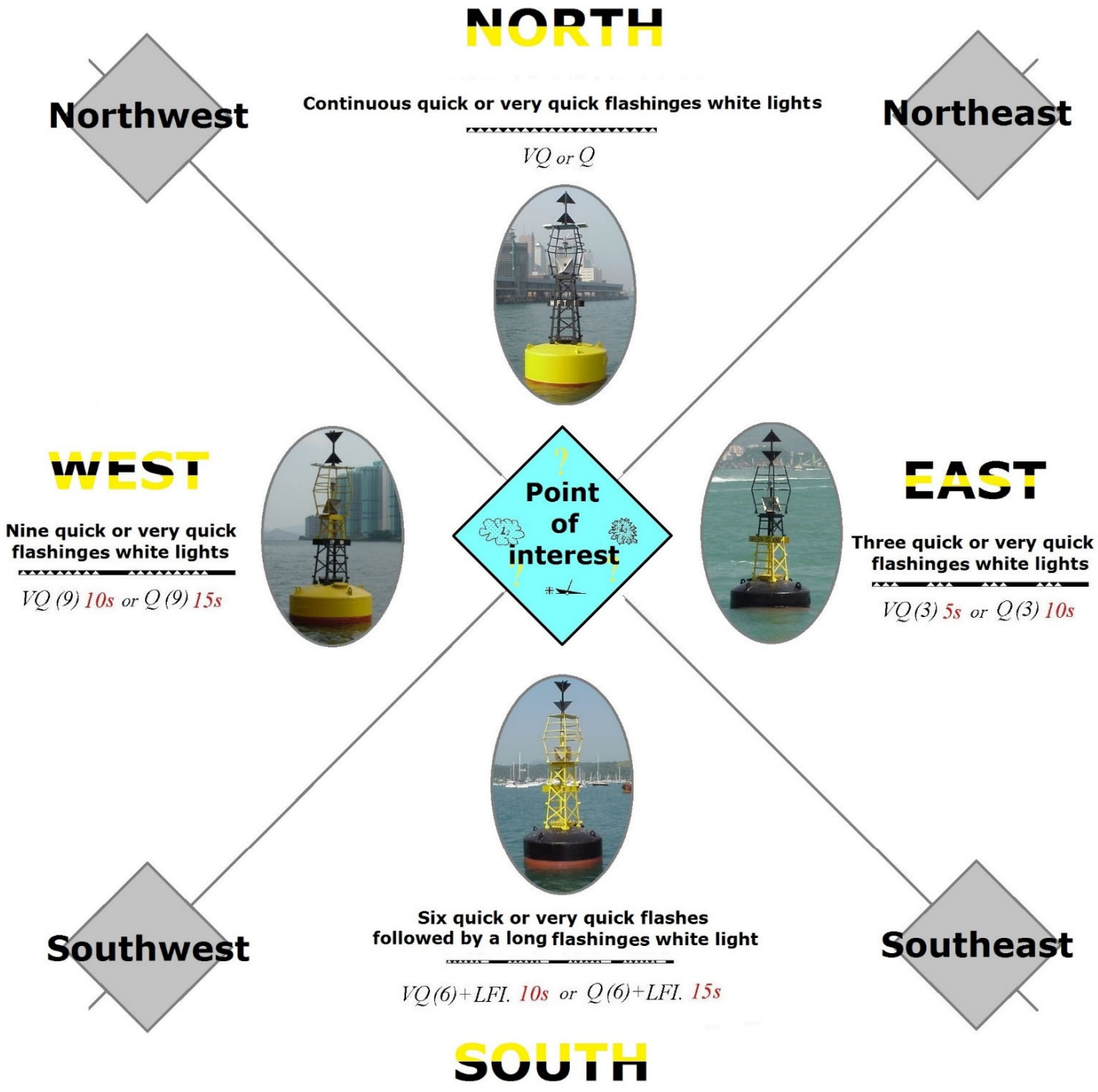
Colour: Blue/yellow vertical stripes equal in number and in dimensions for each colour

Topmark: Yellow cross (if any)

Light Characters: Alternate blue/yellow flashes, with a cycle of 3 seconds (Al Fl BuY 3s)

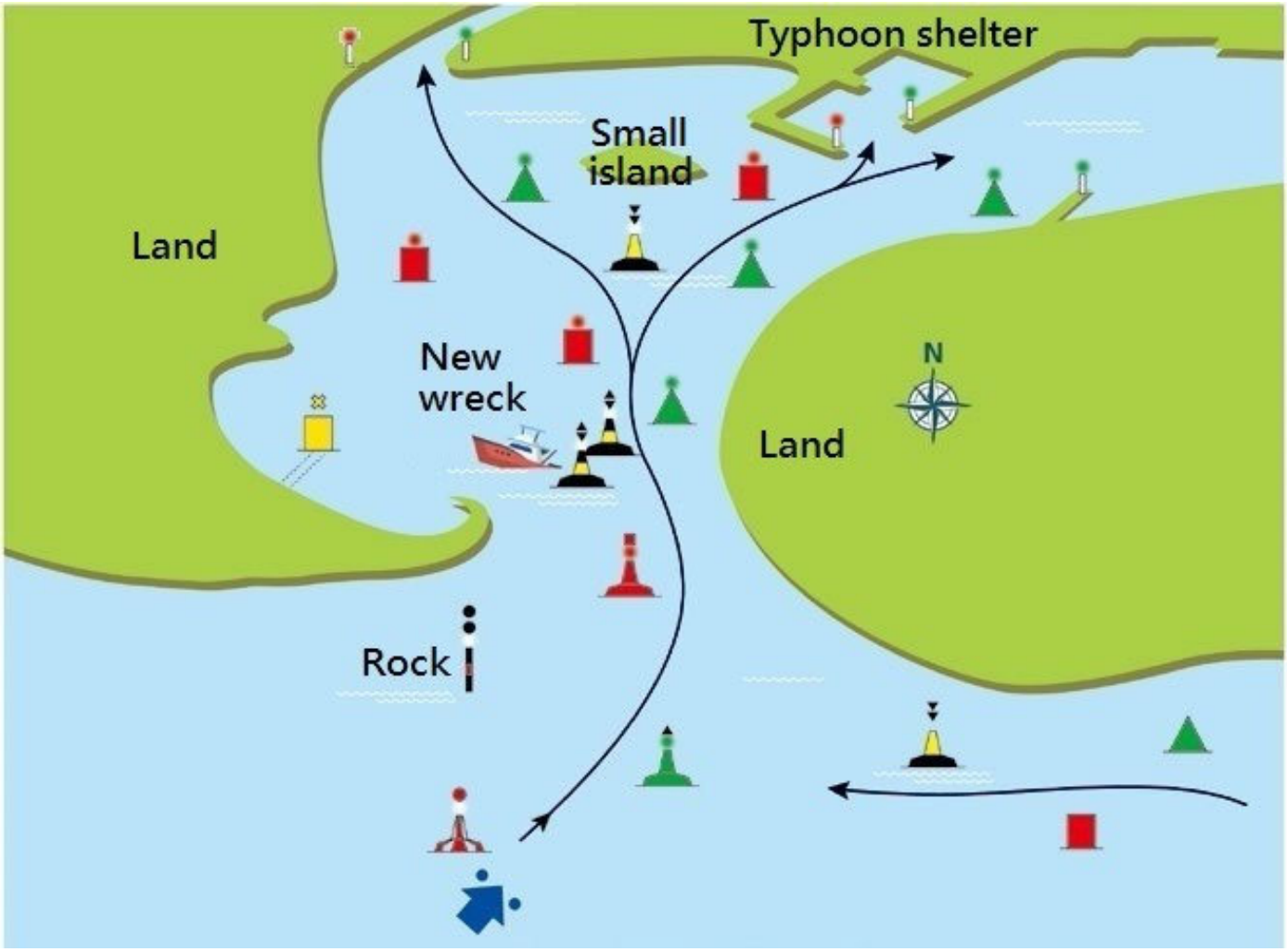
Cardinal Marks:

Indicating that the navigable water in the area lies to the named side of the mark



Use of Cardinal Marks:

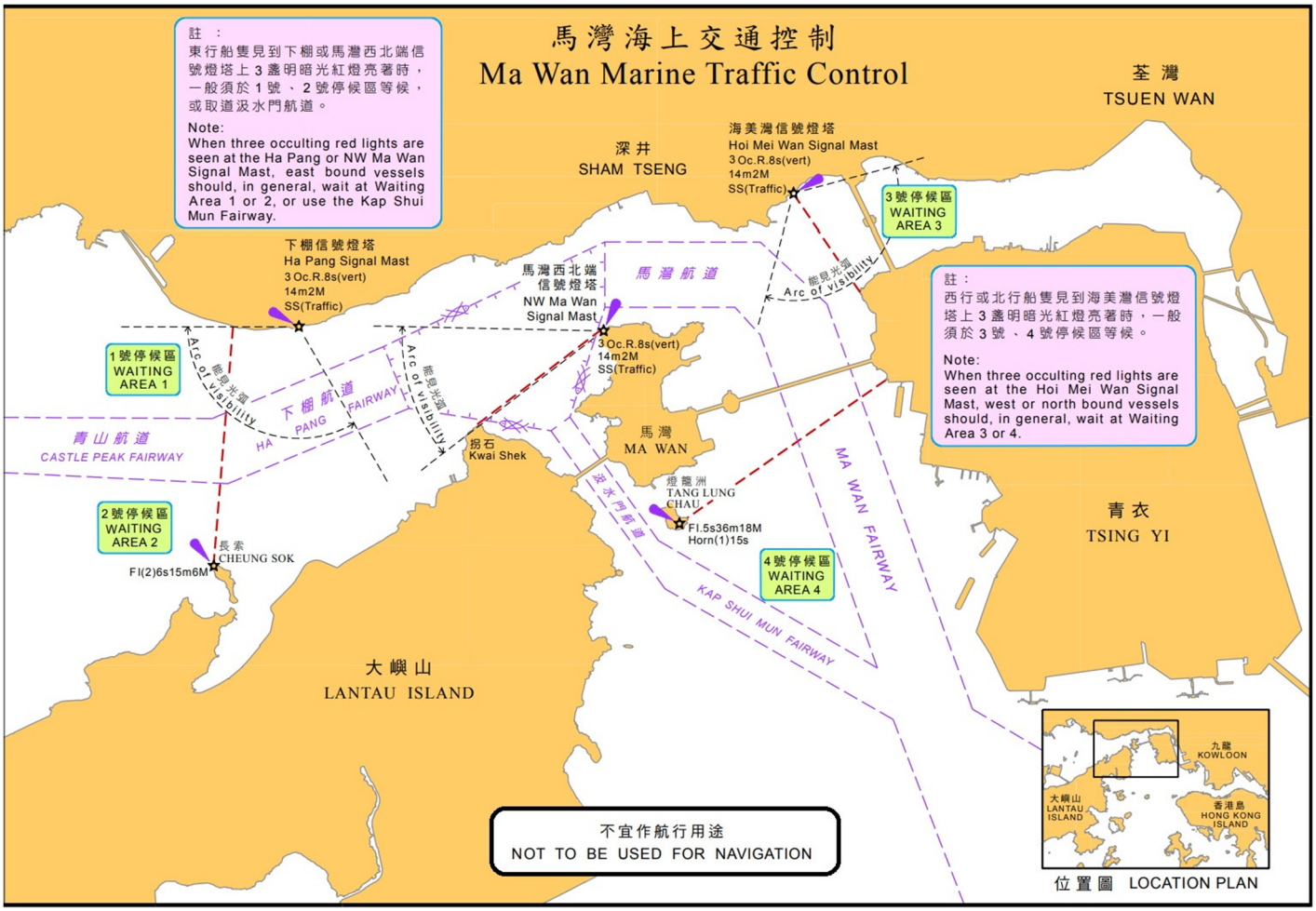
- To indicate the safe side
- To show the way to pass an obstacle
- To indicate a bend or junction in a channel



Distribution of Marks of Maritime Buoyage System (Region A) of the International Organization for Marine Aids to Navigation

Chapter 7 — Ma Wan Channel Traffic Light Signals

The Ma Wan Channel traffic light, its purpose and the action to be taken in response to its signals



A total of 3 signal masts are erected at the two ends of the Ma Wan Fairway to give warnings of restricted movement through the area:

(i) The signal masts at Ha Pang and the northwest of Ma Wan Island provide warning to vessels approaching from the west.

(ii) The signal mast at Hoi Mei Wan provides warning to vessels approaching from the east and the south.

When the appropriate signal mast(s) shows the warning signal, which is 3 red lights in a vertical line occulting every 8 seconds (5 seconds on and 3 seconds off), vessels that are restricted for movement should wait in the designated Waiting Area(s) until the warning signal is turned off.

Identified by call sign MARDEP, the Ma Wan Marine Traffic Control system operates on VHF Channel 14. It will give warnings to approaching vessels on this frequency and, if necessary, by other available means including mobilising the patrol launch nearby to the scene for support.

Vessels equipped with VHF should keep a listening watch on VHF Channel 14 when transiting this area.

General requirements

In order that ocean-going vessels and small vessels can safely pass through Ma Wan waters, the cooperation of small vessels, including local vessels and river trading vessels is essential. In general, such small vessels must meet the following requirements when they are proceeding in the waters of Ma Wan:

- To comply with the COLREGs and the local rules as enforced in Hong Kong;
- To keep close to the starboard side of the Ma Wan Fairway, otherwise as far away from the fairway as possible;
- To cross Ma Wan Fairway at right angles;
- Never to obstruct the passage of large vessels;
- Never to anchor or fish in the Ma Wan Fairway; and
- To listen to the VHF channel 14 and follow the instructions as may be given by the Vessel Traffic Centre.

Kap Shui Mun Special Area

When navigation restrictions are imposed on small craft in Ma Wan Channel, traffic diverted to Kap Shui Mun will increase. As Kap Shui Mun is mainly open for the southeast bound traffic only, coxswains, vessel operators and persons-in-charge must stay vigilant at all times when using this fairway.

The Kap Shui Mun Fairway between Lantau Island and Ma Wan Island is designated as "Special Area" bounded by the northeast coast of Lantau Island, the islands of Ma Wan and Tang Lung Chau. Unless with special permission, no vessel exceeding 10 metres in length shall enter the Special Area via southwest and northeast of Tang Lung Chau for passage. These vessels shall only use Ma Wan Fairway for sailing northwards. Permission would be given to vessels, such as kaitos (small passenger carrying vessels), to cater for their practical needs. Contravention of this regulation would result in a fine at level 3 ($10,000) and imprisonment for 6 months. **[548F/15, 20]**

Chapter 8 — Air Draft Restrictions

Except with the permission of the Director of Marine, no vessel with a height exceeding the specified vertical clearance shall enter or berth in the following areas:

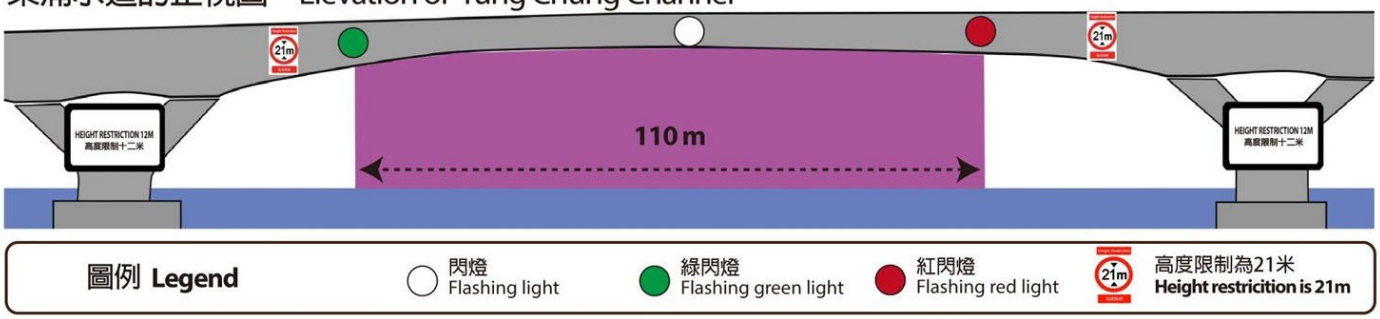
	Areas	Vertical clearance — above sea level
1	Tsing Yi Bridge Area	17 metres
2	Tsing Tsuen Bridge Area	17 metres
3	Ap Lei Chau Bridge Area	14 metres
4	Tung Chung Bridges Area	8 metres
5	Kap Shui Mun Bridge Area	41 metres
6	Tsing Ma Bridge Area	54.6 metres
7	Stonecutters Bridge Area	68.5 metres
8	Tuen Mun-Chek Lap Kok Link Area No. 1	21 metres
9	Tuen Mun-Chek Lap Kok Link Area No. 2	12 metres
10	Tuen Mun-Chek Lap Kok Link Area No. 3	6 metres
11	Hong Kong Link Road Area No. 1	41 metres
12	Hong Kong Link Road Area No. 2	12 metres
13	Hong Kong Link Road Area No. 3	10 metres
14	Hong Kong Link Road Area No. 4	5 metres
15	Tseung Kwan O Cross Bay Bridge Area No. 1	17 metres
16	Tseung Kwan O Cross Bay Bridge Area No. 2	12 metres
17	Tseung Kwan O Cross Bay Bridge Area No. 3	6 metres
18	Tseung Kwan O Cross Bay Bridge Area No. 4	3 metres
19	Tseung Kwan O Southern Bridge Area No. 1	5.6 metres
20	Tseung Kwan O Southern Bridge Area No. 2	4 m metres
21	Tseung Kwan O Interchange Area No. 1	6 metres
22	Tseung Kwan O Interchange Area No. 2	3 metres
23	Tseung Kwan O Interchange Area No. 3	2 metres
24	Ting Kau Bridge	53 metres
25	Cheung Tsing Bridge Area	17 metres

26	Kwai Tsing Bridge Area	17 metres
27	Tsing Lai Bridge Area	17 metres
28	Ngong Ping Cable Car Cable	12 metres

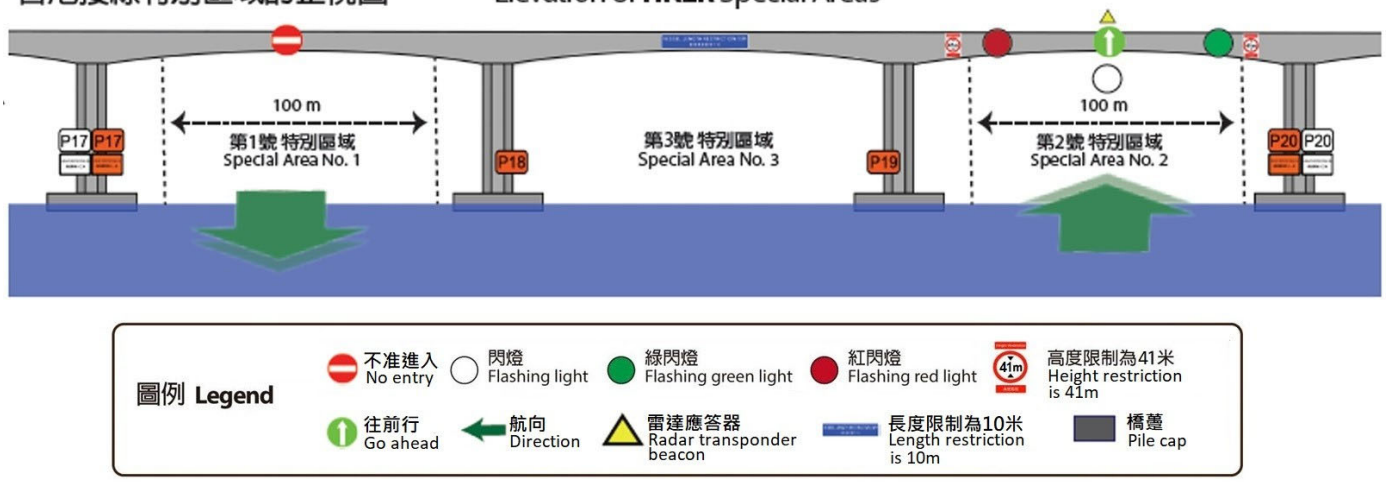
If a vessel collides with or damages any of the above bridges, the parties concerned are liable to a fine at level 5 ($50,000) and to imprisonment for 6 months.

[548F/20(3)]

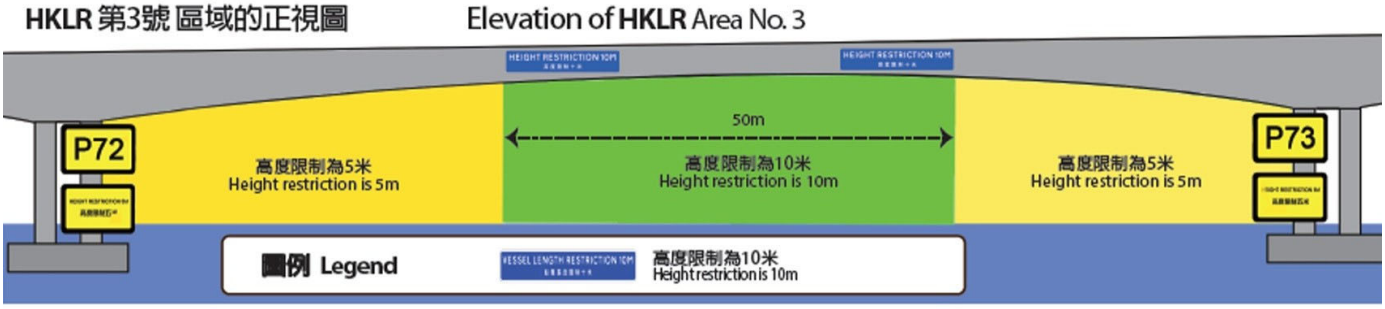
東涌水道的正視圖 Elevation of Tung Chung Channel



香港接線特別區域的正視圖 Elevation of **HKLR** Special Areas



HKLR 第3號 區域的正視圖 Elevation of **HKLR** Area No. 3



限高標記圖例
Height restriction marks legend

以下照片為限高標記的圖例，以供參考:
The following photos show the height restriction marks for reference:

青荃橋及青衣大橋區域
Tsing Tsuen and Tsing Yi Bridges Area

汲水門大橋區域
Kap Shui Mun Bridge Area

鴨脷洲大橋區域
Ap Lei Chau Bridge Area

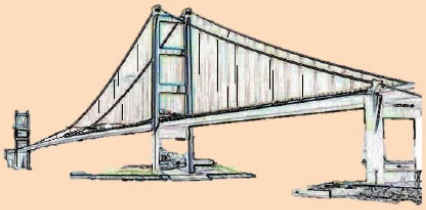
將軍澳跨灣大橋區域
Tseung Kwan O Cross Bay Bridge Areas

法例列明的高度限制區限制
Restrictions of height restricted areas as prescribed in Regulations

根據香港法例，除非獲海事處處長允許，否則所有高度超過高度限制區規定的船隻，均不得進入或通過該高度限制區範圍，違例者可能會被檢控。

Under the laws of Hong Kong, except with the permission of the Director of Marine, all vessels with a height exceeding the height restriction shall not enter or pass through the height restricted areas. Offenders may be prosecuted.

青馬大橋區域
Tsing Ma Bridge Area



船隻高度限制為 57米 (自海面起計)
如船隻高度超過 54.6米 (自海面起計)，但不超過 57米 (自海面起計)，只可在路政署指明的通航時段內，進入青馬大橋區域。
The height restriction for all vessels is 57 metres above sea level. Vessels with a height exceeding 54.6 metres above sea level, but not exceeding 57 metres above sea level, can enter or pass through the Tsing Ma Bridge Area during the hours specified by the Highways Department.

汲水門大橋區域
Kap Shui Mun Bridge Area

船隻高度限制為 41米 (自海面計起)
The height restriction for all vessels is 41 metres above sea level.

青荃橋及青衣大橋區域
Tsing Tsuen and Tsing Yi Bridges Area

船隻高度限制為 17米 (自海面計起)
The height restriction for all vessels is 17 metres above sea level.

昂船洲大橋區域
Stonecutters Bridge Area

船隻高度限制為 68.5米 (自海面計起)
The height restriction for all vessels is 68.5 metres above sea level.

東涌大橋區域
Tung Chung Bridges Area

船隻高度限制為 8米 (自海面計起)
The height restriction for all vessels is 8 metres above sea level.

鴨脷洲大橋區域
Ap Lei Chau Bridge Area

船隻高度限制為 14米 (自海面計起)
The height restriction for all vessels is 14 metres above sea level.

法例列明的高度限制區限制
Restrictions of height restricted areas as prescribed in Regulations

將軍澳跨灣大橋區域 Tseung Kwan O Cross Bay Bridge Areas	**船隻高度限制分別為17米、12米、6米和3米(自海面起計)** The height restrictions for all vessels are 17 metres, 12 metres, 6 metres and 3 metres above sea level.
將軍澳交匯處區域 Tseung Kwan O Interchange Areas	**船隻高度限制分別為6米、3米和2米(自海面起計)** The height restrictions for all vessels are 6 metres, 3 metres and 2 metres above sea level.
將軍澳南橋區域 Tseung Kwan O Southern Bridge Areas	**船隻高度限制分別為5.6米和4米(自海面起計)** The height restrictions for all vessels are 5.6 metres and 4 metres above sea level.

有關法例列明香港接線區域和屯門赤鱲角連接路區域的高度限制，請參閱小冊子**"香港接線及屯門至赤鱲角連接路 (南段) 的航行限制"**。

In relate to the height restrictions of the Hong Kong Link Road Areas and Tuen Mun - Chek Lap Kok Link Areas as prescribed in Regulations, please refer to the leaflet **" Navigational Restriction on Hong Kong Link Road and Southern Connection of Tuen Mun - Chek Lap Kok Link"**.

其他高度限制
Other height restrictions

汀九橋高度限制為53米(自海面起計)，東涌灣昂坪纜車纜高限制為12米(自海面起計)，雖然目前法例並沒有把附近範圍劃為高度限制區，但船長及船員仍必須留意其船隻高度。

The height restriction of Ting Kau Bridge is 53 metres above sea level, the cable height restriction of Ngong Ping Cable Car in Tung Chung Bay is 12 metres above sea level. Although the current legislation does not specify the nearby area as height restricted areas, the master/coxswain and crew members must pay attention to the height of their vessels.

小提示 Tips

船長或船隻負責人有責任選用適當比例的海圖，並應定期予以更新。

It is the responsibility of the master/coxswain or the person in charge of the vessel to select the appropriate scale of the nautical chart and to update it regularly.

船長或船隻負責人必須了解自身船隻高度，過高船隻不可進入或通過高度限制區範圍。

The master/coxswain or the person in charge of the vessel must be aware of the height of his vessel. Vessels with a height exceeding the height restriction shall not enter or pass through the height restricted areas.

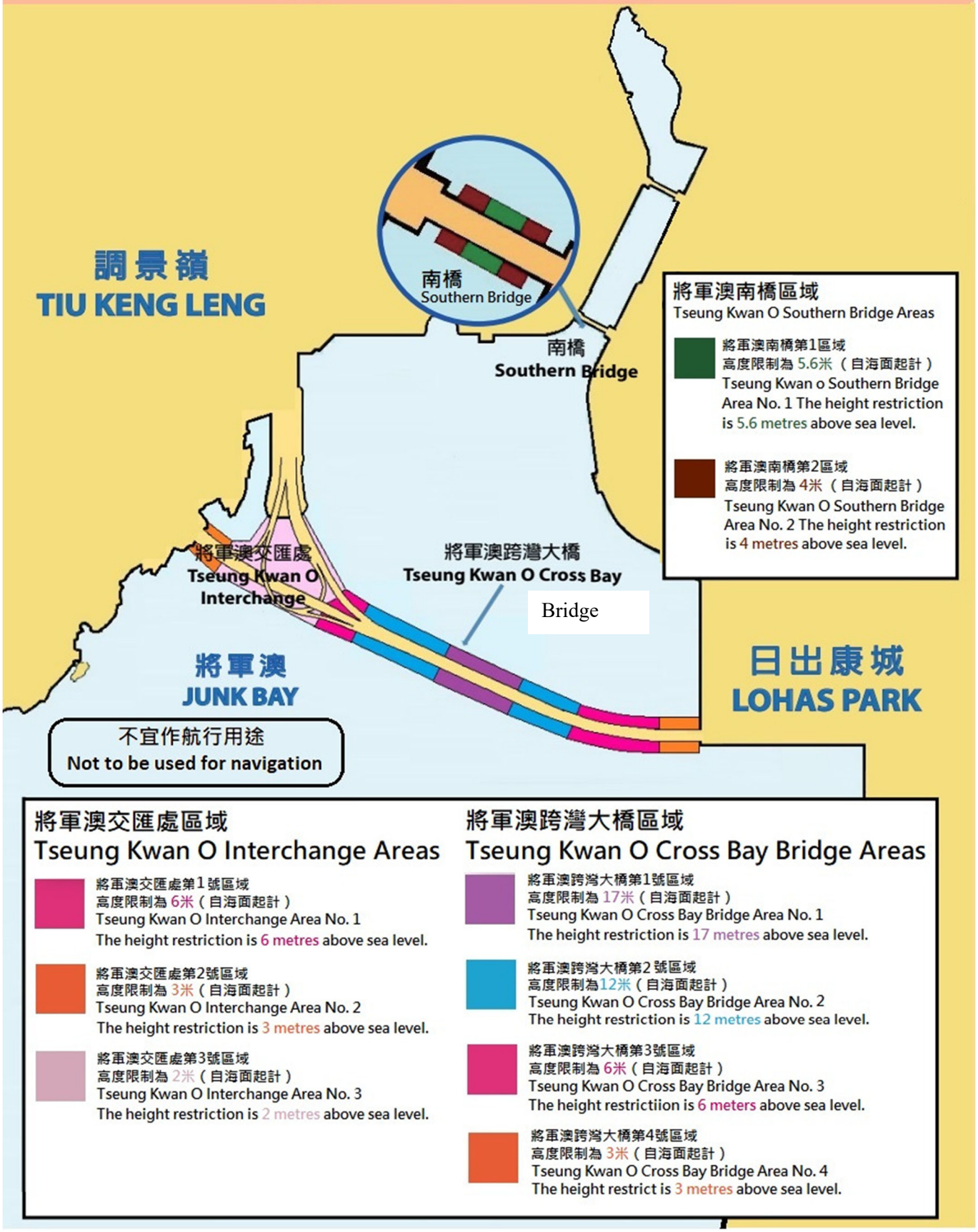
倘若任何船隻不慎撞橋，船長、船隻負責人、船東或其代理人須立即向海事處報告，遇事不報即屬犯罪。

If any vessel accidentally hits the bridge, the master/coxswain, the person in charge of the vessel, the owner or his agent shall report to the Marine Department immediately. Failing to report the incident is an offence.

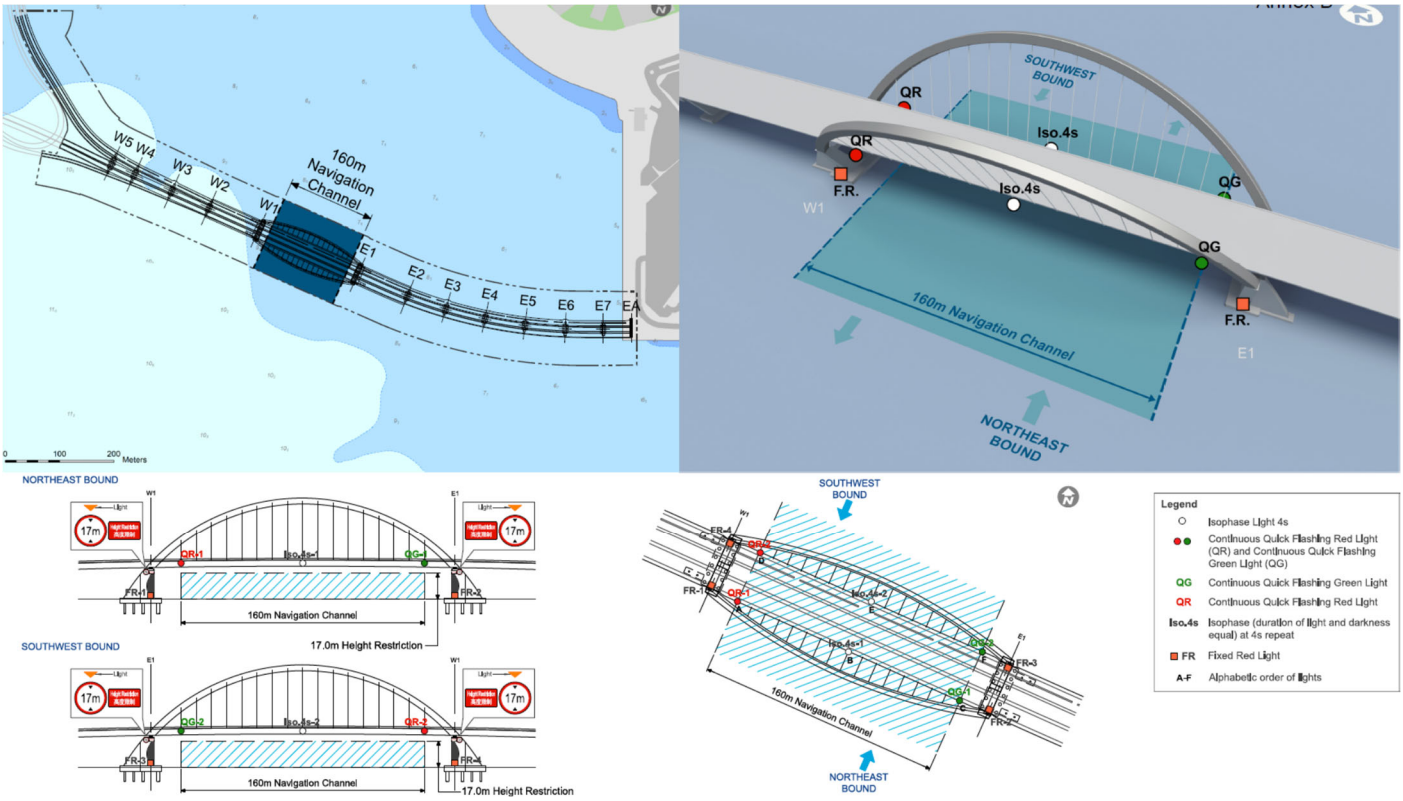
Layout of Tseung Kwan O Cross Bay Bridge and Tseung Kwan O Southern Bridge

將軍澳跨灣大橋區域、將軍澳交匯處區域及將軍澳南橋區域高度限制

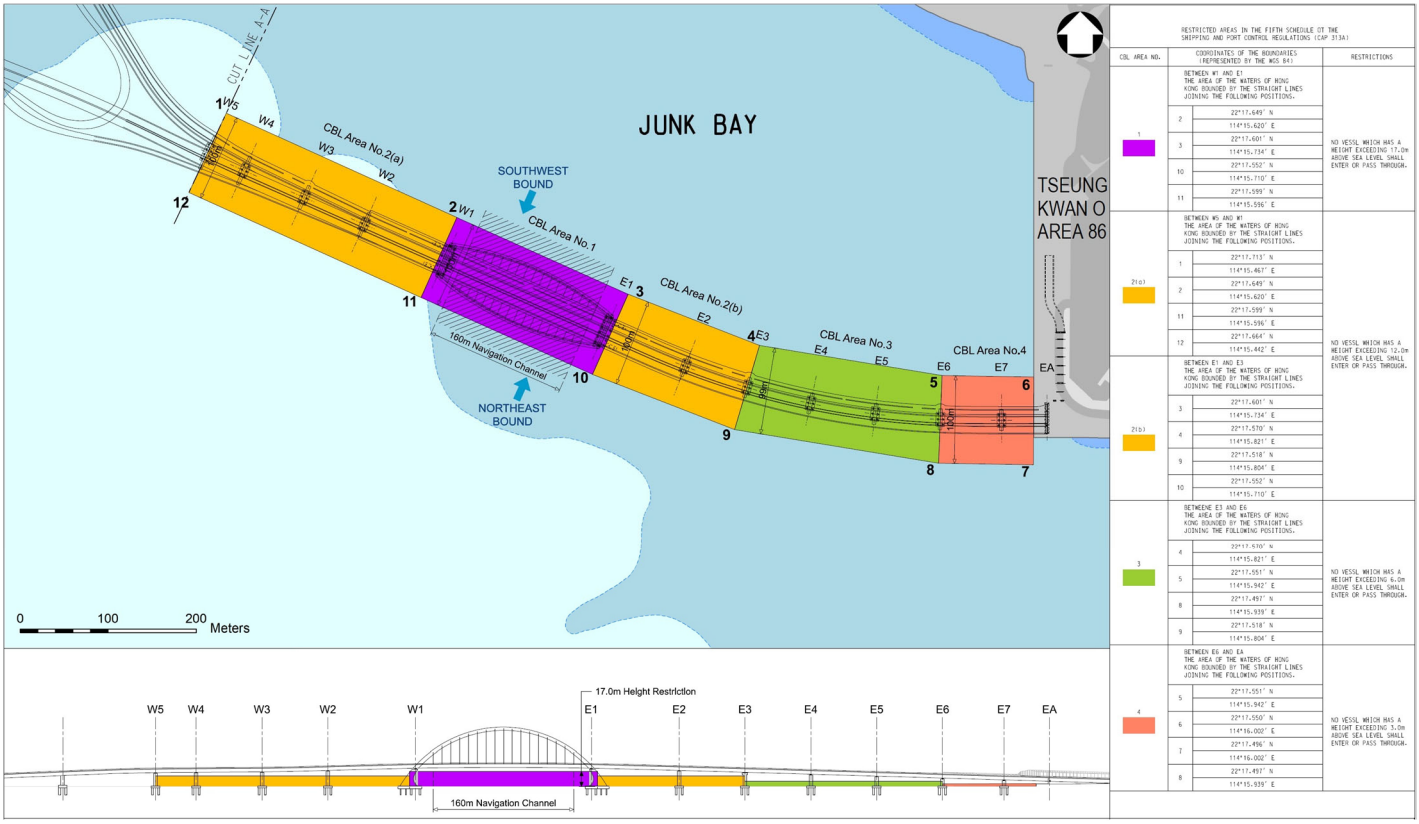
The height restrictions of Tseung Kwan O Cross Bay Bridge Areas, Tseung Kwan O Interchange Areas, and Tseung Kwan O Southern Bridge Areas



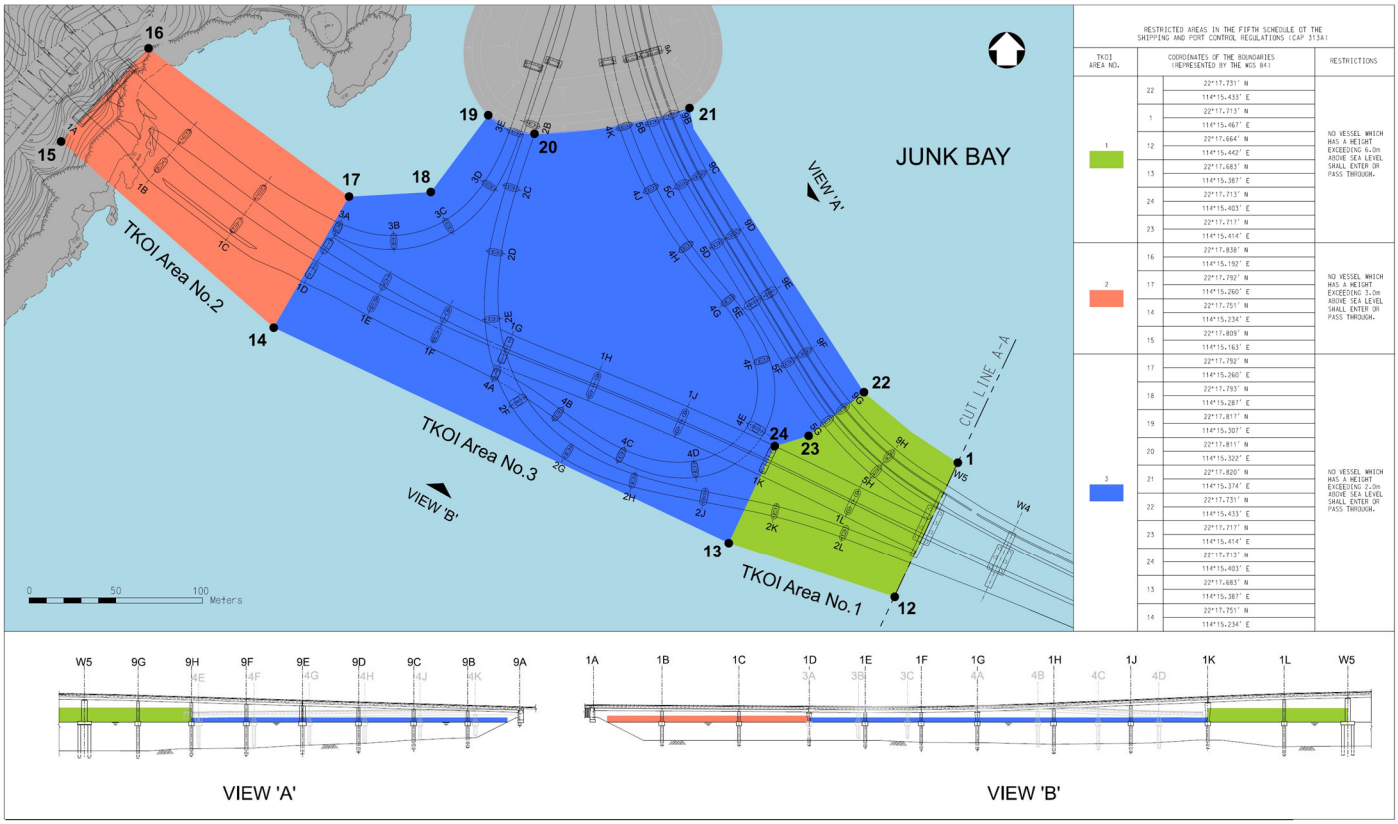
Layout of Navigation Channel at
Tseung Kwan O Cross Bay Link Area No. 1



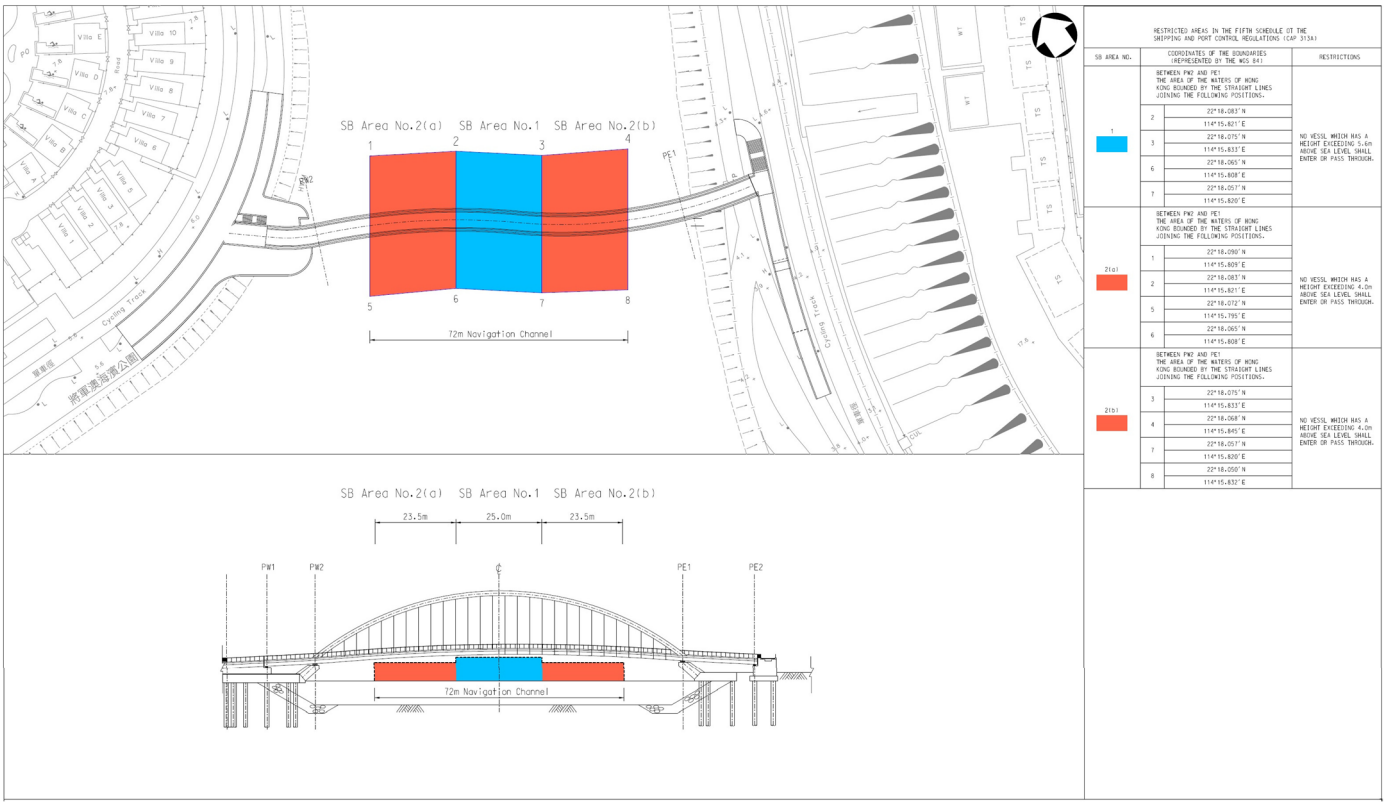
Location Plan and Elevation of Tseung Kwan O Cross Bay Link Areas No. 1 - No. 4



Location Plan and Elevation of Tseung Kwan O Interchange Areas No. 1 - No. 3



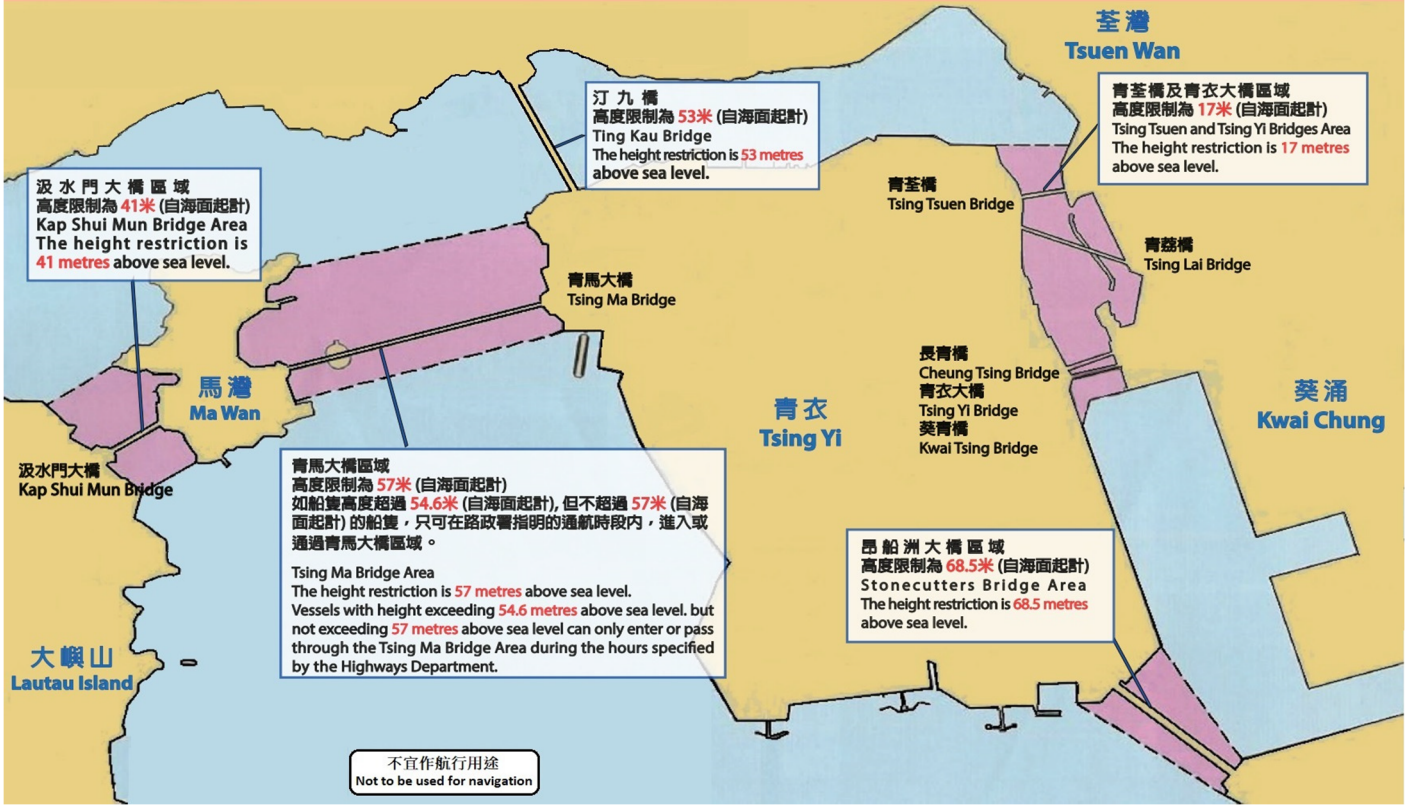
Location Plan and Elevation of Tseung Kwan O Southern Bridge Areas No. 1 and No. 2



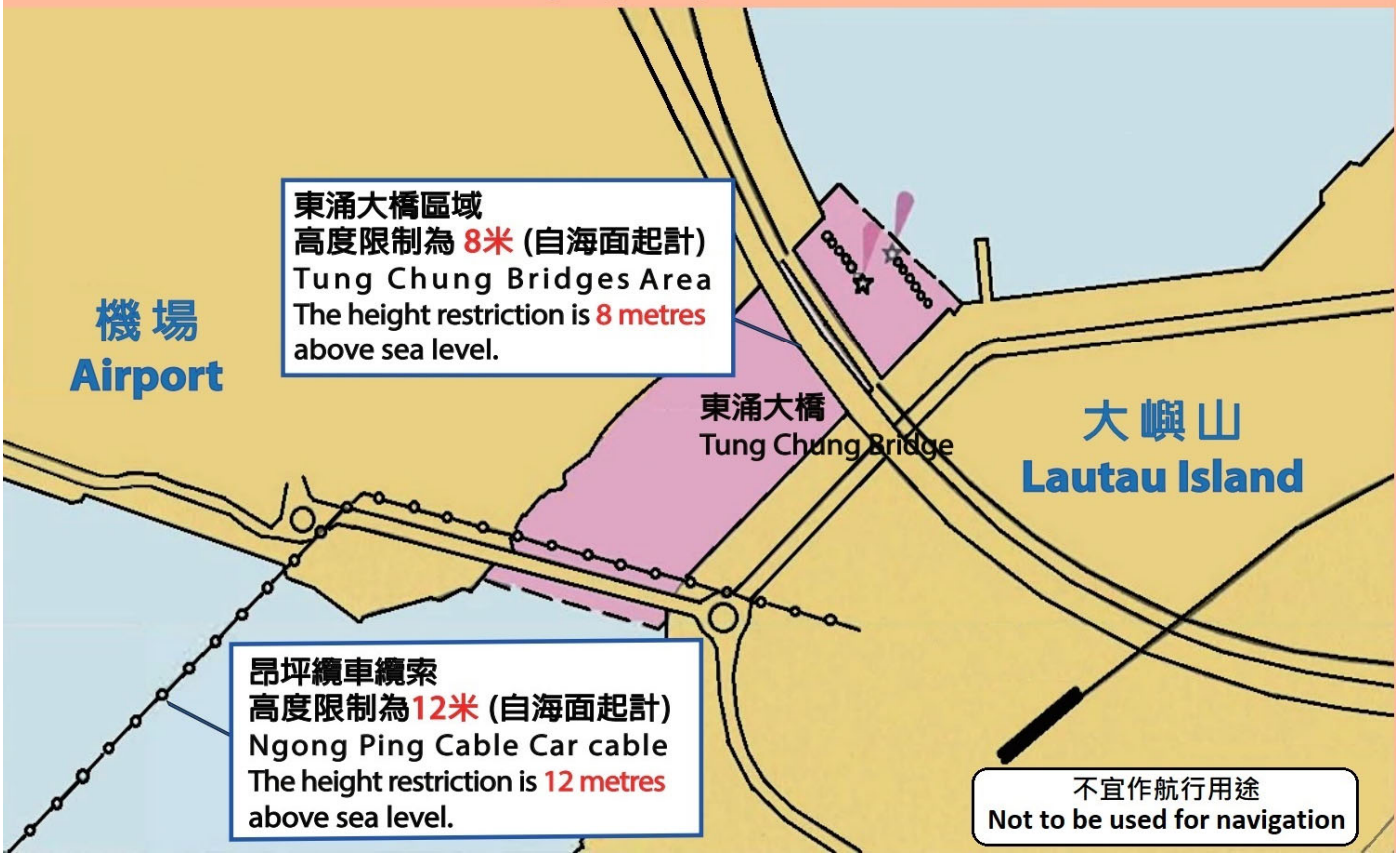
RESTRICTED AREAS IN THE FIFTH SCHEDULE OF THE SHIPPING AND PORT CONTROL REGULATIONS (CAP 313A)

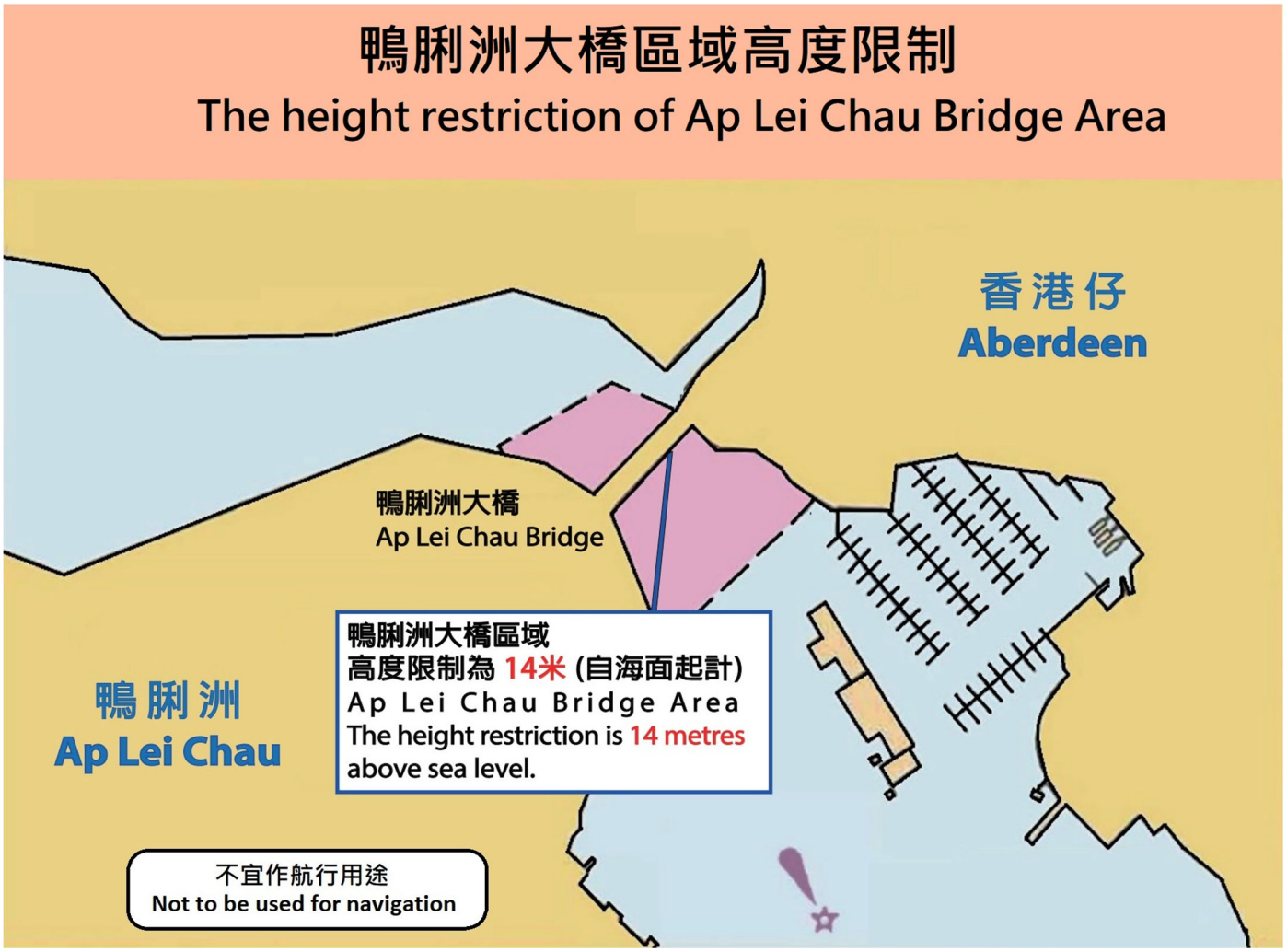
SB AREA NO.	COORDINATES OF THE BOUNDARIES (REPRESENTED BY THE WGS 84)		RESTRICTIONS
1	BETWEEN PW2 AND PE1 THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE STRAIGHT LINES JOINING THE FOLLOWING POSITIONS.		NO VESSEL WHICH HAS A HEIGHT EXCEEDING 5.6m ABOVE SEA LEVEL SHALL ENTER OR PASS THROUGH.
	2	22°18.083'N 114°15.821'E	
	3	22°18.075'N 114°15.833'E	
	6	22°18.065'N 114°15.808'E	
	7	22°18.057'N 114°15.820'E	
2(a)	BETWEEN PW2 AND PE1 THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE STRAIGHT LINES JOINING THE FOLLOWING POSITIONS.		NO VESSEL WHICH HAS A HEIGHT EXCEEDING 4.0m ABOVE SEA LEVEL SHALL ENTER OR PASS THROUGH.
	1	22°18.090'N 114°15.809'E	
	2	22°18.083'N 114°15.821'E	
	5	22°18.072'N 114°15.795'E	
	6	22°18.065'N 114°15.808'E	
2(b)	BETWEEN PW2 AND PE1 THE AREA OF THE WATERS OF HONG KONG BOUNDED BY THE STRAIGHT LINES JOINING THE FOLLOWING POSITIONS.		NO VESSEL WHICH HAS A HEIGHT EXCEEDING 4.0m ABOVE SEA LEVEL SHALL ENTER OR PASS THROUGH.
	3	22°18.075'N 114°15.833'E	
	4	22°18.068'N 114°15.845'E	
	7	22°18.057'N 114°15.820'E	
	8	22°18.050'N 114°15.832'E	

汲水門大橋區域、青馬大橋區域、青荃橋及青衣大橋區域和汀九橋高度限制
The height restrictions of Kap Shui Mun Bridge Area, Tsing Ma Bridge Area, Tsing Tsuen and Tsing Yi Bridges Area, and Ting Kau Bridge

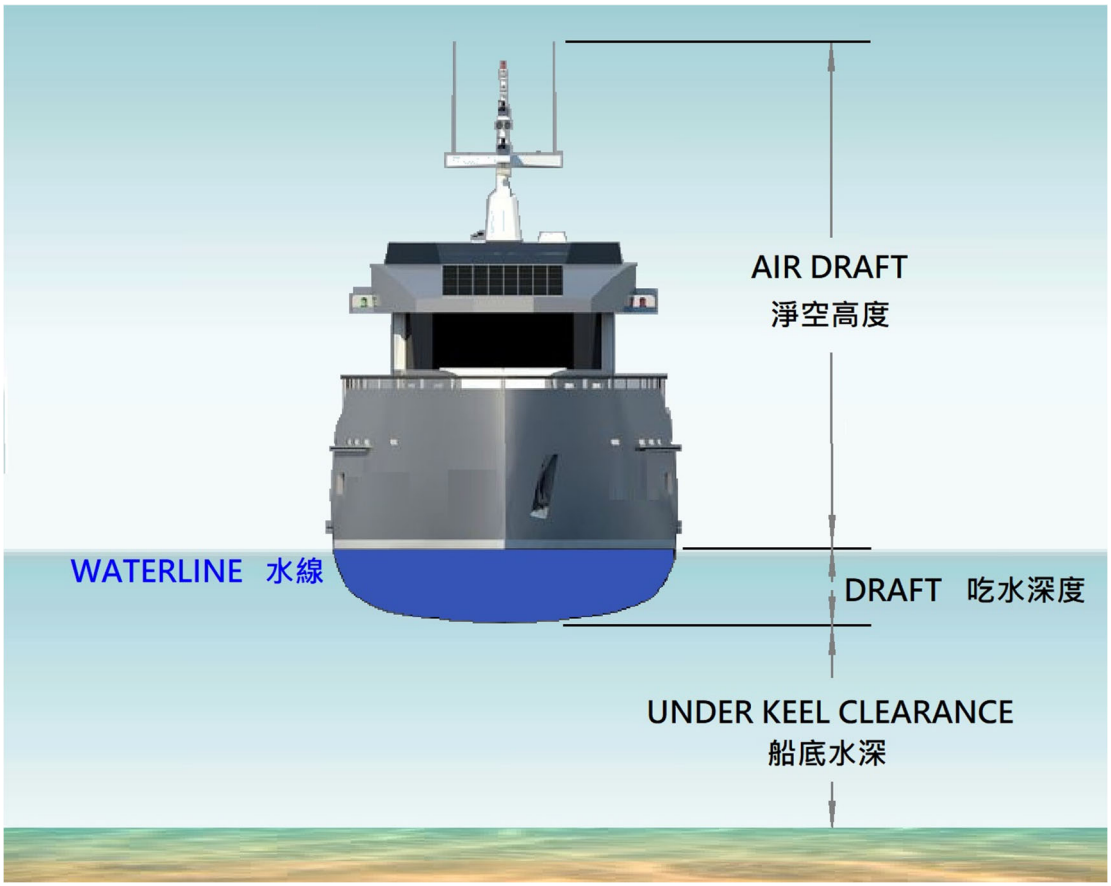


東涌大橋區域及昂坪纜車纜索高度限制
The height restrictions of Tung Chung Bridges Area and Ngong Ping Cable Car cable



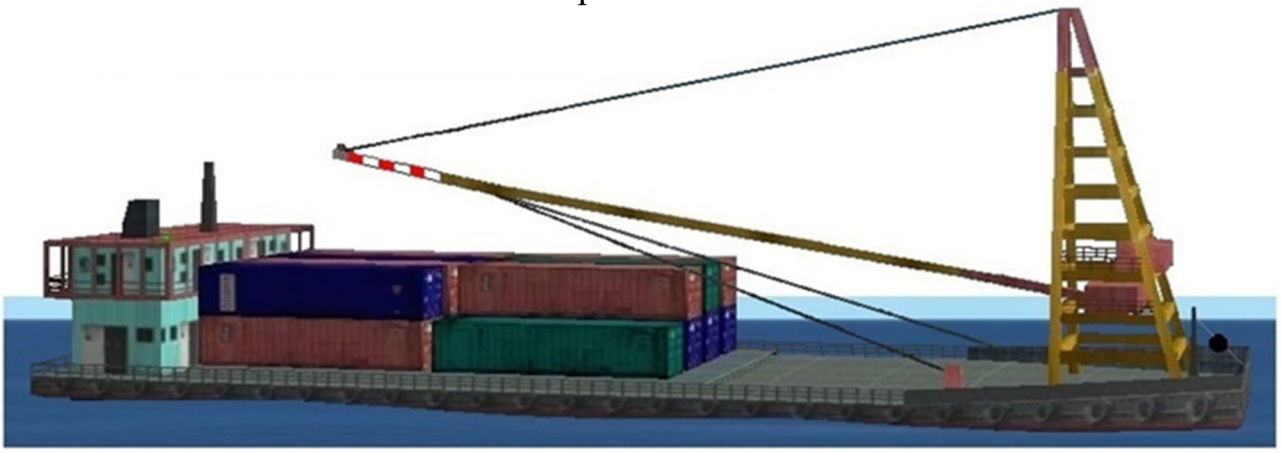


Air Draft Calculation for Vessels



Marking of Derrick Boom of 35 metres and above

The top six metres of the crane/derrick boom should be painted with alternate red and white strips



1. Local vessels with crane height/derrick boom length of 35 metres or more are prohibited from entering, navigating or remaining in the height restricted area of the Kap Shui Mun Bridge specified in Section 19(2) of the Merchant Shipping (Local Vessels) (General) Regulation, Cap. 548F, and paragraph 14 (b) of the Fifth Schedule to the Shipping and Port Control Regulations, Cap. 313A.
2. For the purpose of indicating that the crane/derrick boom of a vessel is 35 metres or more, the owner of the vessel shall ensure the top six metres of the crane/derrick boom of the vessel are painted with alternate red and white strips.
3. It will be an offence if a vessel violates the Merchant Shipping (Local Vessels) (General) Regulation and enters the Kap Shui Mun Special Area without reasonable excuse. The master of the vessel is liable to a fine at level 3 ($10,000) and to imprisonment for 6 months. **[548F/20(1)]**

Kwai Chung Control Station

Before entering or leaving the Kwai Chung Container Terminal Basin, it is necessary to communicate and report to Kwai Chung Marine Traffic Control Station (call sign “KWAI CHUNG CONTROL”) through VHF Channel 74.

The following should be noted:

1. Keep a listening watch on VHF Channel 74;
2. Give due consideration to the safe manoeuvre of other vessels, and do not impede the safe passage of deep draft vessels in that area;
3. Do not anchor except in emergency;
4. Do not engage in fishing in that area.

Prohibited Anchorage Area: **[548F/22] [313A/Schedule 19]**

- within any principal fairway;
- in a direct approach to the Lei Yue Mun or Sulphur Channel;
- in a position which obstructs an approach or entrance to any principal fairway, port, typhoon shelter or pier;
- in a position which gives a foul berth to any other vessel made fast to a mooring, pier or dock premises;
- within 500 m of any place or vessel designated as a Government Explosives Depot under section 13A of the Dangerous Goods Ordinance (Cap. 295), except with the permission of the Director;
- at or near which a notice is posted under section 21(4) except with the permission of the Director;
- (if the vessel exceeds 100 m in length overall) in the Yau Ma Tei Anchorage, except with the permission of the Director;
- in an immigration anchorage, except for the purpose of compliance with the Immigration Ordinance (Cap. 115);
- in a quarantine anchorage, except for the purpose of compliance with the Prevention and Control of Disease Ordinance (Cap. 599);
- in a dangerous goods anchorage, except for the purpose of compliance with the Dangerous Goods Ordinance (Cap. 295); or in a naval anchorage, except with the permission of the Hong Kong Garrison; and
- Hong Kong Disneyland International Theme Park Area. **[313A/Schedule 19]**

Approved Immigration Anchorages

Approved immigration anchorages refer to the "Eastern Immigration Anchorage" which operates from 0600 to 1800 hours, the "Western Immigration Anchorage" and the "Tuen Mun Immigration Anchorage" both operating round the clock. Their locations are illustrated in the "Hong Kong Harbour Plan" issued by the Marine Department. **[115C/Schedule 1]**

The Special Anchorages as specified in Schedule 7 to the Shipping and Port Control Regulations (Cap. 313A) are shown below:

Quarantine Anchorages

- Eastern Quarantine Anchorage
- Western Quarantine Anchorage

Dangerous Goods Anchorages

- Kau Yi Chau Dangerous Goods Anchorage
- Tsuen Wan Dangerous Goods Anchorage
- Western Dangerous Goods Anchorage
- Rocky Harbour Dangerous Goods Anchorage
- Junk Bay Dangerous Goods Anchorage
- Mirs Bay Dangerous Goods Anchorage
- South Lamma Dangerous Goods Anchorage
- Reserved Dangerous Goods Anchorage

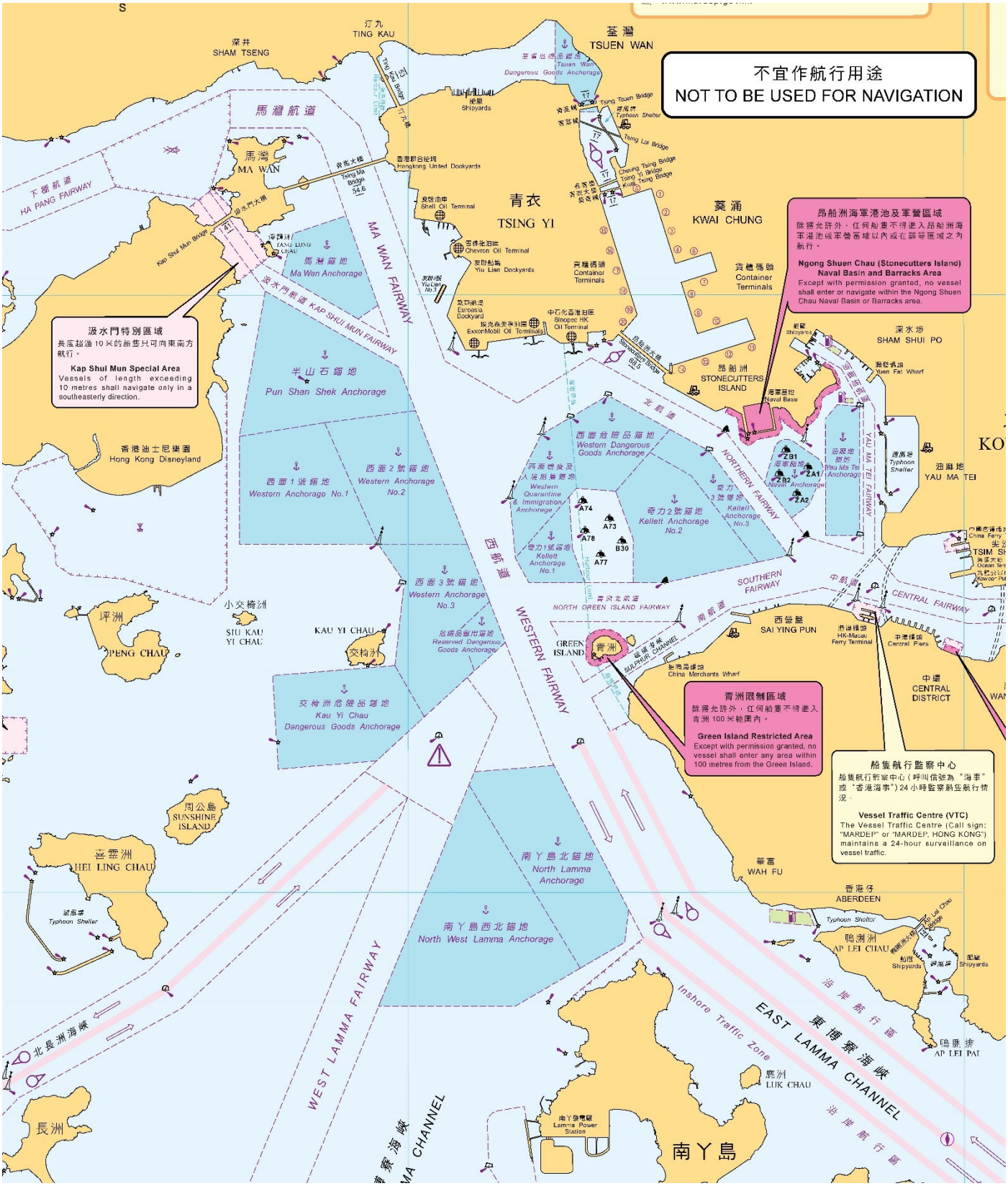
Service Anchorages

- Ma Wan Anchorage
- Pun Shan Shek Anchorage
- Western Anchorage No. 1
- Western Anchorage No. 2
- Western Anchorage No. 3
- North Lamma Anchorage
- North-west Lamma Anchorage
- Yau Ma Tei Anchorage
- Kellett Anchorage No. 1
- Kellett Anchorage No. 2
- Kellett Anchorage No. 3
- Sham Shui Kok Anchorage No. 1
- Sham Shui Kok Anchorage No. 2
- South-east Lamma Anchorage
- South-west Lamma Anchorage
- Urmston Road Anchorage

Naval Anchorage

Multi-purpose Anchorage

- South Cheung Chau Anchorage


不宜作航行用途
NOT TO BE USED FOR NAVIGATION
汀九
TING KAU
深井
SHAM TSENG
荃灣
TSUEN WAN
馬灣航道
馬灣
MA WAN
下硫航道
HA PANG FAIRWAY
青衣
TSING YI
葵涌
KWAI CHUNG
昂船洲海軍港池及軍營區域
除獲允許外，任何船隻不得進入昂船洲海軍港池或軍營區域以內或任該等區域之內航行。
Ngong Shuen Chau (Stonecutters Island) Naval Basin and Barracks Area
Except with permission granted, no vessel shall enter or navigate within the Ngong Shuen Chau Naval Basin or Barracks area.
馬灣錨地
Ma Wan Anchorage
MA WAN FAIRWAY
汲水門航道 KAP SHUI MUN FAIRWAY
汲水門特別區域
長度超過10米的船隻只可向東南方航行。
Kap Shui Mun Special Area
Vessels of length exceeding 10 metres shall navigate only in a southeasterly direction.
半山石錨地
Pun Shan Shek Anchorage
香港迪士尼樂園
Hong Kong Disneyland
西面1號錨地
Western Anchorage No.1
西面2號錨地
Western Anchorage No.2
西面危險品錨地
Western Dangerous Goods Anchorage
奇力2號錨地
Kellett Anchorage No.2
奇力1號錨地
Kellett Anchorage No.1
西面3號錨地
Western Anchorage No.3
西航道
WESTERN FAIRWAY
北航道
NORTHERN FAIRWAY
SOUTHERN FAIRWAY
中航道
CENTRAL FAIRWAY
NORTH GREEN ISLAND FAIRWAY
SULPHUR CHANNEL
青洲
GREEN ISLAND
青洲限制區域
除獲允許外，任何船隻不得進入青洲100米範圍內。
Green Island Restricted Area
Except with permission granted, no vessel shall enter any area within 100 metres from the Green Island.
船隻航行監察中心
船隻航行監察中心（呼叫信號為"海事"或"香港海事"）24小時監察船隻航行情況。
Vessel Traffic Centre (VTC)
The Vessel Traffic Centre (Call sign: "MARDEP" or "MARDEP, HONG KONG") maintains a 24-hour surveillance on vessel traffic.
深水埗
SHAM SHUI PO
昂船洲
STONECUTTERS ISLAND
油麻地
YAU MA TEI
尖沙咀
TSIM SHA TSUI
中環
CENTRAL DISTRICT
西營盤
SAI YING PUN
坪洲
PENG CHAU
小交椅洲
SIU KAU YI CHAU
交椅洲
KAU YI CHAU
交椅洲危險品錨地
Kau Yi Chau Dangerous Goods Anchorage
周公島
SUNSHINE ISLAND
喜靈洲
HEI LING CHAU
南丫島北錨地
North Lamma Anchorage
南丫島西北錨地
North West Lamma Anchorage
WEST LAMMA FAIRWAY
EAST LAMMA CHANNEL
東博寮海峽
Inshore Traffic Zone
沿岸航行區
華富
WAH FU
香港仔
ABERDEEN
鴨脷洲
AP LEI CHAU
鴨脷洲大橋
Ap Lei Chau Bridge
鴨脷洲
AP LEI PAI
鹿洲
LUK CHAU
南丫島
長洲
北長洲海峽
Lamma Power Station
南丫發電廠

Restricted Areas **[313A/23] [548F/14]**

- 100 metres from the low water mark on Green Island;
- Ngong Shuen Chau Barracks area;
- 100 metres from the low water mark on Waglan Island;
- Shing Mun River Channel.

Except with the permission of the Director or with reasonable excuse, otherwise unauthorised entry to restricted areas shall be liable on conviction to a fine at level 3 ($10,000) and to imprisonment for 6 months.

Prohibited Fishing Areas **[313A/68, Part I of Schedule 11]**

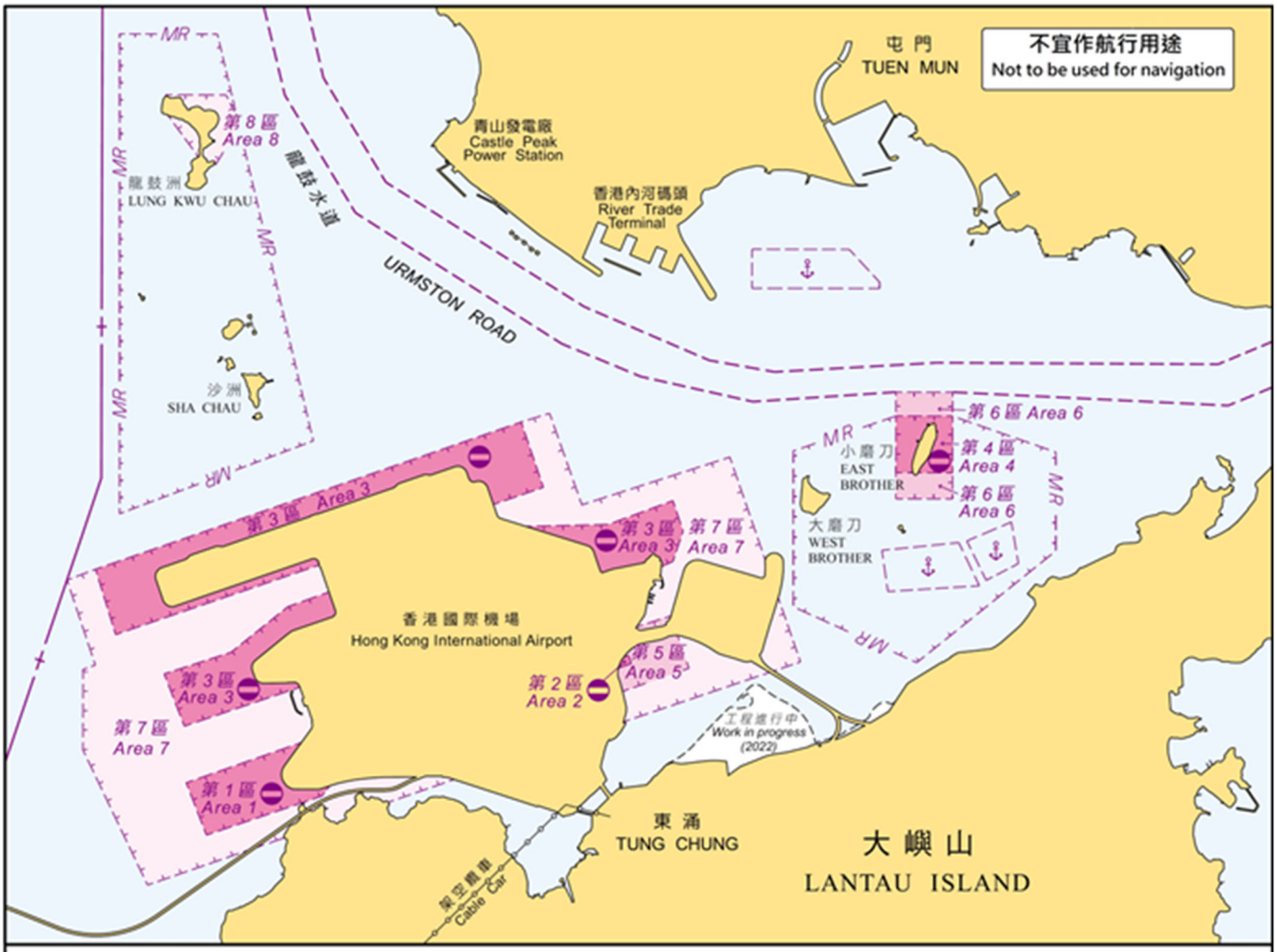
No person shall fish by purse net, seine net, drift net, trawl, cage trap, hand line or long line in any prohibited fishing area; otherwise, he shall be liable to a fine at level 1 (HK$2,000):

- The direct approaches to the Lei Yue Mun Pass;
- The direct approaches to the Sulphur Channel;
- Any principal fairway;
- The area joining the Ma Wan Fairway, the Kap Shui Mun Fairway and the Ha Pang Fairway;
- Any area at or near which a notice prohibiting fishing is conspicuously posted by order of the Director.

Hong Kong International Airport (HKIA) Approach Restricted Areas **[313A/23, Schedule 5]**

- The height restriction of Tung Chung bridges area is 8 metres above sea level.
- Except with the permission of the Director, no vessel shall enter or pass through the HKIA Approach Area No. 1, 2, 3 or 4.
- No vessel which has a height exceeding 15 metres above sea level shall enter or pass through the HKIA Approach Area No. 5 or 6.
- No vessel which has a height exceeding 30 metres above sea level shall enter or pass through the HKIA Approach Area No. 7 or 8.

香港國際機場限制區
Restricted Areas of Hong Kong International Airport



第 1 - 4 區 ： 任何船隻不得進入或通過。
Area No. 1 – 4 ： No vessel shall enter or pass through.

第 5 - 6 區 ： 凡高度超過海拔 15 米的船隻，不得進入或通過。
Area No. 5 – 6 ： No vessel which has a height exceeding 15 metres above sea level shall enter or pass through.

第 7 - 8 區 ： 凡高度超過海拔 30 米的船隻，不得進入或通過。
Area No. 7 – 8 ： No vessel which has a height exceeding 30 metres above sea level shall enter or pass through.

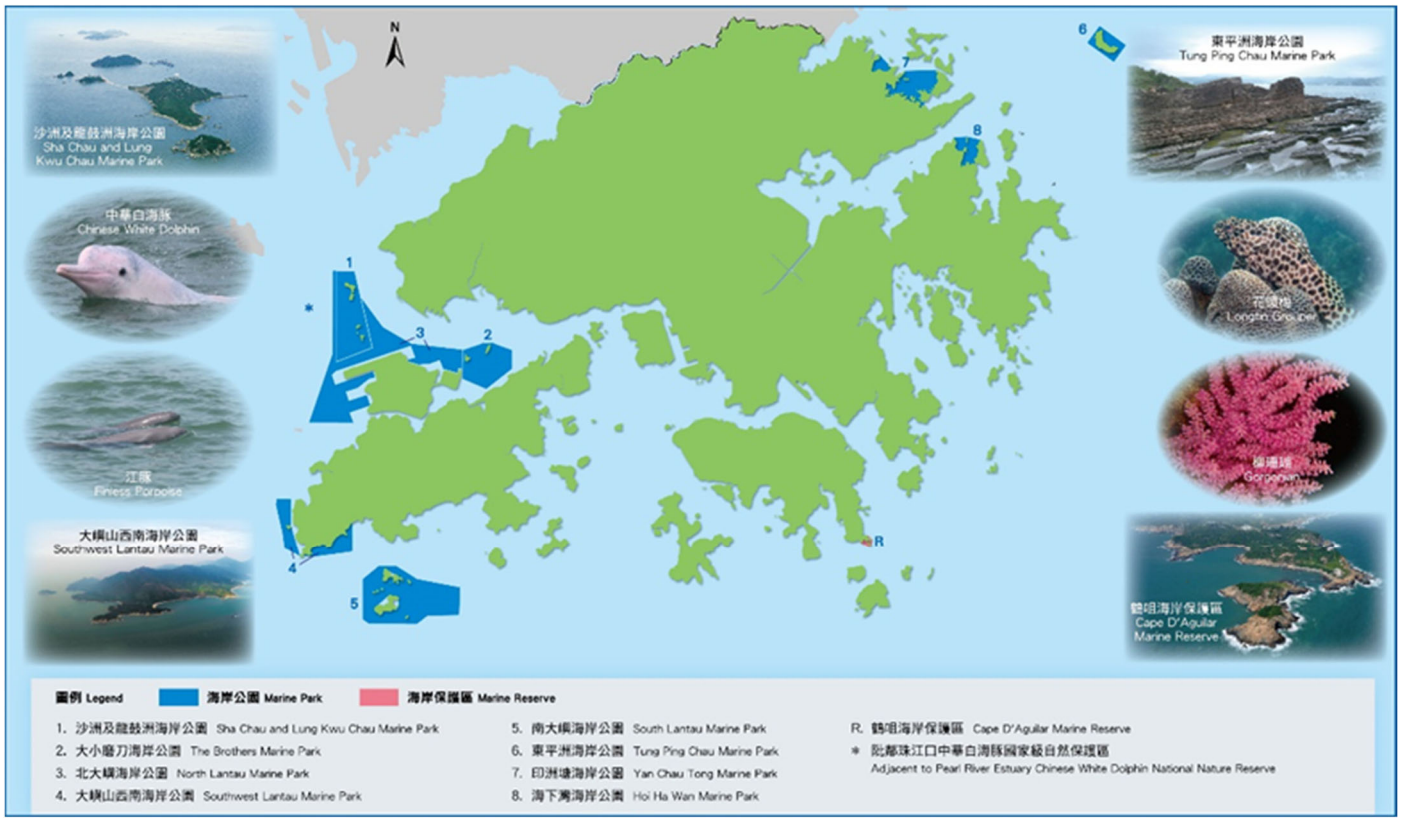
除經海事處處長允許外，任何船隻不得進入或通過第 1 至第 4 區。此外，凡超過上述高度限制的船隻，一律不得進入或通過第 5 至第 8 區。

Except with the permission of the Director of Marine, no vessel shall enter or pass through Area No. 1 to 4, and no vessel exceeding the height limit mentioned above shall enter or pass through Area No. 5 to 8.

Chapter 10 — Recreational Activities and Environmental Protection

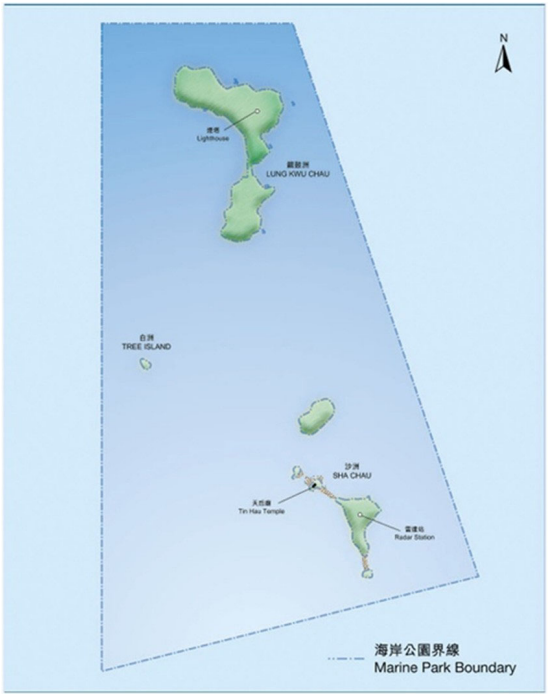
Marine Parks and Marine Reserve

At present, eight marine parks and one marine reserve have been designated, which include Hoi Ha Wan Marine Park, Yan Chau Tong Marine Park, Sha Chau and Lung Kwu Chau Marine Park, Tung Ping Chau Maine Park, The Brothers Marine Park, Southwest Lantau Marine Park, North Lantau Marine Park, South Lantau Marine Park and Cape D'Aguilar Marine Reserve.



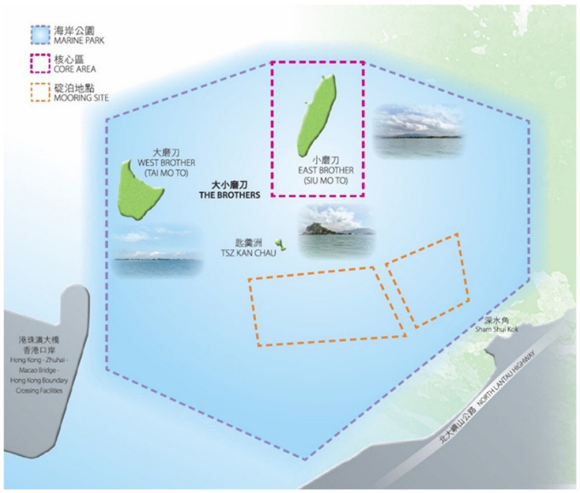
Speed limit within a marine park/marine reserve - **10 knots [476A/10] [476A/11]**
No person shall moor or anchor a vessel in a marine park or marine reserve except under and in accordance with a permit or at mooring buoys or mooring sites provided by the Country and Marine Parks Authority.
Any person who contravenes the above regulation is liable on conviction to a fine at level 4 ($25,000) and to imprisonment for 12 months.

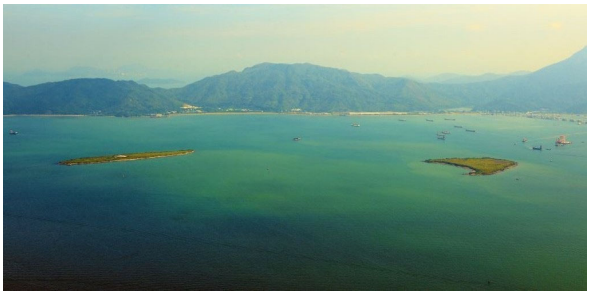
For more details about the Marine Parks and Marine Reserve, please visit the following website of the Agriculture, Fisheries and Conservation Department:
https://www.afcd.gov.hk/english/country/cou_lea/mp_mr.html



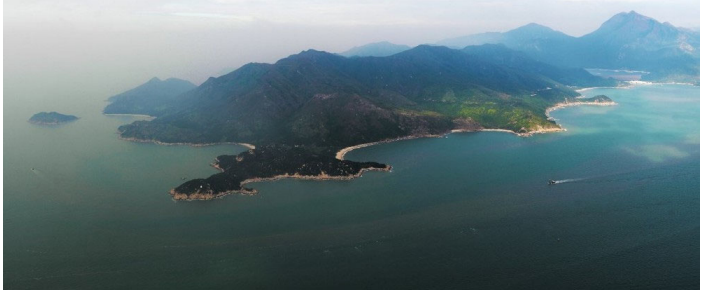
Sha Chau and Lung Kwu Chau Marine Park

North Lantau Marine Park

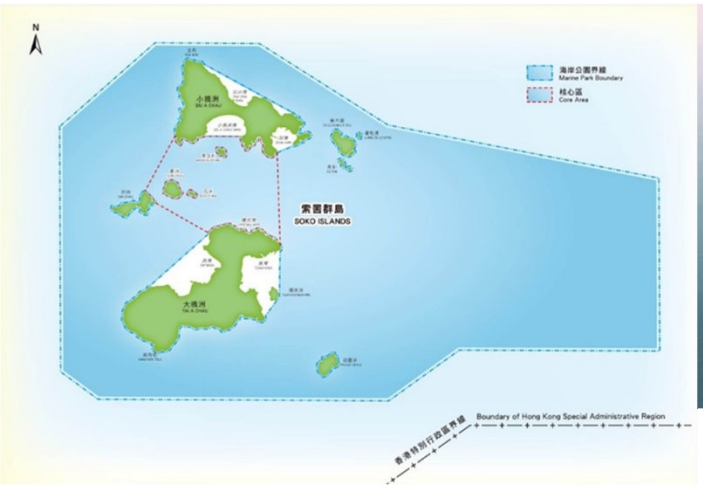


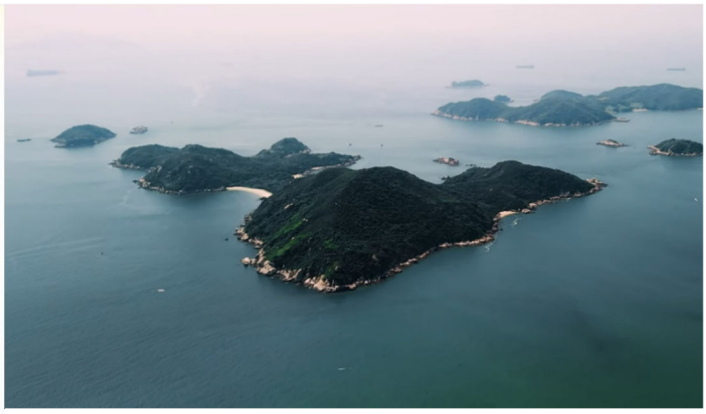


The Brothers Marine Park



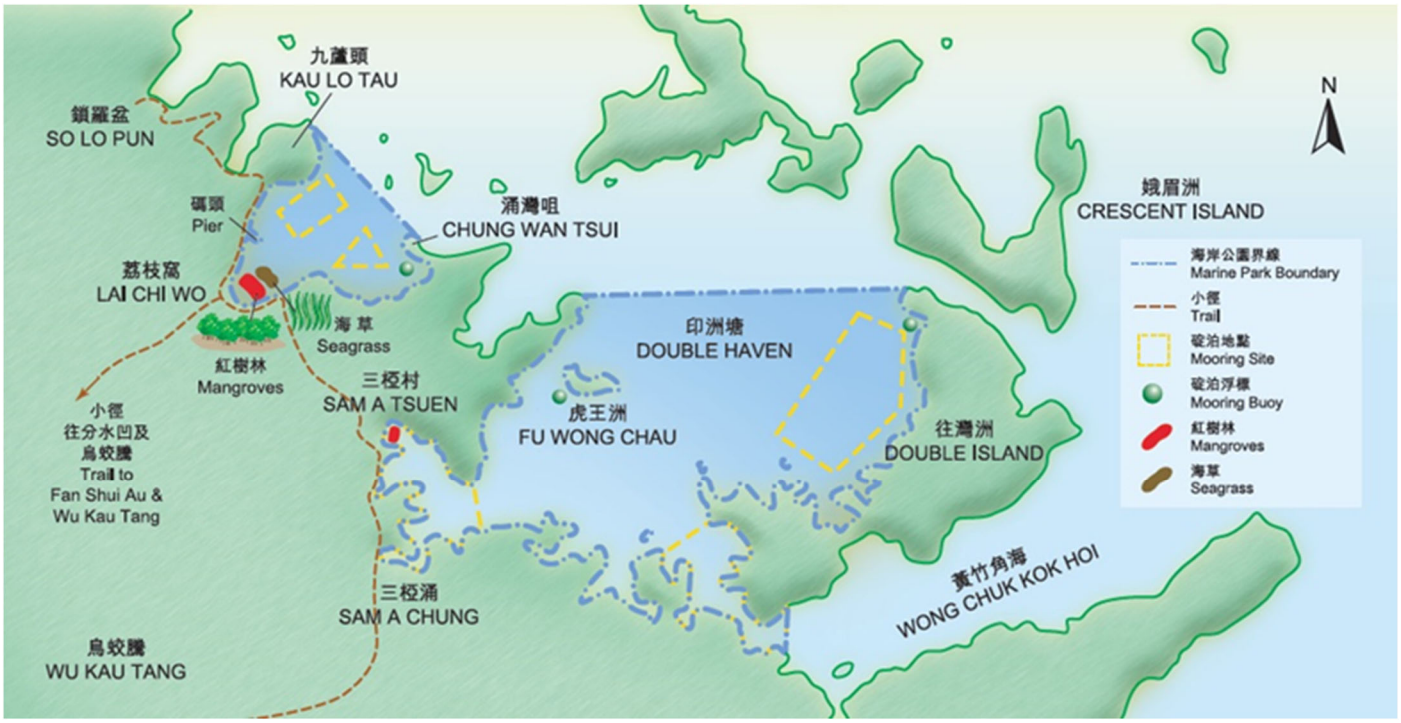
Southwest Lantau Marine Park

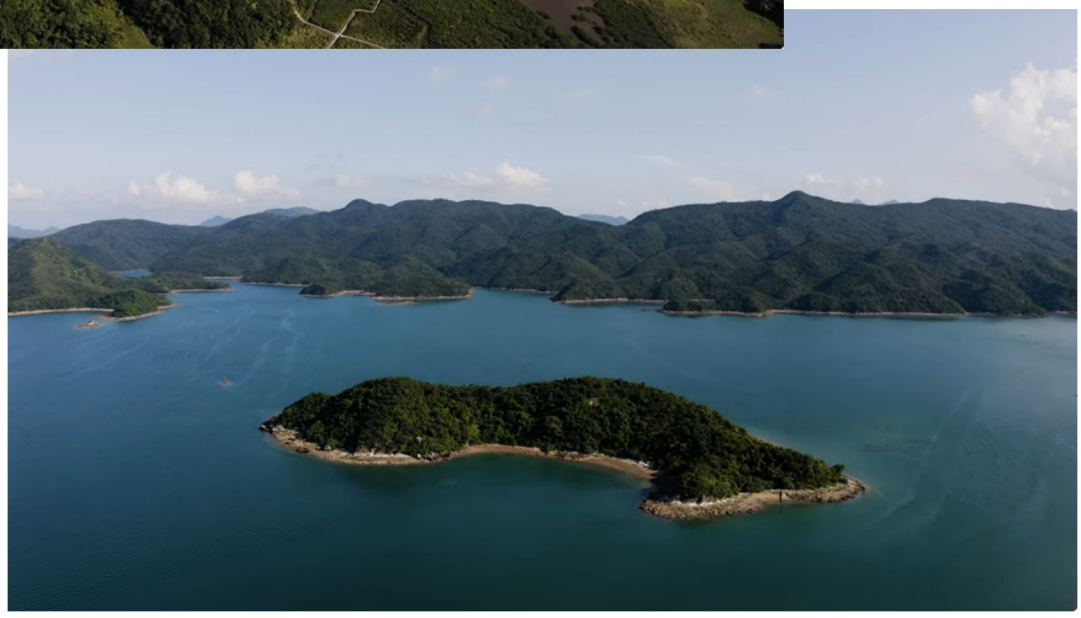




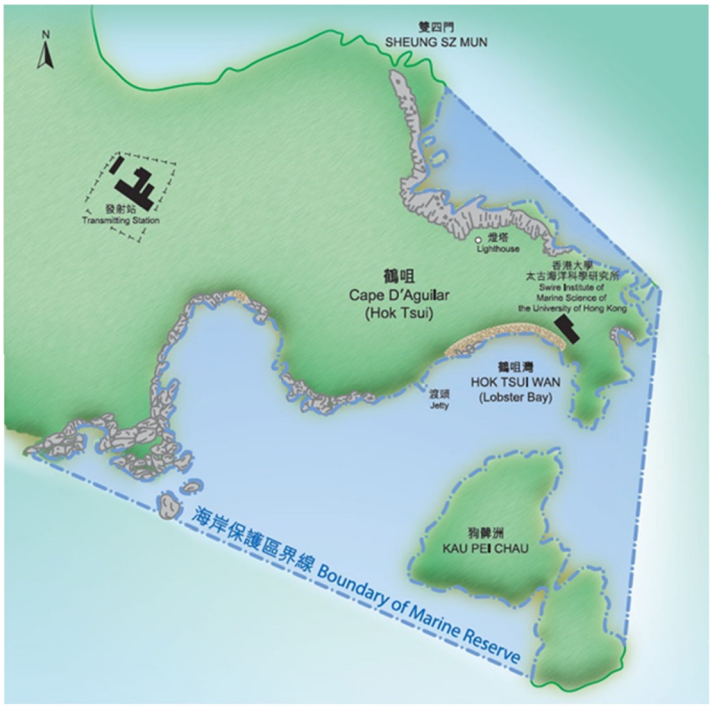
South Lantau Marine Park

Tung Ping Chau Marine Park





Yan Chau Tong Marine Park



Hoi Ha Wan Marine Park

Cape D'Aguilar Marine Reserve

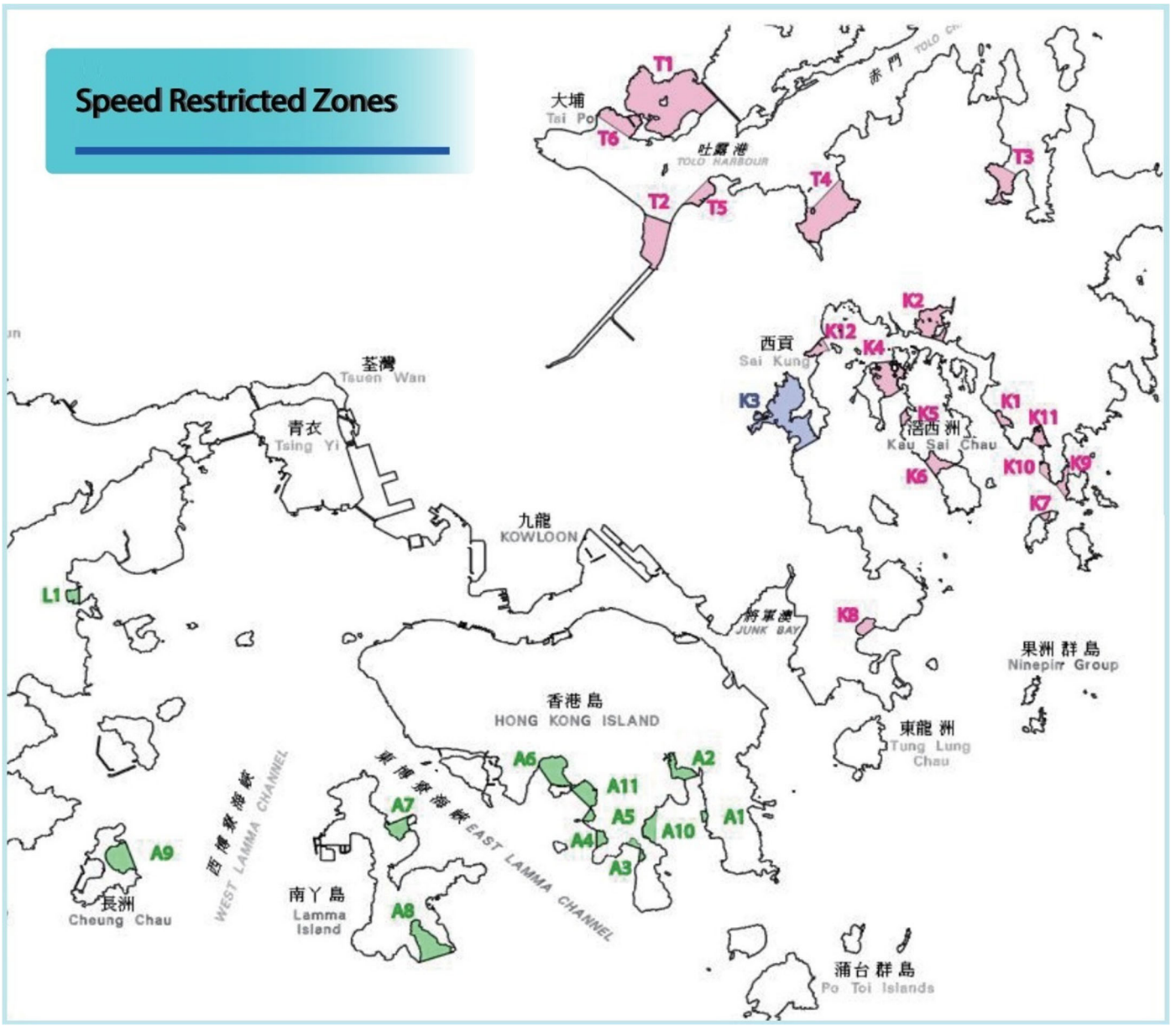
Water Sport Safety

Coxswains and vessel operators should make appropriate preparations before setting sail for water sport activities. They should plan their voyages and consider whether the vessel's structure is suitable for the water area and the activity to be conducted. There should be enough experienced crew members on board to guide passengers to follow safety instructions when engaging in water sport activities. Coxswains and vessel operators should also familiarise themselves with all safety precautions and contingency measures, check the vessel's structure and its safety equipment on board before setting sail, and know the location of the equipment and how to use it. They should also collect sufficient weather forecast information for the whole voyage and take heed of weather conditions or warnings.

Pleasure vessel operators should navigate carefully when entering shallow waters, speed restricted zones or waters with others taking part in water sport activities. Vessel operators should strengthen lookouts and take appropriate safety measures to avoid any possible risk if they see other water sport activities nearby.

During typhoon season, coxswains and persons-in-charge should remain vigilant against the threat of typhoons. Before the onset of a typhoon, appropriate precautionary measures must be taken to ensure the safety of persons on board and vessels.

Speed Restricted Zones



Port Shelter & Rocky Harbour

- K1 Tai She Wan
- K2 Tsam Chuk Wan
- K3 Hebe Haven (Pak Sha Wan)
- K4 East Kiu Tsui Chau
- K5 West Kau Sai Chau
- K6 South Kau Sai Chau
- K7 Bluff Island
- K8 Clear Water Bay
- K9 Sor Sze Mun
- K10 Ma Tau Wan
- K11 High Island
- K12 Yeung Chau

Tolo Habour

- T1 Plover Cove
- T2 Sha Tin Hoi
- T3 Ko Tong Hau
- T4 Three Fathoms Cove
- T5 Wu Kai Sha
- T6 Sam Mun Tsai

Hong Kong Island South

- A1 To Tei Wan
- A2 Tai Tam Harbour
- A3 Stanley Bay
- A4 Chung Hom Wan
- A5 South Bay
- A6 Deep Water Bay
- A10 Tai Tam Bay
- A11 Repulse Bay

Lamma Island

- A7 Luk Chau Wan
- A8 Sham Wan

Cheung Chau

- A9 Tung Wan

Lantau Island

- L1 Discovery Bay

The amended regulations for the following statutory speed restricted zones took effect on1 April 2020

The areas shaded in green : Speed limit in these areas is 5 knots between 8 am and 12 midnight on any Saturday or public holiday or on any day during the period from 1 April to 31 October (both dates inclusive) in any year.

The areas shaded in red : Speed limit in these areas is 5 knots between 8 am and 12 midnight on any Saturday or public holiday or on any day during the period from 1 July to 15 September (both dates inclusive) in any year.

The areas shaded in blue : Speed limit in this area is 5 knots between 8 am and 12 midnight throughout the year.

For speeding at Speed Restricted Zones, the coxswain of the vessel commits an offence and is liable to a fine of HK$10,000.

Riding a small open cruiser

- ※ Bring torches and sufficient fuel before setting sail.
- ※ Avoid navigating at night or when the visibility is less than two nautical miles.
- ※ Plan the route carefully and do not sail far off the coast or in the rough sea.
- ※ Install radar reflectors and lighting on board the vessel to enable other vessels to detect and locate it.
- ※ Always keep alert and pay attention to the changes in currents, waves and weather.
- ※ Wear a suitable lifejacket at all times when riding a vessel.
- ※ The operator should follow the manufacturer's operating instructions when using the "kill cord" attached to the outboard engine or the helmsperson seat, for example, securely attach it to his/her body.
- ※ Beware of the choppy waters caused by the passing vessels.
- ※ Persons and loaded items on board must be positioned properly to maintain the balance of the vessel and avoid listing or capsizing of the vessel.

Boating activities

- Engage in boating activities in the daytime whenever possible.
- No boating activities in busy waters, fairways and channels or waters with strong currents. Keep wide clear of submerged rocks and obstacles
- Avoid going alone but go with companions and take care of each other.

- Bring torches to enable other vessels to easily detect and locate the boat in the dusk.
- Wear a lifejacket or buoyancy aid suitable for boating activities at all times.
- Always keep alert and pay attention to the changes in weather and sea conditions.

Water slides / inflatable water slides

- Vessel owners should properly maintain their water slides. The coxswain should inspect the slide to ensure it is safe before use.
- The coxswain should arrange an adult to control the order of persons using the slide.
- Users should take note of the sea condition before sliding down.
- Do not slide down until the user ahead has left the end of the slide to avoid bumping him/her.
- Swim away from the end of the slide immediately after getting into the water to avoid being bumped by other users.

Jet skis

- ※ Both the operator and passenger of a jet ski should wear suitable life jackets at all times.
- ※ The operator should follow the manufacturer's operating instructions when using the "kill cord" attached to the jet ski, for example, securely attach it to his/her body.
- ※ Wear suitable safety equipment such as helmet and protective clothing.
- ※ Do not operate a jet ski before sunrise or after sunset.
- ※ When operating a jet ski in narrow waterways or busy waters, proceed at a safe speed with extreme caution.
- ※ Keep clear of other vessels and from the shore to avoid colliding with swimmers or submerged rocks.
- ※ Pay attention to the nearby environment and avoid creating big wash which may jeopardise the safety of small boats.
- ※ Always observe speed limits in statutory Speed Restricted Zones.
- ※ Do not weave through swimmers to avoid causing danger to them.
- ※ Do not operate a jet ski in inclement weather or on a rough sea.

Swimming during a cruise

- ※ Do not get into the water until the vessel has stopped and anchored with the engine switched off.
- ※ Check the conditions of the waters, such as swells, currents and tides, in the vicinity of the vessel before getting into the water.
- ※ Swimmers should assess their swimming ability and physical condition before getting into the water.
- ※ Incompetent swimmers should wear lifejackets instead of buoyancy aids.
- ※ Do not overeat or drink before swimming. Warm up before getting into the water.
- ※ Do not swim when feeling seasick or unwell.
- ※ Do not get into the water alone. A buddy group of two to three can take care of / look after each other.
- ※ The coxswain should arrange an adult on board to monitor the conditions of the sea and the swimmers so that assistance can be provided when necessary.
- ※ Place safety equipment such as lifebuoys, lifejackets and lifelines at easily accessible locations for immediate use.
- ※ Pay close attention to changes in weather. Return to the vessel at the first sign of deteriorating weather conditions.
- ※ Check for any dangerous marine lives such as jellyfish before getting into the water.
- ※ Get into the water by using the stern ladder of the vessel. Do not hastily jump into the water from the vessel to avoid hitting the hull, protruding objects or underwater obstructions which will result in injury.

Snorkeling

※ Check the hours of high and low tides before snorkeling. Do not snorkel when the tide is rising or falling rapidly.

※ Take note of the weather conditions. Do not snorkel in strong wind or rough sea.

※ Do not snorkel at night.

※ Do not snorkel in waters with busy tra c, strong currents, poor visibility, or in fishing areas. Arrange a lookout person to stay on guard above the water when snorkeling is in progress, and place clearly recognisable buoys or code signals (such as International Code Signal "A") on the water surface to alert vessel operators to stay away from that area.

※ Carry distress signaling equipment and audible signaling devices.

※ Pay attention to the water surface conditions when ascending. Stay alert to any sound of vessel engine.

Towing water sports

※ Participants must wear suitable lifejackets or buoyancy aids.

※ Participants must be fully aware of their own ability and health condition. Never overeat or drink before taking part in these activities.

※ Towing water sports should be conducted in open waters.

※ When towing a towable buoyancy aid, the coxswain operating the speedboat must maintain a sharp lookout, keep a safe distance from other vessels and obstacles, and arrange an adult to watch out for the safety of the persons on the buoyancy aid at all times.

Water-skiing

- ※ Water-skiers should wear suitable lifejackets or buoyancy aids at all times.
- ※ Water-skiing activity should be conducted in open waters.
- ※ During any water-skiing activity, the coxswain shall assign an adult to watch out and inform the coxswain of the safety conditions to the person being towed at all times.
- ※ The coxswain of the speedboat towing the water-skier must always maintain a lookout and keep a safe distance from other vessels and obstacles.
- ※ Slow down and proceed with caution when passing through waters with swimmers.
- ※ Do not water-ski in statutory Speed Restricted Zones, waters crowded with swimmers or shallow areas.

Chapter 11 — Weather and Storm Warning Signals

Rainstorm Warning System

The rainy season in Hong Kong is normally between April and September. Rain could be particularly heavy and persistent during May and June, causing severe traffic disruption and on occasions widespread flooding and landslips, resulting in casualties.

The rainstorm warning system is designed to alert the public to the impending heavy rain which may cause serious disruptions, and to ensure that emergency services and departments are fully prepared to carry out rescue operations. It is independent of other severe weather warnings such as tropical cyclone warning and landslip warning, which will be issued separately where necessary.

There are three levels of warning: **AMBER**, **RED** and **BLACK.**

The **AMBER** signal alerts the public to potential heavy rain, which may further develop into RED or BLACK signal situations. Flooding may occur in some low-lying and poorly drained areas. Government departments, major public transport operators and utility companies should be on alert.

The **RED** and **BLACK** signals warn the public that heavy rain is likely to bring about serious road flooding and traffic congestion. Government departments, major public transport operators and utility companies will implement contingency measures. Clear instructions will also be issued for the public to follow.

Once a rainstorm warning is issued, the warning message will be broadcast immediately over radio and television. For safety, the public should pay attention to radio and television announcements for the latest information.

Guide to the Rainstorm Signals

AMBER RAINSTORM SIGNAL — Heavy rain has been recorded or is expected to fall generally over Hong Kong, exceeding 30 mm per hour, and is likely to continue.

Points to note

- Members of the public should take necessary precautions to reduce their exposure to risk posed by heavy rain, such as flooding. The public should avoid approaching watercourses that are prone to flooding.
- Parents, students, school authorities and school bus drivers should pay attention to radio or television announcements regarding the latest weather, road and traffic conditions.

- Candidates for public examinations should attend the examination as scheduled, but should pay attention to radio or television announcements in case the weather suddenly deteriorates.
- Farmers and fish pond owners, particularly those with farmland or fish ponds located in low-lying or flood-prone areas, should take the necessary precautions to minimise losses, which include checking and clearing the drainage systems within and around the farmland/fish ponds to ensure that all the channels remain unobstructed. Where practicable, fish pond operators should lower the water level of ponds that may be at risk of flooding.

RED RAINSTORM SIGNAL — Heavy rain has been recorded or is expected to fall generally over Hong Kong, exceeding 50 mm per hour, and is likely to continue.

Points to note

- Employees working in exposed outdoor areas should suspend outdoor duties until weather conditions permit.
- Members of the public who need to go out should carefully assess whether the weather and road conditions allow.
- If the RED signal is issued before working hours, employees should report for duty as usual, provided that transport services are available. Supervisors are encouraged to adopt a flexible attitude in case their staff encounter genuine difficulties in arriving at work on time.
- If the RED signal is issued during office hours, employees working indoors should remain on duty as usual unless their workplace is considered unsafe. Employees in areas where transport services are about to be suspended can be exceptionally released at the discretion of the supervisor. When exercising their discretion, supervisors should take into account the weather and road conditions.

BLACK RAINSTORM SIGNAL — Very heavy rain has been recorded or is expected to fall generally over Hong Kong, exceeding 70 mm per hour, and is likely to continue.

Points to note

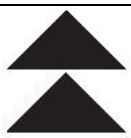
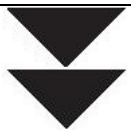
- Stay indoors or take shelter in a safe place until the heavy rain has passed.
- Employees working in exposed outdoor areas should cease work and take shelter.

- Those unable to find safe shelter may take temporary refuge in temporary shelters operated by the Home Affairs Department.
- Employers are advised not to require their employees to report for duty unless prior agreement on work arrangements during rainstorms has been made.

Notes on the Issuance of Rainstorm Warning Signals

1. The rainfall criteria for issuing rainstorm warning signals are for guidance only. When prolonged rain occurs, the signals may be issued even if the hourly rainfall does not reach the specified level.
2. The Observatory aims to issue the **AMBER** signal one to two hours ahead of anticipated heavy rain. However, this lead time may be considerably shorter in case the heavy rain develops rapidly. Not all **AMBER** signals will be followed by **RED** signals.
3. The Observatory endeavours to issue the **RED** and **BLACK** signals before the specified rainfall levels are reached. However, local severe rainstorms are extremely difficult to forecast. The lead time will generally be very short. There will even be situations in which a **RED** signal is issued without a preceding **AMBER** signal. Similarly, a **BLACK** signal may be issued without a preceding **RED** signal.

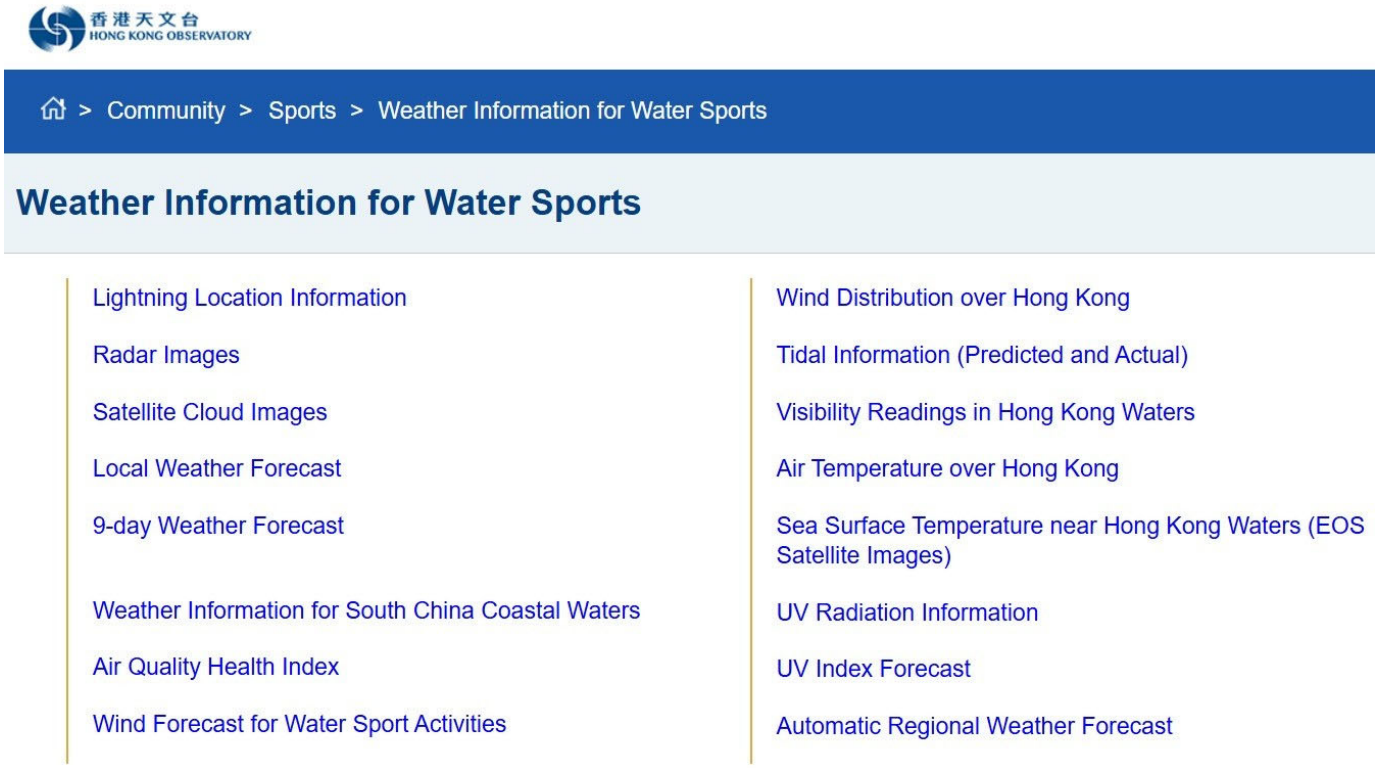
Hong Kong's Tropical Cyclone Warning Signals

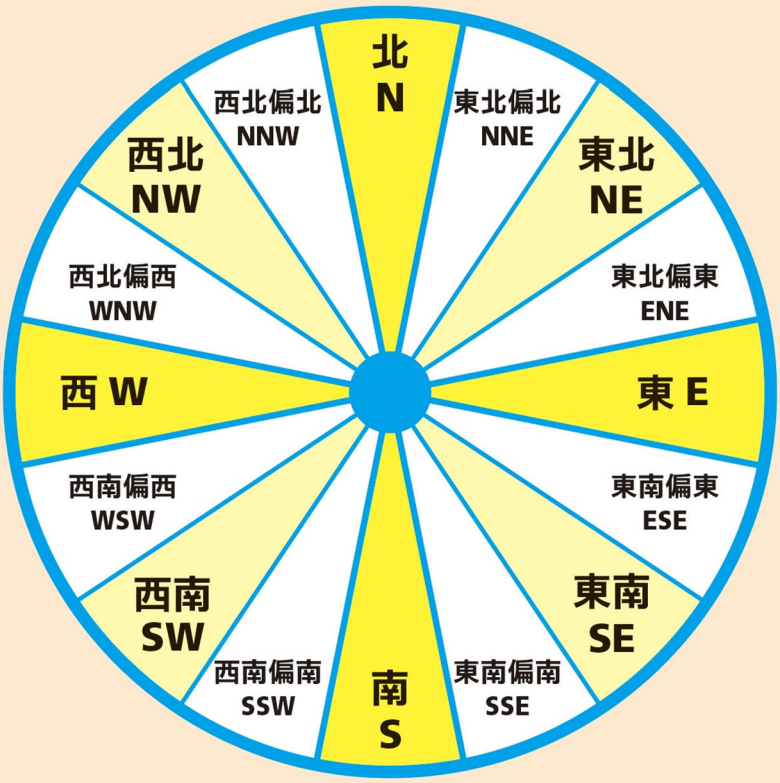
Signal		Shape	Meaning
Standby Signal	1		A tropical cyclone is centred within about 800 km of Hong Kong and may affect the territory.
Strong Wind Signal	3		Strong wind is blowing or expected to blow generally in Hong Kong near sea level, with a sustained speed of 41-62 km/h, and gusts which may exceed 110 km/h, and the wind condition is expected to persist.
NW' LY Gale or Storm Signal	8 NW		Gale or storm force wind is blowing or expected to blow generally in Hong Kong near sea level, with a sustained wind speed of 63-117 km/h from the quarter indicated and gusts which may exceed 180 km/h, and the wind condition is expected to persist.
SW' LY Gale or Storm Signal	8 SW		
NE' LY Gale or Storm Signal	8 NE		
SE' LY Gale or Storm Signal	8 SE		
Increasing Gale or Storm Signal	9		Gale or storm force wind is increasing or expected to increase significantly in strength.
Hurricane Signal	10		Hurricane force wind is blowing or expected to blow with sustained speed reaching 118 km/h or above and gusts that may exceed 220 km/h.
Monsoon			A monsoon is a seasonal wind flow due to the difference in surface pressure caused by the differential heating of seas and lands. The northeast monsoon generally prevails over southern China in autumn and winter while the southwest monsoon dominates in summer.

Important Points to Note

- The weather in different parts of Hong Kong cannot be simply inferred from the signal issued. Simply knowing what signal is issued is not enough. **You should** take note of the latest tropical cyclone information and related announcements broadcast on **radio and television, and given in the Hong Kong Observatory's website** (https://www.hko.gov.hk/en/index.html), **MyObservatory mobile app and Dial-a-Weather system** (Tel. No.: 1878 200) to decide on the actions to take in response to the signal issued.
- Tropical cyclone warning signals are to warn the public of the threat of **WINDS** associated with a tropical cyclone.
- Owing to local topographical conditions or the presence of buildings nearby, winds at your locality may be substantially different from the general wind strength over Hong Kong. Winds are often stronger over offshore waters and on high ground. Winds are less strong in areas sheltered from the prevailing wind direction.
- The Hong Kong Observatory provides the public with detailed information on regional wind and rain through a diversity of channels, especially the website and mobile app. Members of the public should consider their own circumstances and level of acceptable risk when taking precautions in response to warnings.
- When the No. 1 signal is issued, you should take the tropical cyclone into account when planning your activities and beware that strong winds may occur over offshore waters.

- When the No. 3 signal is issued, secure all loose objects or bring them indoors. Low-lying areas may have flooding or backflow of seawater owing to storm surge. Stay away from dangerous places. Winds are normally expected to become generally strong in Hong Kong within 12 hours after this signal is issued. Winds over offshore waters and on high ground may reach gale force.
- When the No. 8 signal is issued, ensure all precautions are in place before the onset of gales. Winds are normally expected to reach gale force generally in Hong Kong within 12 hours after No. 8 signal replaces No. 3 signal. **The Observatory will issue a Pre-No. 8 Special Announcement when the No. 8 signal is expected within two hours.**
- When the No. 9 or No. 10 signal is issued, ensure all precautions are completed. Pay attention to changes in wind directions. Stay indoors and keep away from windows and doors exposed to winds to avoid flying debris.





熱帶氣旋按下表分類
Tropical cyclones are classified as follows

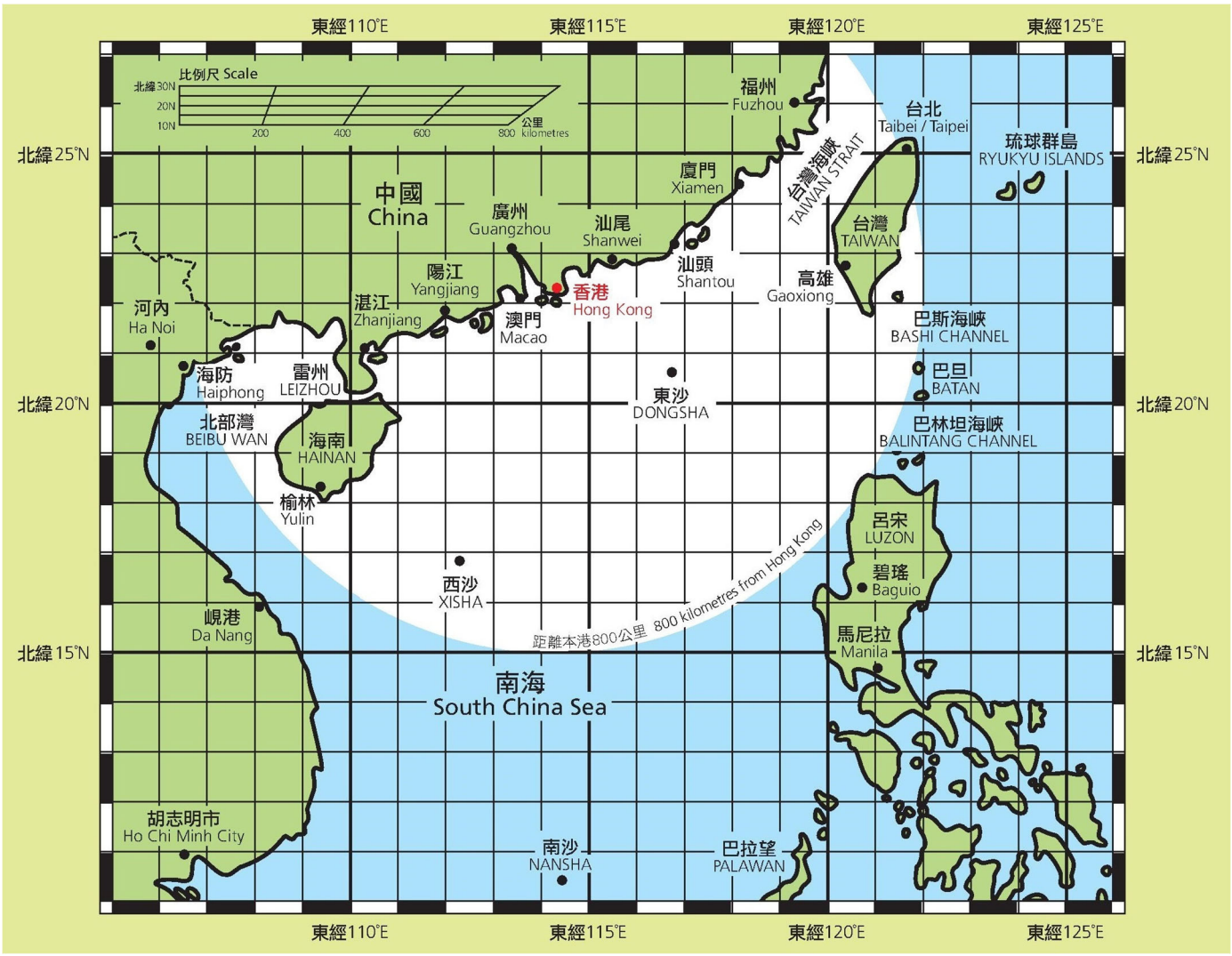
	中心附近之最高持續風速（公里 / 小時） Maximum sustained winds near the centre (km/h)
熱帶低氣壓 Tropical Depression	62 或以下 or below
熱帶風暴 Tropical Storm	63 – 87
強烈熱帶風暴 Severe Tropical Storm	88 – 117
颱風 Typhoon	118 – 149
強颱風 Severe Typhoon	150 – 184
超強颱風 Super Typhoon	185 或以上 or more

When plotting the track of the centre of a tropical cyclone, it is important to note that there may be short-term deviations from the general direction of movement of the tropical cyclone on occasions. This is due to difficulties in locating the centre of the tropical cyclone and short-term fluctuations in the direction and speed of movement of the tropical cyclone itself.

The direction towards which a tropical cyclone is moving and the bearing of its

centre from Hong Kong are each given to the nearest point of a 16-point compass bearing. Thus, the reported bearing may differ from the actual bearing by up to 11¼º. For example, the centre of a typhoon on any bearing between 79° and 101° from Hong Kong and moving on any heading between 259° and 281° is said to be "centred.....east of Hong Kong and moving west.....". However, this description does not necessarily mean that the centre is heading directly towards Hong Kong as its track could deviate by as much as 22° from the path of direct-hit.

Tropical Cyclone Plotting Map



Name: Tropical Depression FENGSHEN
Date: 23 Oct 2025 **Time:** 08 HKT
Position: 16.0 N, 108.6 E (about 910 km southwest of Hong Kong)
Maximum sustained wind near centre: 45 km/h

Fengshen will move towards the central part of Vietnam and dissipate gradually today.

Legend

- Analysed Position
- Forecast Position
- Past Track
- Forecast Track

(The color of the symbols above will change with the classification of the tropical cyclone)

- Low Pressure Area or Extratropical Low

Color

- Tropical Depression
- Tropical Storm
- Severe Tropical Storm
- Typhoon
- Severe Typhoon
- Super Typhoon

Cold and Very Hot Weather Warnings

Hong Kong experiences significant weather variations, with both hot and cold seasons. The Observatory maintains a close watch on the local temperature changes. It issues warnings whenever Hong Kong is expected to be generally affected by cold or very hot weather, so as to alert the public to the danger of low body temperature in cold weather or the risk of heat stroke and sunburn in very hot weather.

Once issued, the warnings are broadcast over radio and television. If cold or very hot weather persists and the respective warnings remain in force, the Observatory will release special announcement to alert the public to take precautionary actions.

Points to Note for Very Hot Weather Warning

1. The public should beware of heat stroke. Under the influence of extremely hot weather or prolonged high temperatures, the public should stay alert, drink more water and take all necessary preventive measures against the heat, and pay due attention to physical conditions. If symptoms such as dizziness, headache, nausea, shortness of breath or confusion occur, take rest and seek help immediately, and seek medical advice as soon as possible.
2. Elderly persons, pregnant women, infants and children, those with chronic illnesses (such as heart disease or high blood pressure), and those who are overweight are more prone to heat stroke. Beware of any symptoms of heat stroke. Under extremely hot weather, pay close attention to health conditions, ensure sufficient rest, maintain normal body temperature, and avoid overheating of the body.
3. People working under hot weather or in high-temperature environments should refer to the Guidance Notes on Prevention of Heat Stroke at Work published by the Labour Department and take necessary precautionary measures.
4. Those engaging in outdoor activities should drink more water and avoid overexertion. If feeling unwell, take a rest in the shade or cooler place as soon as possible. Arrange outdoor activities in the morning or in the late afternoon if possible. Under extremely hot weather, vigorous physical activities should be avoided.
5. During indoor activities, replenish water timely. If there is no air-conditioning, keep windows open as far as possible and use fans to maintain adequate

ventilation. Public facilities with heat sheltering may also be used.

6. Avoid prolonged exposure under sunlight to reduce the risk of sunburn from ultraviolet (UV) radiation. Wear light-coloured and air-permeable clothing, a wide-brimmed hat that covers the back of neck and UV-blocking sunglasses.
7. Choose a broad-spectrum, water-resistant sunscreen product with a sun protection factor (SPF) of 30 or above when having outdoor activities and apply liberally; reapply every two hours if staying outdoors for a prolonged period, or after swimming, sweating or towelling off.
8. Beware of the health of elderly persons or those with chronic medical conditions. If you know of them, call or visit them occasionally, and check whether their household ventilation and air-conditioning devices function properly.
9. People who are more vulnerable to heat stroke should avoid outdoor activities and stay away from hot environment as far as possible. Stay in cool, well-ventilated or air-conditioned places.

Points to note for Very Cold Weather Warning

1. People are advised to put on warm clothes to prevent adverse health effects due to the cold weather. Indoor areas should be kept well ventilated.
2. If you must go out, avoid prolonged exposure to wintry winds.
3. If you know of elderly persons or those with chronic medical conditions who live alone, call or visit them occasionally to check whether they need any assistance.
4. When using heaters or fan heaters, pay attention to fire safety. Keep them away from flammable objects, and avoid overloading of electricity. Do not light fires indoors as a means to keep warm.
5. Ensure that there is plenty of fresh air indoors when using old-type gas water heater.

Strong Monsoon Signal

Strong Monsoon Signal is issued when winds associated with the summer or winter monsoon are blowing in excess of or are expected to exceed 40 kilometres per hour near sea level anywhere in Hong Kong. Winter monsoon normally blows from the

north or from the east while summer monsoon typically blows from the southwest. In very exposed areas, monsoon winds may exceed 70 kilometres per hour.

Monsoons

Monsoons are large-scale wind systems caused by seasonal differences in temperatures between land and sea.

Points to note for Monsoons Warning

1. When the Strong Monsoon Signal is in force, pay attention to the wind direction indicated in weather reports. Be aware that airflow may be affected by nearby buildings or terrain, making winds exceptionally gusty in certain localised areas.
2. If you are in exposed locations, you may be directly affected by strong monsoon winds. Precautions should be taken against damage caused by strong gusts. Flower pots and other objects likely to be blown away should be taken indoors. Engineers, architects and contractors should ensure that scaffolding, hoardings and temporary structures are properly secured.
3. Owners of small craft should take preventive measures to ensure the safety of their boats and check that all deck fittings are firmly fastened.
4. Those engaging in water sports or operations at sea should exercise special caution against strong winds and rough sea conditions. Rough seas and swells may affect the coast. You should beware of the risk and stay away from the shoreline for safety.
5. Drivers using highways and flyovers should be particularly alert to strong gusts.
6. Stay tuned to the latest weather information and related announcements broadcast on radio, television and given in the Hong Kong Observatory's website.

Thunderstorm Warning

Thunderstorm warnings issued by the Hong Kong Observatory are intended to remind the public that thunderstorms may affect any part of Hong Kong within a short period of time (within one to a few hours). Once issued, the warning will be broadcast via radio and television, and announced on the Observatory's website, the "My Observatory" mobile app and the Dial-a-Weather system (187 8200).

Thunderstorm warnings are issued irrespective of whether thunderstorms are widespread or isolated. For isolated thunderstorms, the warning issued by the Observatory will indicate the regions that will be affected during the warning period to alert the public to take appropriate precautions. If thunderstorms are expected to persist for a longer period or affect other parts of the territory, the warning will be extended. When thunderstorms are widespread or the areas being affected vary, the warning will state that Hong Kong will be affected by thunderstorms without mentioning individual regions.

When inclement weather comes with thunderstorms, the Observatory will mention "severe squally thunderstorms" and the associated high-impact weather information in the Thunderstorm Warning with regard to the circumstances, including violent gusts, hails, waterspouts and tornadoes.

The development, movement and dissipation of thunderstorms can be quite rapid and fairly localised. Thunderstorm warnings serve to supplement the forecast of thunderstorms in routine weather forecast by drawing people's attention to thunderstorms that are about to or have already taken place, or to warn people of thunderstorms not previously expected. They are intended to assist engineers, contractors and other people who may be affected by thunderstorms., and to alert relevant government departments and organisations to take appropriate actions.

Tsunami Monitoring and Warning

Most tsunamis are generated by submarine earthquakes. Hong Kong has not been seriously affected by any tsunami in recorded history, with the Philippines Islands and Taiwan acting as an almost complete breakwater for such tsunamis in the Pacific. Diffracted sea waves are much weaker and therefore the energy that arrives in Hong Kong has been fairly small.

For significant tsunami that is not expected to reach Hong Kong in 3 hours, the Hong Kong Observatory will issue a Tsunami Information Bulletin to notify members of the public. In addition, the Observatory will also issue a Tsunami Information Bulletin for insignificant tsunami expected in Hong Kong.

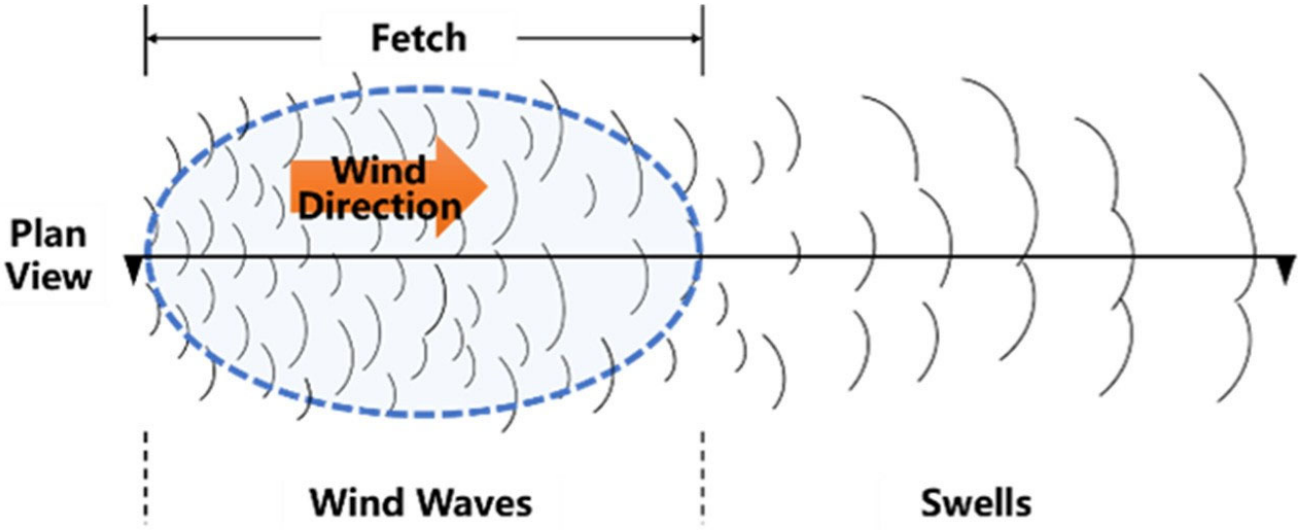
Precautionary Measures for Tsunami

1. Stay away from shores, beaches and low-lying coastal areas. If you are in these places, move inland or to higher grounds immediately. The upper floors of a high, multi-storey reinforced concrete building can provide safe refuge if there is no time to quickly move inland or to higher grounds.

2. Do not engage in water sports.
3. Vessels should stay away from the shore or shallow waters. If vessels remain moored in typhoon shelters, their moorings should be doubled, and all personnel should leave the vessels and head for higher grounds.
4. Please follow these precautionary measures until the Observatory cancels the tsunami warning.
5. Please stay tuned to radio or television broadcast for the latest updates.

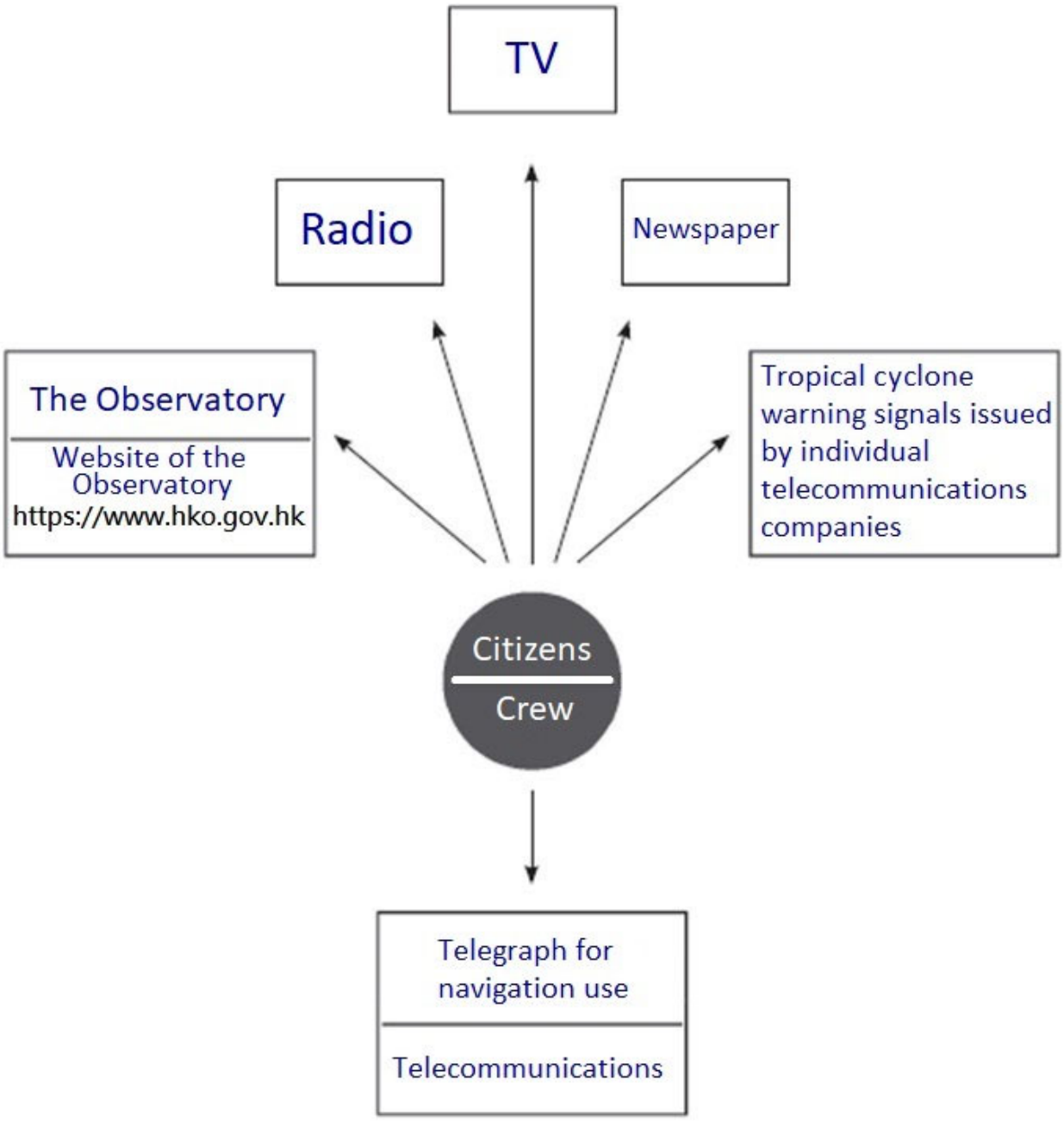
The effect of fetch on wave height

Ocean waves are periodic motion occurring on the sea surface, mainly generated by wind. When wind blows across the sea surface, small ripples are formed due to friction. If the wind direction remains unchanged and the wind strengthens, these ripples will gradually grow into waves. When huge wind waves move away from the wind field of the tropical cyclone, they will transform into swells. Their wavelengths become longer and their propagation speed increases. Fetch refers to the uninterrupted distance over water that wind travels in a single direction.



The characteristics of waves are affected by wind and sea conditions. Greater wind speed results in larger sea area (longer fetch), and longer duration of wind (longer duration of strong wind) results in higher waves. On the contrary, smaller wind speed results in narrower sea area (shorter fetch), and shorter duration of wind results in lower waves.

Sources of weather information and warnings and types of weather reports



Before going to sea, vessel operators should note the weather conditions to be encountered, assess the potential impact on the vessel, and be prepared to take appropriate action. In addition to listening to radio broadcast or watching television for weather forecast, operators may also use the "Dial-a-Weather" service (187 8200) or visit the Observatory's website (www.hko.gov.hk) for various meteorological reports, such as the Visibility Reports for Hong Kong Waters, Hong Kong Regional Weather, Tropical Cyclone Warnings and other relevant information. In addition, once the Strong Monsoon Signal or any typhoon signal is issued by the Hong Kong Observatory, the Vessel Traffic Centre of the Marine Department will make hourly broadcast on storm-related information via the VHF channel applicable in the area.

Correct interpretation of weather information

Local weather forecast

A fresh to strong northeast monsoon is affecting the coast of Guangdong. Besides, a band clouds is covering the northern part of the South China Sea. Locally, temperatures over many places this morning were one to two degrees lower than those of yesterday.

Weather forecast for today

Mainly cloudy. Sunny periods during the day with a maximum temperature of around 22 degrees. Moderate to fresh east to northeasterly winds, occasionally strong offshore and on high ground.

Outlook: Windier at first tomorrow. Warm during the day on Wednesday. Cool in the morning and at night during Christmas holidays. Mainly fine and dry in the following couple of days. The temperature difference between day and night will be relatively large.

The above is extracted from the Observatory's weather forecast on 22 December 2025. The blue underlined weather terms have specific meanings. Only by understanding these terms can one correctly interpret the weather report. Below is explanation of the weather terms:

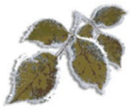
Description	Temperature (°C)
Very Cold	≤ 7 °C
Cold	8 - 12 °C
Cool	13 - 17 °C
Mild	18 - 22 °C
Warm	23 - 27 °C
Hot	28 - 32 °C
Very Hot	33 - 34 °C
Extremely Hot	≥ 35 °C

Description	Relative Humidity (%)
Very Dry	0 - 40 %
Dry	40 - 70 %
Humid	85 - 95 %
Very Humid	95 - 100 %

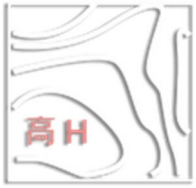
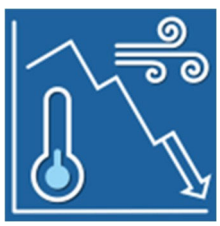
Description	Beaufort Force	Wind Speed **(km/hour)**
Calm	Force 0	< 2 (km/h)
Light	Force 1 - 2	2 - 12 (km/h)
Moderate	Force 3 - 4	13 - 30 (km/h)
Fresh	Force 5	31 - 40 (km/h)
Strong	Force 6 - 7	41 - 62 (km/h)
Gale	Force 8 - 9	63 - 87 (km/h)
Storm	Force 10 - 11	88 - 117 (km/h)
Hurricane	Force 12	≥ 118 (km/h)

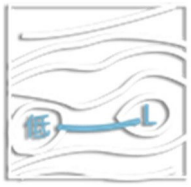
Description	Interpretation	Description	Interpretation
Fine 	The sky is covered by a total cloud amount of less than six-eighths. However, it can still be described as fine even when the total cloud amount is greater than six-eighths if the cloud layer is thin enough to allow plenty of sunshine to penetrate.	Cloudy 	The sky is covered with a total cloud amount of between six-eighths and eight-eighths.
		Overcast 	The whole sky is completely covered by a continuous, thick and opaque cloud layer.
Sunny 	Plenty of sunshine for most time of the day.	Sunny periods 	The sunshine is continuous and the total sunshine duration is longer than half of the forecast period.
Sunny intervals 	The sunshine is intermittent and the total sunshine duration is shorter than half of the forecast period.	Bright 	The sky is covered by a large amount of thin clouds with sunshine occasionally.
Showers 	Brief precipitation usually from convective clouds. It is characterised by a sudden start and cessation, with fine weather prevailing before and after its occurrence.	Occasional showers 	There is a large amount of convective clouds in the sky. Showers occur intermittently across most parts of the territory, but the timing of rainfall may vary from place to place.
Scattered showers 	Rain-bearing clouds are scattered across the sky, resulting in showers occurring in some parts of the territory. It may be rain-free in other parts of the territory.	Isolated showers 	Rain-bearing clouds are few and isolated, resulting in showers occurring only in small parts of the territory at a time.
Drizzle 	Precipitation of water drops of very small size.	Squally showers 	Showers accompanied by brief but sudden strong or gale force winds, with the wind shifting abruptly.

Description	Interpretation	Description	Interpretation
Squall 	A very strong wind that arises suddenly and lasts for at least one minute, with a longer duration than gust. It is usually accompanied by thunderstorms. In addition to sudden changes in wind speed and direction, other meteorological elements such as temperature also fluctuate abruptly. Although the affected area is comparatively small, the destruction caused is not less than that of a tropical cyclone in some cases.	Thunderstorm 	Regional severe weather originating from cumulonimbus clouds. A thunderstorm is usually accompanied by lightning and a rumbling sound (thunder), strong gust and occasional heavy rain. Under suitable weather conditions, there will also be hails. The rumbling sound is caused by the sudden expansion and contraction of air, caused by the rapid heating and cooling of the air brought about by the passage of lightning through the atmosphere. The distance to the lightning zone can be estimated by multiplying the time between seeing the lightning and hearing the thunder, using a ratio of 3 seconds to 1 000 metres.
Thundery showers 	Precipitation of water drops from cumulonimbus clouds. It is characterised by a sudden start and end with rapid changes in rainfall intensity, and is often accompanied by thunder.		
Rain 	Precipitation of water drops from deep and thick cloud layers. It is usually more persistent than showers, but the rainfall amount is less.	Fog, Mist, Haze 	Fog is the suspension of small particles formed by the condensation of water vapour in the air near the ground surface, reducing the visibility to less than 1 000 metres. It is called mist if the reduced visibility is equal to or above 1 000 metres. If the reduced visibility is due to small dust or smoke particles, it is referred to as haze (known as smog in the Chinese Mainland).
Hail 	Hard pieces of ice falling from thick cumulonimbus clouds, usually accompanied by thunderstorms.		

<table>
<tr><th>Description</th><th>Interpretation</th><th>Description</th><th>Interpretation</th></tr>
<tr><td>Frost
  </td><td>Frost will occur in very cold conditions when the temperature near the ground falls to the freezing point or below. There are two kinds of frost: ground frost and hoar frost. Ground frost is the frost formed from the condensation of water vapour in the air when the temperature of the ground surface drops below freezing. Hoar frost is the ice crystals sublimated directly from water vapour near the ground and is usually deposited on the rim of leaves and cable masts.</td><td>Dew
  </td><td>Radiation cooling at night causes the air temperature to drop. When the air temperature drops below the dew point, i.e. the temperature at which the air becomes saturated with moisture, some water vapour condenses from saturated air near the ground to form dew. Dew usually appears in the early morning and condenses on grass or other ground objects.</td></tr>
<tr><td>Seas
  </td><td>Winds blow across the sea surface and generate water waves, commonly called seas or sea waves. Sea waves can be described according to their wave heights as follows:
<table><tr><th>Description of seas or sea waves</th><th>Height of seas or sea waves</th></tr><tr><td>Calm</td><td>0 - 0.1 m</td></tr><tr><td>Smooth</td><td>0.1 - 0.5m</td></tr><tr><td>Slight</td><td>0.5 - 1.25m</td></tr><tr><td>Moderate</td><td>1.25 - 2.5m</td></tr><tr><td>Rough</td><td>2.5 - 4m</td></tr><tr><td>Very rough</td><td>4 - 6m</td></tr><tr><td>High</td><td>6 - 9m</td></tr><tr><td>Very high</td><td>9 - 14m</td></tr><tr><td>Phenomenal</td><td>Over 14m</td></tr></table></td><td>Swells
  </td><td>Winds blow across the ocean surface and generate water waves known as seas or sea waves. Propagating outward across the oceans, they are referred to as swells when they reach a distance far away from their originating area. Swells generated by the winds of a tropical cyclone travel at a speed much higher than the speed of movement of the tropical cyclone itself. As such, even when windy and rainy weather associated with a distant tropical cyclone has yet to affect Hong Kong, swells generated by the tropical cyclone may already have reached the coastal areas. When swells enter shallow waters, their wave heights would increase drastically, posing threats to people near the shoreline or engaging in activities over near-shore waters.</td></tr>
</table>

Description	Interpretation	Description	Interpretation
Cold front 	A cold front is the boundary line between an advancing cold air mass and a warm air mass. During the passage of a cold front, local weather changes as follows: pressure rises, temperature falls, winds veer (shift clockwise), accompanied by showers and thunderstorms. Generally, cold fronts in southern China are often relatively mild in nature and may not bring such remarkable weather changes as mentioned above.	Warm front 	A warm front is the boundary line between an advancing warm air mass and a cold air mass. As the warm air mass glides upward over the cold air mass, widespread precipitation usually occurs ahead of the warm front.
		Upper Level Disturbance 	A disturbance in the upper atmospheric flow pattern which usually makes the air aloft more unstable and conducive to clouds and precipitation.
Tropical cyclone 	A generic term for tropical depression, tropical storm, severe tropical storm, typhoon, severe typhoon and super typhoon.	Tropical depression 	A tropical depression is a cyclone formed over the tropical region, with maximum sustained wind speed of 62 km/h or less.
Tropical storm 	A tropical storm is more intense than a tropical depression, with maximum sustained wind speed ranging from 63 km/h to 87 km/h.	Severe tropical storm 	If a tropical storm intensifies so that its maximum sustained wind speed ranges from 88 km/h to 117 km/h, it will be classified as a severe tropical storm.
Typhoon 	A tropical cyclone with maximum sustained wind speed between 118 km/h and 149 km/h.	Severe typhoon 	A severe typhoon is more intense than a typhoon, with maximum sustained wind speed ranging from 150 km/h to 184 km/h.

Description	Interpretation	Description	Interpretation
Super typhoon 	A super typhoon is the most intense tropical cyclone, with maximum sustained wind speed reaching 185 km/h or above.	Monsoon 	A monsoon is a seasonal wind flow caused by differences in surface pressure resulting from differential heating of land and sea. The northeast monsoon generally prevails over southern China in autumn and winter, while the southwest monsoon dominates in summer.
Intense winter monsoon 	In winter (normally from December to February), the monsoon that brings cold weather accompanied by strong winds is called the intense winter monsoon.		
Depression / Cyclone / Area of low pressure 	When the atmospheric pressure over a region is lower than its surrounding, the system is called a depression or cyclone. The area of a depression has no definite size and its diameter may range from 100 km to 2 000 km. The weather under an area of low pressure is generally unstable. The air mass surrounding a depression will move counterclockwise in the northern hemisphere, and clockwise in the southern hemisphere.	Anticyclone / Area of high pressure 	When the atmospheric pressure over a region is higher than its surrounding, it is called an anticyclone or an area of high pressure. The air mass surrounding an anticyclone will move clockwise in the northern hemisphere. The weather under an area of high pressure is generally stable and fine.
		Ridge of high pressure 	A ridge of high pressure is an extension of an area of high pressure. The atmospheric pressure over such a region is higher than its two adjacent sides, figuratively similar to the ridge of a high mountain. The weather under a ridge of high pressure is generally stable and fine.
Extreme cold surge 	An intense winter monsoon that causes a drastic drop in temperature and very cold weather, accompanied by gale force winds, is called an extreme cold surge.		

Description	Interpretation	Description	Interpretation
Trough of low pressure 	A trough of low pressure is an extension of an area of low pressure. It is called a trough because the atmospheric pressure over the region is lower than its two adjacent sides, in contrast to a ridge of high pressure.	Probability of Significant Rain 	"Probability of Significant Rain" means the probability that the daily rainfall generally over Hong Kong will reach or exceed 10 mm (i.e. around the mean daily rainfall in rainy season).
Severe Rainstorm 	Refers to heavy rain with a rainfall exceeding 100 mm within one hour.	Exceptionally Severe Rainstorm 	Refers to heavy rain with a rainfall exceeding 140 mm within one hour.

Descriptive Terms Used in Weather Forecast

Description	Interpretation
At first	Mainly used to describe the weather conditions or changes during the first half of the forecast period.
Later	Mainly used to describe the weather conditions or changes during the second half of the forecast period.

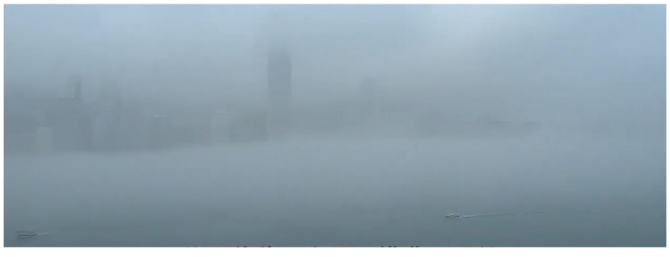
(Sources from the Hong Kong Observatory's Website)

Knowledge of local weather patterns

Tropical cyclones — Tropical cyclones generally occur from May to November and are especially frequent in September. When a tropical cyclone gathers within 800 kilometres of Hong Kong, it may affect the territory, and the Hong Kong Observatory will issue tropical cyclone reports and/or warnings.

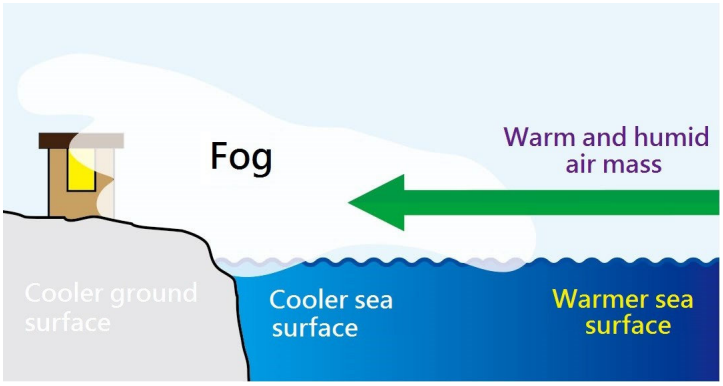
Shi Hu Feng — It is a colloquial term describing the strong gusts associated with squall lines. A squall line is a cluster of severe thunderstorms or storm cells along a line. Squall lines move rapidly and can be destructive, often bringing sudden changes in wind direction and abrupt surges in wind speed. Gusts associated with squall lines can exceed 100 kilometres per hour. In addition to heavy downpour and intense thunderstorms, stronger squall lines may also bring hail and tornadoes. On radar images, a squall line normally appears as a narrow band of intense rain area, sometimes bow-shaped, with a width ranging from about ten to a few tens of kilometres, and a length extending from tens to hundreds of kilometres.

In late spring and early summer, cold fronts or troughs of low pressure often drift southward and affect southern China and its coastal regions. Formation of Northwest Shi Hu Feng is probable when upper atmospheric disturbances propagate from west to east near the trough. A bow-shaped squall line associated with a Northwest Shi Hu Feng will normally approach Hong Kong from the northwestern part of the Pearl River Estuary. The squall line will first affect the northwestern New Territories, including Lau Fau Shan and Yuen Long, before sweeping across other parts of the territory.



Fog — The atmosphere is in motion all the time so that heat and moisture around the world can be exchanged. Hong Kong has a subtropical climate with distinctive seasonal features. In spring, Hong Kong is occasionally affected by cold fronts, followed by dry northerly winds. On the other hand, it is sometimes affected by warm and humid maritime airstream, causing very humid weather and even the occurrence of mist or fog. In Hong Kong, the most common type of fog in spring is advection fog. During this time, sea surface temperatures along the coast of Guangdong remain relatively cool. When warm and humid air from the distant

ocean moves in, it will be cooled by the underlying sea surface, causing water vapour to condense into droplets and form fog. When the weather is humid, refrigerators, washing machines or walls may appear to "sweat", i.e. water droplets are formed on the surfaces. This phenomenon is locally known as "Damp Days". From the meteorological and physical perspective, this occurs when cold air recedes and is quickly replaced by warm and humid maritime airstream. Since the surface temperatures of walls, floors and outdoor glasses still remain low, water vapour in the warmer air can easily condense into tiny droplets. The low water-absorbing capacity of these surfaces favours the aggregation of tiny droplets into water droplets, which become visible. However, as temperatures rise later on, moisture begins to vaporize and the weather phenomena of "Damp Days" will disappear gradually.



Schematic diagram showing the formation of advection fog

Understanding the Beaufort Wind Scale

"Beaufort wind scale" or "Beaufort wind force scale" was devised by British Admiral Sir Francis Beaufort in 1805. At that time, vessels, including fishing boats and warships, were primarily sailing vessels that relied on wind power, as the anemometer had not yet been invented.

Wind and waves are closely related. Strong winds generate high and turbulent waves. Therefore, wind strength directly affects the sea conditions, including wave height and the roughness of the sea surface. Beaufort devised the scale based on his experience and observations on board a warship (called "44 gun man-of-war"). The Beaufort Scale was based on visual observations of how wind influenced the sea surface and the handling of sailing vessels. The scale is in form of a table grading the wind strength from force 0 to force 12 (totally 13 categories).

The Beaufort wind scale was originally drawn up to relate the number of canvas sails required to each category of the wind forces. The weaker the wind force, the more canvas sails would be required to propel the vessels forward; the stronger the wind force, the fewer canvas sails would be required.

Descriptive term	Beaufort scale number	Mean wind speed (knot)	Mean wind speed (m/s)	Sea criterion	Probable height of waves (m)	Probable maximum height of waves (m)
Calm	0	< 1	< 0.5	Sea is calm as a mirror.	–	–
Light	1	1 – 3	0.5 – 1.5	Gentle ripples with the appearance of scales are formed with no foam on the wave crests.	0.1	0.1
Light	2	4 – 6	2 – 3	Small wavelets, still short but more pronounced; crests appear glassy and remain intact.	0.2	0.3
Moderate	3	7 – 10	3.5 – 5	Large wavelets; crests begin to break; foam with a glassy appearance; occasional whitecaps appear.	0.6	1
Moderate	4	11 – 16	5.5 – 8	Small waves, becoming longer; whitecaps appear more frequently.	1	1.5
Fresh	5	17 – 21	8.5 – 11	Moderate waves, taking on a distinctly elongated form; more frequent whitecaps, with occasional spray.	2	2.5
Strong	6	22 – 27	11.5 – 14	Large waves begin to form; whitecaps become widespread, with more spray.	3	4
Strong	7	28 – 33	14.5 – 17	Sea heaps up and white foam from breaking waves is blown into streaks along the wind direction.	4	5.5

Descriptive term	Beaufort scale number	Mean wind speed (knot)	Mean wind speed (m/s)	Sea criterion	Probable height of waves (m)	Probable maximum height of waves (m)
Gale	8	34 – 40	17.5 – 20.5	Moderately high waves of greater length; edges of crests begin to break into spindrift; the foam is blown in well-marked streaks along the wind direction.	5.5	7.5
Gale	9	41 – 47	21 – 24	High waves; dense streaks of foam along the wind direction; crests of waves begin to topple, tumble and roll over; spray may affect visibility.	7	10
Storm	10	48 – 55	24.5 – 28.5	Very high waves with long, overhanging crests; large patches of foam are blown into dense white streaks along the wind direction; on the whole, the sea surface appears white; the tumbling of the sea becomes heavy and shocklike; and visibility is affected.	9	12.5
Storm	11	56 – 63	29 – 32.5	Exceptionally high waves, with crests tall enough to obscure medium-sized vessels; the sea is completely covered with long white patches of foam lying along the wind direction; everywhere the edges of the wave crests are blown into froth; visibility is affected.	11.5	16
Hurricane	12	≥64	≥33	The air is filled with foam and spray; the sea is completely white with driving spray; visibility is severely affected.	≥14	–

Important — Meaning of some Single Alphabet Flags

A ALFA (• —)

I have a diver down, keep well clear at slow speed.

B BRAVO (— • • •)

I am taking in, or discharging, or carrying dangerous goods .

D DELTA (— • •)

Keep clear of me, I am manoeuvring with difficulty.

G GOLF (— — •)

I require a pilot.
(When made by a fishing vessel, it means “I am hauling nets”.)

J JULIETT (• — — —)

I am on fire and have dangerous cargo on board, keep well clear of me; or I am leaking dangerous cargo.

K KILO (— • —)

I wish to communicate with you.

L LIMA (• — • •)

You should stop your vessel instantly.

O OSCAR (— — —)

Man overboard.

U UNIFORM (• • —)

You are running into danger.

V VICTOR (• • • —)

I require assistance.

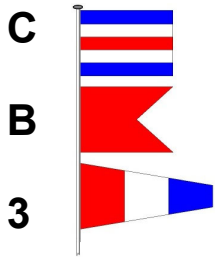
W WHISKEY (• — —)

I require medical assistance.

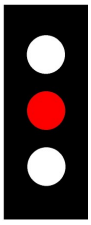
Y YANKEE (— • — —)

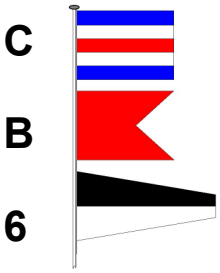
I am dragging my anchor.

Meaning of Commonly Used International Signals



At Night





I need immediate assistance.

There is a serious riot or disturbance on board. *Remarks 1 & 3*

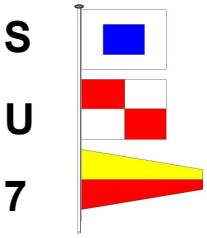
I need immediate assistance.

My vessel is on fire. *Remarks 1 & 2*

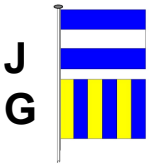
Remark 1: May be supplemented by a continuous sounding of any fog signal apparatus.

Remark 2: May be supplemented by a "flare up" once every minute.

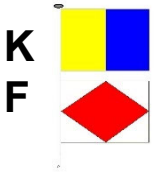
Remark 3: May be supplemented by a "blue lights" once every minute.



My handling cargo is petroleum products.

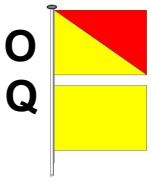


I am aground; I am in a dangerous situation.



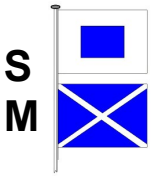
I require a tug (or… [number] tugs).

I am in distress and require immediate assistance.



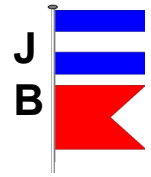
I am calibrating radio direction finder or adjusting compasses.

I am fumigating my vessel.



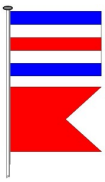
I am undergoing speed trials.

I believe I have been in an infected area during the past 30 days.



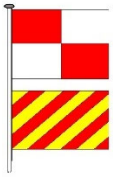
There is a danger of explosion.

C
B



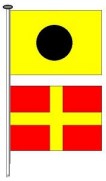
I require immediate assistance.

U
Y



I am carrying out an exercise.
Please keep clear of me.

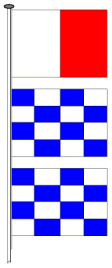
I
R



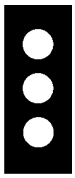
I am engaged in submarine survey work (underwater operations).
Keep clear of me and proceed at slow speed.

Local Signal

H
N
N

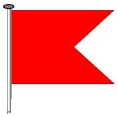


At Night



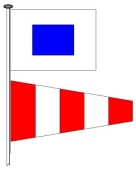
Immigration examination.

B

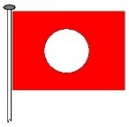


I am taking in, discharging or carrying dangerous goods.

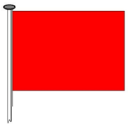
S Code and Answering Pendant



No person shall board or leave the vessel, and no other vessel shall approach within 30 metres of the vessel without the permission of the authorised officer.



Vessel is handling petroleum with a flash point below 65.5ºC (add International Signal “SU7”).



Place at the end of a towing log or log raft (may also be used to indicate other navigational dangers).

Police launch flag.

According to the Merchant Shipping (Safety) (Distress Signals and Collision Avoidance) Regulations (Cap. 369N),

(a) A sailing vessel underway shall exhibit:
  (i) sidelights;
  (ii) a sternlight.

(b) In a sailing vessel of less than 20 m in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.

(c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can best be seen, 2 all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.

Chapter 13 — Emergency Salvage and Marine Incident Reporting

When the vessel encounters emergency situation, distress or accident, you may call the Hong Kong emergency hotline: 999 or contact the Hong Kong Maritime Rescue Co-ordination Centre: 2233 7999

- responsible for the incidents happened in the waters of Hong Kong and the international waters around South China;
- they will co-ordinate rescue operations with the Marine Police, the Government Flying Service, and the Fire and Ambulance Services according to needs.

The following information should be included in your message when your vessel encounters emergency situations:

- vessel name and call sign;
- position and time of incident;
- nature of incident;
- number of crew and passengers on board;
- number of injured persons, their condition and the assistance required;
- the extent of damage to the vessel;
- the information and condition of other vessel(s) involved in the incident;
- the vessel's particulars such as the length and breadth; colour of the hull, funnel, deck and superstructure; whether there are any derricks or cranes; the type of the vessel, etc.;
- the prevailing weather condition; and
- the owner and ship agent's names, address and the contact method.

Ways to Report Marine Accidents

VHF radiotelephone

Report immediately to the Vessel Traffic Centre on VHF channel 02, 12, 14, 63 or 67

Telephone

Or report immediately to the Vessel Traffic Centre: 2233 7801 / 2233 7808

999 Emergency Calls

For emergency rescue, please call the 999 emergency hotline directly

It is a statutory requirement that accidents involving any vessel within Hong Kong waters must be reported to the Director of Marine. According to section 67 of the Shipping and Port Control Ordinance (Cap. 313),

1. Where, within the waters of Hong Kong —
   (a) a vessel is involved in a collision with another vessel, a port facility or other property;
   (b) a vessel sinks or becomes stranded or disabled;
   (c) a person is killed or seriously injured on board a vessel as a result of an accident;
   (d) an explosion or fire occurs on board a vessel;
   (e) damage is caused by a vessel to a port facility or other property; or
   (f) a person, cargo or equipment is lost overboard from a vessel,

   the owner or his agent or the master of the vessel shall report the occurrence forthwith to the Director orally, by means of signals, or in writing and shall furnish to the Director in writing full particulars thereof within 24 hours after the occurrence.
2. An owner, agent or master of a vessel who —
   (a) without reasonable excuse fails to comply with subsection (1); or
   (b) makes a report or furnishes any particulars under subsection (1) which he knows to be false in any material particular, commits an offence and is liable to a fine of $10,000.
3. For the purposes of subsection (1)(c) a person shall be deemed to be seriously injured if he is admitted to a hospital immediately after he sustains the injury for observation or treatment.

According to section 57 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548),

1. Where, within the waters of Hong Kong or elsewhere —
   (a) a local vessel is involved in a collision with another vessel, a port facility or other property;
   (b) a local vessel sinks or becomes stranded or disabled;
   (c) a person is killed or seriously injured on board a local vessel as a result of an accident;
   (d) an explosion or fire occurs on board a local vessel;
   (e) damage is caused by a local vessel to a port facility or other property; or
   (f) a person, cargo or equipment is lost overboard from a local vessel, the

owner of the vessel, his agent or the coxswain shall report the occurrence forthwith to the Director orally, by means of signals, or in writing and shall furnish to the Director in writing full particulars thereof within 24 hours after the occurrence.

2. The owner of a local vessel, his agent or the coxswain who —
   (a) without reasonable excuse fails to comply with subsection (1); or
   (b) makes a report or furnishes any particulars under subsection (1) which he knows to be false in any material particular,

   commits an offence and is liable on conviction to a fine at level 3.

3. For the purpose of subsection (1)(c), a person shall be deemed to be seriously injured if he is admitted to a hospital immediately after he sustains the injury for observation or treatment.

What constitutes a reportable accident:

- Name of vessel, particulars of vessel and name of master;
- Time, date and place of the accident;
- Nature of the accident;
- Number of people on board, whether there is any person injured or missing;
- The degree of damage to the vessel, whether there is any risk of imminent sinking or oil pollution; and
- Any information requested by the Marine Department.

If the accident is minor in nature, the vessel may proceed with the voyage upon approval by the Marine Department, but it must advise the latter of the destination and the estimated time of arrival.

The marine accident report should be completed according to the requirements as stipulated in the report form. [Report M.O.822]

Appendix 1 — Questions and Answers on Local Knowledge

1 Q: What does the red line in the diagram represent?

Ans Port boundary.

2 Q: What should a small vessel pay attention to before leaving sheltered waters?

Ans The vessel's water-tightness, stability, life-saving and fire-fighting equipment, the operating conditions of all mechanical and communication equipment, the amount of fuel and fresh water, and possible weather changes during the voyage.

3 Q: Which fairway does the black part in the diagram refer to?

Ans The Northern Fairway.

4 Q: Which fairway does the red part in the diagram refer to?

Ans The Southern Fairway.

5 Q: Which waterway does the black part in the diagram refer to?

Ans Traffic Separation Scheme (TSS) / East Lamma Channel.

6 Q: What does the red part in the diagram refer to?

Ans Tathong Channel.

7 Q: Which channel extends southeast from Lei Yue Mun to the north of Waglan Island?

Ans Tathong Channel.

8 Q: What is the channel or fairway that extends southeast from Kennedy Town (Western District, Hong Kong Island) to the southwest of Ngan Chau?

Ans East Lamma Channel.

9 Q: What does the red line in the diagram represent?

Ans It is the boundary between Speed Limit Zone A and Zone B.

10 Q: What is the maximum permitted speed of a 13-metre-long motor boat when navigating the black part of the diagram?

Ans 10 knots.

11 Q: What is the maximum permissible speed for a 12-metre-long vessel navigating the North Green Island Fairway?

Ans 10 knots.

12 Q: What is the maximum permissible speed for a vessel when sailing in a typhoon shelter?

Ans 5 knots.

13 Q: What is the maximum permissible speed for a 12-metre-long vessel sailing in the waters north of Tsing Yi Island?

Ans 15 knots.

14 Q: What is the maximum permissible speed of a motor vessel under 15 metres in length when sailing in the black part of the diagram?

Ans 10 knots.

15 Q: What is the maximum permissible speed of a 12-metre-long motor vessel when sailing in the Western Dangerous Goods Anchorage?

Ans 10 knots.

16 Q: What is the maximum permissible speed for a 12-metre-long vessel navigating the Southern Fairway?

Ans 10 knots.

17 Q: What is the maximum permissible speed of a 10-metre-long motor vessel sailing in the Central Fairway of Victoria Harbour?

Ans 10 knots.

18 Q: What is the maximum permitted speed for all vessels in a speed restricted area between 8 a.m. and midnight on any Saturday?

Ans 5 knots.

19 Q: What is the maximum permitted speed of a 12-metre- long motor boat when sailing in the black part of the diagram?

Ans 15 knots.

20 Q: When a motor vessel is sailing in the red part of the diagram, what is its maximum permitted speed?

Ans 15 knots.

21 Q: What is the maximum permitted speed of a 13-metre-long motor boat when sailing in the black part of the diagram?

Ans 15 knots.

22 Q: What is the maximum permissible speed for a motor vessel less than 15 metres in length when sailing in the red part of the diagram?

Ans 15 knots.

23 Q: What is the maximum penalty for a 15-metre-long motor vessel exceeding the speed limit in Zone A of Victoria Harbour?

Ans The coxswain of the vessel is liable to a fine at level 3 ($10,000) and to imprisonment for 6 months.

24 Q: Pursuant to the Merchant Shipping (Local Vessels) (General) Regulation, except with the permission of the Director of Marine, any vessel with an air draft exceeding 15 metres is not allowed to enter or pass through which areas of the Chek Lap Kok Airport Restricted Area?

Ans No vessel is allowed to enter or pass through Areas 1, 2, 3 and 4. Any vessel with an air draft exceeding 15 metres is not allowed to enter or pass through areas 5 and 6.

25 Q: According to the Merchant Shipping (Local Vessels) (General) Regulation, unless permitted by the Director of Marine, vessels with an air draft exceeding how many metres are prohibited from entering or passing through the Chek Lap Kok Airport Restricted Areas 7 and 8?

Ans 30 metres.

26 Q: According to the Shipping and Port Control Regulations, unless permitted by the Director of Marine, vessels are prohibited from entering or passing through which restricted areas of the Chek Lap Kok Airport?

Ans Areas 1, 2, 3 and 4.

27 Q: A vessel with an air draft of 20 metres is only permitted to enter or transit which restricted areas of the Chek Lap Kok Airport?

Ans Areas 7 and 8.

28 Q: A vessel with an air draft of 12 metres is only permitted to enter or transit which restricted areas of the Chek Lap Kok Airport?

Ans Areas 5, 6, 7 and 8.

29 Q: Unless permitted by the Director of Marine, vessels with an overall length exceeding how many metres are prohibited from entering the Kap Shui Mun Special Area en route to the northern waters of Lantau Island?

Ans 10 metres.

30 Q: When a vessel with an air draft of 42 metres is sailing from Discovery Bay to the northern waters of Lantau Island, should it transit via the Kap Shui Mun Fairway or the Ma Wan Fairway?

Ans Ma Wan Fairway.

31 Q: What is the latitude of the southernmost boundary of Hong Kong waters?

Ans 22°08'12.2"N.

32 Q: How many restricted areas within Hong Kong waters are there where vessels are prohibited from entering?

Ans Unless permitted by the Director of Marine, vessels are prohibited from entering the following four areas:

- Areas within 100 metres of the low water mark on Green Island;
- The Naval Basin or Barracks Area on Ngong Shuen Chau (Stonecutters Island);
- Areas within 100 metres of the low water mark on Waglan Island and the Shing Mun River Channel; and
- Areas 1, 2, 3 or 4 of the Hong Kong International Airport Approach Restricted Areas.

33 Q: Without a reasonable excuse, if a vessel enters or passes through the Chek Lap Kok Airport Restricted Area in violation of the Merchant Shipping (Local Vessels) (General) Regulation, it constitutes an offence. Upon conviction, what is the maximum penalty for the coxswain of the vessel?

Ans The coxswain is liable to a fine at level 3 (HK$10,000) and to imprisonment for 6 months.

34 Q: Without a reasonable excuse, if a vessel enters the Kap Shui Mun Special Area in contravention of the Merchant Shipping (Local Vessels) (General) Regulation, it constitutes an offence. Upon conviction, what is the maximum penalty for the coxswain of the vessel?

Ans The coxswain is liable to a fine at level 3 (HK$10,000) and to imprisonment for 6 months.

35 Q: What is the maximum length allowed for vessels using Government piers?

Ans Unless permitted by the Director of Marine, vessels with an overall length exceeding 35 metres are not allowed to berth at any Government pier.

36 Q: How can a vessel legally use a Government pier?

Ans Public piers may only be used for the embarkation and disembarkation of passengers and luggage. Vessels must not berth at Government piers for any other purpose.

37 Q: If a vessel violates the regulations governing the use of Government piers, what is the penalty for the coxswain upon conviction?

Ans Upon conviction, the coxswain is liable to a fine at level 1 (HK$2,000).

38 Q: According to the Merchant Shipping (Local Vessels) Ordinance, discharging oil or mixture containing oil into Hong Kong waters is an offence. Upon conviction, what is the maximum penalty for the coxswain of the vessel?

Ans The coxswain may be fined up to HK$200,000.

39 Q: Under the Merchant Shipping (Local Vessels) Ordinance, it is an offence for any local vessel in Hong Kong waters to emit dark smoke continuously for 3 minutes under safe conditions. Upon conviction, what is the maximum penalty for the owner and coxswain if it is a first offence?

Ans A first-time offender is liable to a fine at level 3 (HK$10,000).

40 Q: What are the essential requirements for an Oil Pollution Emergency Plan on board a vessel?

Ans It must be:

- practical and feasible;
- understandable by both shipboard and shore-based ship management personnel; and
- regularly reviewed and promptly updated when necessary.

41 Q: You are the coxswain of a power-driven vessel that has just been involved in a serious collision with a river-trade vessel off Tuen Mun Typhoon Shelter. Within how many hours after the accident must you report the incident in writing to the Director of Marine and provide all relevant details?

Ans Within 24 hours.

42 Q: You are the coxswain of a power-driven vessel navigating in the Cheung Chau Typhoon Shelter. You observe another power-driven vessel crossing very close ahead of your bow at a speed of approximately 15 knots. To which section of the Marine Department should you report this improper behaviour?

Ans The Harbour Patrol Section or the Vessel Traffic Centre.

43 Q: If your vessel collides with a fish raft, and there is nobody on the raft, what actions should you take?

Ans Immediately inspect the vessel for damage, check if any crew member is injured, and report the incident to the Marine Department.

44 Q: If your vessel runs aground in shallow water, the tide is rapidly receding while the vessel is severely listing, what actions should you take?

Ans Ensure that all persons on board are wearing lifejackets and evacuate all persons from the vessel as quickly as possible.

45 Q: If your vessel collides violently with a large piece of timber, what is the first action you should take?

Ans Check the condition of the hull on the side of impact and see if anyone on board is injured.

46 Q: After your vessel collides with another vessel, what is your primary responsibility in regard to the safety of the vessel and crew?

Ans Inspect the damage to the hull and check for any injuries to persons on board.

47 Q: When your vessel strikes a rock while navigating at full speed, what is the first action you should take to prevent further damage to the main engine?

Ans Shut down the engine.

48 Q: If a crack appears in the hull and seawater is flooding in rapidly, what method can you use to repair it from the outside to reduce water ingress?

Ans Wrap canvas around the outside of the hull to cover the crack.

49 Q: Your vessel has collided with another vessel, and the bow of the other vessel is embedded in the hull of your vessel, with seawater continuously flooding in. What action should you take to ensure passenger safety?

Ans Instruct all passengers to immediately put on lifejackets and transfer to the other vessel.

50 Q: While navigating in shallow waters, the only propeller on your vessel suddenly detaches. The wind speed at the time is approximately 13 knots. What action should you take?

Ans Shut down the engine immediately and drop anchor.

51 Q: While your vessel is underway, a fire breaks out at the bow. How should you navigate the vessel?

Ans Steer the vessel with the wind (downwind).

52 Q: What does this signal flag mean?

Ans Keep well clear of this vessel; I am manoeuvring with difficulty.

53 Q: How should a vessel signal using international and local sound signals when it is unable to navigate normally at night?

Ans Sound one prolonged blast followed by two short blasts (— • •) on the whistle.

54 Q: When you see a Marine Department patrol vessel nearby displaying this flag, how should you respond?

Ans I should stop my vessel immediately and await boarding by officers of the Marine Department.

55 Q: At night, if a vessel with a flashing blue light gives your vessel the signal of one short, one long, and two short blasts (• — • •), how should you respond?

Ans I should stop my vessel immediately and await boarding by the Marine Police.

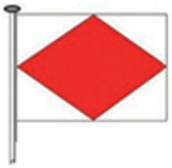
56 Q: If you see a Marine Police launch flashing a Morse code signal of one short, one long, and two short (• — • •) at you with a powerful light, how should you respond?

Ans I should stop my vessel immediately and await boarding by the Marine Police.

57 Q: When you hear a Marine Department vessel sounding one short, one long, and two short blasts, what does it mean?

Ans You should stop your vessel immediately and await boarding by officers of the Marine Department.

58 Q: What does this signal flag mean?



Ans This vessel is not under command. Please establish communication with me.

59 Q: What does this signal flag mean?

Ans This vessel is carrying dangerous goods and is on fire or leaking hazardous substances. Please keep clear.

60 Q: What does this signal flag mean?

Ans Man overboard.

61 Q: What does this signal flag mean?

Ans You are running into danger.

62 Q: What does this signal flag mean?

Ans I require assistance.

63 Q: What does this signal flag mean?

Ans I am dragging anchor.

64 Q: What does this group of signal flags mean?

Ans This group of flags reads "CB3" from top to bottom, indicating that this vessel is in serious distress and requires immediate assistance.

65 Q: What does this signal flag mean?

Ans There are divers working beneath this vessel. Keep well clear and proceed at slow speed.

66 Q: How should you notify nearby vessels if there is a disturbance on your vessel at night?

Ans Immediately display three all-round lights in a vertical line (white-red-white), and optionally flash a blue light once per minute while sounding continuous fog signals.

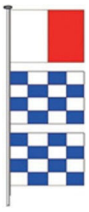
67 Q: What type of vessel displays this light signal?

Ans An anchored vessel in need of immediate assistance.

68 Q: What does this group of signal flags mean?

Ans This group of flags reads "CB6" from top to bottom, indicating that a fire has broken out on board, and immediate assistance is required.

69 Q: What does this group of signal flags mean?

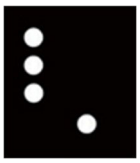


Ans This group of flags reads "HNN" from top to bottom, indicating a request for Immigration Department inspection.

70 Q: If a vessel has just arrived in Hong Kong from Macao, how should the vessel request boarding and inspection by officers of the Immigration Department?

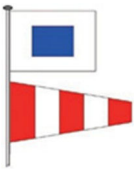
Ans After anchoring at the immigration anchorage, immediately display three white lights in a vertical line.

71 Q: What type of vessel displays this light signal?



Ans An anchored vessel requesting boarding and inspection by officers of the Immigration Department.

72 Q: What does this group of signal flags mean?



Ans This group of flags reads "S Answering Pennant" from top to bottom, indicating that no one is permitted to board or leave this vessel, and that other vessels must not approach within 30 metres without authorisation.

73 Q: What does this group of signal flags mean?

Ans This group of flags reads “SM” from top to bottom, indicating that “I am conducting a sea trial”.

74 Q: What does this group of signal flags mean?

Ans This group of flags reads “CB” from top to bottom, indicating that “I require immediate assistance”.

75 Q: What does this group of signal flags mean?

Ans This group of flags reads “NC” from top to bottom, indicating that “I am in distress and require immediate assistance”.

76 Q: While navigating in the shaded area on the chart, your vessel experiences mechanical failure. For safety reasons, which VHF channel should you use to report your situation directly to the Vessel Traffic Centre?

Ans Channel 12.

77 Q: While navigating in the shaded area on the chart, your vessel experiences mechanical failure. For safety reasons, which VHF channel should you use to report your situation directly to the Vessel Traffic Centre?

Ans Channel 63.

78 Q: While navigating in the shaded area on the chart, someone falls overboard. In addition to conducting a rescue, which VHF channel should you use to immediately report the incident to the Vessel Traffic Centre?

Ans Channel 14.

79 Q: While navigating in the shaded area on the chart, someone on board is seriously injured due to an accident. Which VHF channel should you use to immediately report the incident to the Vessel Traffic Centre?

Ans Channel 67.

80 Q: If a vessel runs aground in the waters near Pearl Island, which VHF channel should be used to report immediately to the Vessel Traffic Centre?

Ans Channel 67.

81 Q: While navigating at night, you see a buoy emitting red flashing light twice every 10 seconds. What does it indicate?

Ans It is a port-hand buoy (to be kept on your port/left side when navigating).

82 Q: When departing the Ma Wan Fairway and heading southwest towards the Tuen Mun River Trade Terminal, you see this buoy directly ahead of your vessel, which side of the buoy should you pass?

Ans To the north of the buoy.

83 Q: Describe the light characteristics of a starboard-hand (right-hand) buoy at night.

Ans Any green light, except for Fl(2+1)G.

84 Q: If you are sailing from Causeway Bay towards Lei Yue Mun and see a green conical buoy ahead, which side of the buoy should you pass?

Ans To the south of the buoy.

85 Q: When sailing southwest from the Ma Wan Fairway towards the Tuen Mun River Trade Terminal, you see this buoy ahead of your vessel, which side of the buoy should you pass?

Ans To the south of the buoy.

86 Q: Describe the light characteristics of a special purpose buoy at night.

Ans Any yellow light, provided that it does not resemble the white light characteristics used by cardinal buoys, safe water buoys, or isolated danger buoys.

87 Q: Describe the shape of the top mark of a special purpose buoy.

Ans If applicable, the top mark is a yellow "X".

88 Q: Describe the light characteristics of an isolated danger mark (isolated danger buoy) at night.

Ans White flashing light in groups of two — Fl(2).

89 Q: Describe the shape of the top mark of an isolated danger mark (isolated danger buoy).

Ans Two vertically aligned black spheres.

90 Q: Which type of buoy emits a white isophase light flashing every two seconds with equal light and dark periods?

Ans Safe Water Mark.

91 Q: Describe the shape of the top mark of a Safe Water Mark.

Ans If fitted, the top mark is a single red sphere.

92 Q: Describe the night light characteristics of a Safe Water Mark.

Ans Iso (isophase), Oc (occulting), Long Flash every 10 seconds (LFl.10s), or Morse Code "A" (Mo(A)) light pattern.

93 Q: While sailing at night from Lei Yue Mun to Discovery Bay, you see a buoy ahead emitting a long white flash every 10 seconds near the Hung Hom Fairway. What type of buoy is it?

Ans Safe Water Mark.

94 Q: Describe the colour and shape of a Safe Water Mark.

Ans Colour: Alternating red and white vertical stripes;
Shape: Spherical, pillar-shaped, or spar-shaped;
Top mark: If fitted, a single red sphere.

95 Q: Describe the shape of the top mark of a West Cardinal Mark.

Ans Two black cones with their tips pointing towards each other.

96 Q: Describe the shape and colour of a West Cardinal Mark.

Ans Shape: Pillar-shaped or spar-shaped;
Colour: Yellow with a single black horizontal band in the middle.

97 Q: Describe the night light characteristic of a West Cardinal Mark.

Ans Light colour: White;
Light characteristics: Very Quick Flashing VQ(9) within 10s, or Quick Flashing Q(9) within 15s.

98 Q: Your vessel is proceeding on a true course of 165°, and you see this buoy directly ahead. What action should you take?

Ans Give one short blast, turn to starboard (right), and pass the buoy on the port (left) side.

99 Q: Your vessel is proceeding on a true course of 345°, and you see this buoy directly ahead. What action should you take?

Ans Give two short blasts, alter course to port (left), and pass the buoy on the starboard (right) side.

100 Q: Describe the shape of the top mark of an East Cardinal Mark.

Ans Two black cones, with their tips pointing in opposite directions.

101 Q: Describe the shape and colour of an East Cardinal Mark.

Ans Shape: Pillar-shaped or spar-shaped;
Colour: Black with a single yellow horizontal band in the middle.

102 Q: Describe the night light characteristic of an East Cardinal Mark.

Ans Light colour: White;
Light characteristics: Very Quick Flashing VQ(3) in 5s or Quick Flashing Q(3) in 10s.

103 Q: Your vessel is proceeding on a true course of 090°, and you see this buoy directly ahead. What action should you take?

Ans Stop the vessel immediately, confirm the position of the vessel, then cautiously alter course and proceed slowly away from the buoy.

104 Q: At dusk, your vessel is proceeding on a true course of 005°. You observe a buoy 30° to port ahead, emitting three very quick white flashes every five seconds. Its compass bearing is slowly shifting aft. What action should you take?

Ans Maintain course but reduce speed and pass the buoy carefully.

105 Q: Describe the shape of the top mark of a South Cardinal Mark.

Ans Two black cones with the tips pointing downward.

106 Q: Describe the night light characteristic of a South Cardinal Mark.

Ans Light colour: White;
Light characteristics: Very Quick Flashing (VQ(6) + LFl 10s) or Quick Flashing (Q(6) + LFl 15s).

107 Q: Describe the shape and colour of a South Cardinal Mark.

Ans Shape: Pillar-shaped or spar-shaped;
Colour: Yellow on top, black on bottom.

108 Q: Your vessel is proceeding on a true course of 080°, and you see this buoy directly ahead. What action should you take?

Ans Give one short blast, alter to starboard (right), and pass the buoy on the port (left) side.

109 Q: Your vessel is on a true course of 180° at night, and you see a buoy directly ahead displaying VQ(6) + LFl 10s. What action should you take?

Ans The South Cardinal Mark directly ahead indicates that the vessel is already in potential danger. Stop the vessel immediately, verify the position of the vessel, then cautiously alter course, and leave the area at slow speed.

110 Q: Describe the shape of the top mark of a North Cardinal Mark.

Ans Two black cones with the tips pointing upward.

111 Q: Describe the night light characteristic of a North Cardinal Mark.

Ans Light colour: White;
Light characteristics: Continuously flashing quick or very quick light.

112 Q: Describe the shape and colour of a North Cardinal Mark.

Ans Shape – Pillar-shaped or spar-shaped;
Colour – Black on top, yellow on bottom.

113 Q: Your vessel is proceeding on a true course of 105°, and you see this buoy directly ahead. What action should you take?

Ans Give two short blasts, turn to port (left), and pass the buoy on the starboard (right) side.

114 Q: Your vessel is proceeding on a true course of 285° at night and you see a buoy directly ahead flashing very quickly (about 100 flashes per minute). What action should you take?

Ans Give one short blast, turn to starboard (right), and pass the buoy on the port (left) side.

115 Q: What does the Standby Signal No. 1 issued by the Hong Kong Observatory mean?

Ans A tropical cyclone is centered within about 800 km of Hong Kong and may affect the territory.

116 Q: What does the Storm Signal No. 9 issued by the Hong Kong Observatory mean?

Ans Gale or storm force wind is increasing or expected to increase significantly in strength.

117 Q: When navigating at sea, how can you obtain information about tropical cyclones?

Ans Updates can be received via radio, television, navigational safety notices issued by the Marine Department, or by calling the Hong Kong Observatory.

118 Q: What does the Strong Monsoon Signal issued by the Hong Kong Observatory signify?

Ans The average wind speed associated with the monsoon has reached or is expected to exceed 40 km/h; in very open areas, wind speeds may exceed 70 km/h.

119 Q: What is the maximum penalty upon conviction of the Marine Safety (Alcohol and Drugs) Ordinance?

Ans A fine of $25,000 and imprisonment for 3 years, and disqualification of relevant qualification for life.

120 Q: Which type of the vessels are regulated under the Marine Safety (Alcohol and Drugs) Ordinance?

Ans All vessels underway in the waters of Hong Kong, including local vessels, river-trade vessels and ocean-going vessels.

Appendix 2 — Report of Marine Incident ~ Form M.O. 822

HONG KONG MARINE DEPARTMENT 香港海事處
REPORT OF MARINE INCIDENT 海上事故報告

1. This form is to facilitate the reporting of the following marine incidents:
   a) on Hong Kong registered vessels and Hong Kong licensed local vessels outside Hong Kong waters: incidents involving the vessels; personnel on board; and dangerous occurrence; or
   b) on all vessels within Hong Kong waters: incident involving the vessels; personnel on board; and marine industrial incident.
   (Note: Please also complete Annex 1 - Additional Information for Reporting of Shipping Incident Happened within Hong Kong Waters, Annex 2 - Particulars of Personnel Injured/Death/Missing in the Incident and Annex 3 - Particulars Required for Loss of Freight Containers, if applicable)
   此表格用於報告以下海上事故：
   a) 在香港水域外香港註冊的船隻和香港本地領牌船隻上：事故涉及船隻；船上人員；及危險事故；或
   b) 在香港水域內所有船隻上：事故涉及船隻；船上人員；及海上工業事故。
   (註：如適用，請同時填寫附件一“發生於香港水域內船舶事故附加資料”，附件二“受傷、死亡、失蹤人員資料”和附件三“喪失貨物集裝箱所須填報的資料”)
2. The information collected will be used solely for investigation to find out whether there are any new lessons to be learnt and what actions need to be taken to prevent the re-occurrence of similar incidents. Please provide all information requested in the form as far as practicable and return the completed form to the Marine Accident Investigation Section (MAIS) of Hong Kong Marine Department (HKMD) as soon as possible within 24 hours after the incident by Fax: (852) 2543 0805 or e-mail: ss-mai@mardep.gov.hk
   此等資料只作調查用途，汲取新教訓，找出有效措施防止同類事故再次發生。請盡量提供表格內所需資料，完成後盡可能在 24 小時內將表格傳真到 +852 2543 0805 或電郵至 ss-mai@mardep.gov.hk 香港海事處海事意外調查組收。
3. Please refer to https://www.mardep.gov.hk/en/legislation/home.html for regulations requiring the reporting of marine incident to the Marine Department.
   請參閱連結 https://www.mardep.gov.hk/hk/legislation/home.html 內關於向海事處報告海上事故的法例要求。

I. Particulars of the Vessel 船隻資料

Name of Vessel (Block Letters) 船隻名稱 (正楷)	IMO No, Official No/Call Sign & MMSI or Licence/C.O.O. No IMO 編號、正式編號/呼號及 MMSI 或 牌照/擁有權證明書號碼	Nationality 船籍	Port of Registry 註冊港口

Date of Construction 建造日期	Gross Tonnage 總噸位	Length and Breadth (metres) 長及寬 (米)	Draught (metres) 吃水 (米)	Type of Vessel 船隻類別	Area of trade 航區
(ddmmyyyy) (日月年)		Length Overall 總長: Extreme Breadth 最大寬度:	Fwd 前: Aft 後:		☐ Worldwide 環球 ☐ Coastal 沿海 ☐ River-trade 內河 ☐ Local 本地

Name and address of owner/operator/ship manager/agent * 船東、經營人、管理公司、代理人名稱和地址 *	Tel. No. 電話號碼:
	Fax No.傳真號碼:
	E-mail 電郵:

* delete as appropriate　　* 請刪去不適用者

II. Particulars of the Incident 事故資料

Please select one type of incident below 請選擇以下其中一種事故:

Ship Incident 船舶事故

☐ Collision 撞船	☐ Contact / Striking with object 觸碰 / 與物件撞擊	☐ Stranding/Grounding 擱淺 / 觸礁	☐ Foundering/Sinking 沉沒 / 下沉
☐ Fire / Explosion 失火 / 爆炸	☐ Capsizing / Listing 翻覆 / 傾側	☐ Structural Failure 結構故障	☐ Machinery Damage 機械損壞
☐ Damage to Equipment 器材損壞	☐ Heavy Weather Damage 惡劣天氣損壞	☐ Vessel Missing 船隻失蹤	☐ Lifeboat Operation 救生艇操作
☐ Loss of freight container(s) 喪失的貨運集裝箱	☐ Others (please specify): (for example, flooding, oil pollution, etc): 其他（請註明）:（例如：水浸、油污等）		

Note: Please also complete the Annex 1 and/or the Annex 3, if applicable.
註: 如適用，請同時填寫附件一和／或附件三。

Marine Industrial Incident 海上工業事故	☐ Cargo Handling 貨物處理	☐ Ship Repairing 船舶修理	☐ Marine Construction 海上建造工程

Dangerous occurrence 危險事故 ☐ (While some information requested in this form may not be applicable for the reporting of dangerous occurrence, please enter as much information as possible)
一些表格內要求填報的資料可能不適用於報告危險事故，請盡量提供有關資料

Incident involving personnel (passengers, crew or other persons) ☐
事故涉及人員（乘客、船員或其他人員）

Please give details below if there is any injury, death and missing of personnel arising from above incident: 如以上事故造成任何人員受傷、死亡或失蹤，請提供以下資料：

No. of injury on own vessel 本船受傷人數			No. of death on own vessel 本船死亡人數			No. of missing from own vessel 本船失蹤人數		
Crew: 船員	Passenger: 乘客	Other person: 其他人員	Crew: 船員	Passenger: 乘客	Other person: 其他人員	Crew: 船員	Passenger: 乘客	Other person: 其他人員

(Note: Please complete Annex 2 for the information of each of the above personnel as far as practicable.)
(註： 請盡可能填寫附件二內以上每名人員的資料)

Date and Time (local time) of the incident 事故日期和時間（當地時間）	Vessel position and/or name of port 船隻位置及／或港口名稱	Name of pilot on board, if applicable: 船上領港員姓名，如適用
(ddmmyyyy)（日月年）	(Lat/Long)（經緯度）	
(hh mm)（時分）	Name of port 港口名稱	

Departure 啟航	Destination 目的地	Vessel in transit HK waters? 船隻是否途經香港水域	Had transit reported to HKMD? 過境時有否向海事處報告
Port / Country 港口/國家	Port / Country 港口/國家		
Date (ddmmyyyy) 日期（日月年）	ETA(ddmmyyyy) 預計到達日期（日月年）	☐ Yes 是 ☐ No 否 ☐ N/A 不適用	☐ Yes 是 ☐ No 否 ☐ N/A 不適用

State of Weather 天氣狀況	Wind Direction and Force 風向和風力	Sea Current Direction and Speed 海流方向和速度	State of sea & swell and Wave Height 海面和湧浪狀況和浪高	Visibility (nautical miles / metres *) 能見度（海浬／米 *）

* delete as appropriate * 請刪去不適用者

Damage to own vessel and / or cargo (Fill in IMO damage card if applicable) 本船及／或貨物的損毀情況（如適用者，請填寫國際海事組織的損毀報告） (Note: This part is only applicable to the reporting of shipping incident)（註：此部份只為適用於報告船舶事故）

The particulars of any other vessel involved; and the damage to other vessel, cargo and/or property (pier, bridge etc.) 任何其他涉事船隻的詳情和他船貨物及／或財產（碼頭、橋樑等）的損毀情況 (Note: This part is only applicable to the reporting of shipping incident)（註：此部份只為適用於報告船舶事故）

Was the vessel seaworthy in all respects? 船隻是否各方面均為適航	☐ Yes 是	☐ No 否

Oil on board (tonnes) 船上油量（公噸）	Bunker fuel: 重油	Diesel oil: 柴油	Lube oil: 潤滑油

Name and rank of the person in charge of the vessel at the time of the incident 事故發生時船上負責人的姓名和職級

Name of Master / Coxswain * 船長姓名	Name of Chief Engineer / Engine Operator * 輪機長／輪機操作員姓名
Certificate No. 證書號碼	Certificate No. 證書號碼
Grade of Certificate 證書級別	Grade of Certificate 證書級別
Date and Place of Issue 簽發日期和地點	Date and Place of Issue 簽發日期和地點
Contact Tel. No. 聯絡電話號碼	Contact Tel. No. 聯絡電話號碼

* delete as appropriate　　* 請刪去不適用者

III. Account of incident 事故描述:

lease give a brief description of the sequence of events leading to the incident, and comment upon how similar incident might be avoided, and any safety factors arising from the events. For example, what improvement in supervision, training or maintenance had you made; what new safety equipment, safety measures, or safe working systems will you introduce or have been requested? (You may refer to the appended guidance in completing this section)
請簡述導致事故的序列，並對如何避免同類事故發生和事件所引起的任何安全問題提供意見。例如：監工、訓練、或維修上可作甚麼改善；你將會引入或已要求改善哪些安全設備、安全措施、或安全工作系統？（請參閱隨附的指引以完成本節）

(Use extra sheet of paper if the space is insufficient)（如果空間不足，請使用額外的紙張）

IV. Signature & Stamp 簽署和蓋章:

Signature, full name, designation and address of person providing the above information
提供以上資料者的簽署、全名、職位和地址

Signature 簽署	Vessel/Company Stamp 船隻／公司蓋章	Full Name 全名	Designation 職位

Correspondence address: 通訊地址	
Contact Tel. No. 聯絡電話號碼	Date 日期

Signature and Title of officer completing this Form (if applicable)
填寫這份表格人員的簽署和職銜（如果適用）

Signature 簽署	Vessel/Company Stamp 船隻／公司蓋章	Full Name 全名	Designation 職位

Contact Tel. No. 聯絡電話號碼	Date 日期

(Additional Information for Reporting of Shipping Incident Happened within Hong Kong Waters)
（發生於香港水域內船舶事故附加資料）

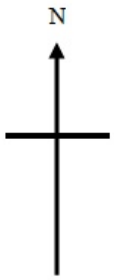
Locations and Duties of Officers and Ratings on Board
（值班高級船員和值班普通船員的站崗和職責）

Name 姓名	Rank 職位	Location Wheelhouse / Engine Room 位置　駕駛台／機艙	Duties (Steering, Lookout, Command or others) 職務（操舵、瞭望、指揮或其它）	Watch Keeping Hours 值班時間	Name of previous watch officer / rating 對上一更值班高級船員、普通船員的姓名

Signature of Master and Vessel's Stamp:
船長簽名及船章 _____

日期 Date: _____

Sketch Plan 草圖



(Use extra sheet of paper if the space is insufficient)（如果空間不足，請使用額外的紙張）

Annex 2
附件二

(Particulars of Personnel Injured/Death/Missing in the Incident)
受傷、死亡、失蹤人員資料

Crew, passenger or other person 船員、乘客或其他人員 *

Name 姓名		Gender 性別 (Please select)	Age 年歲
English (Surname First) 英文（姓在前）	Chinese (If applicable) 中文（如適用）	No. of HKID/Passport/SERB No. or equivalent 香港身份證/護照/海員僱用登記簿或同等級的號碼	

☐ Passenger 乘客 ☐ Crew 船員 What is his rank 所屬職級: _____ ☐ Other person, please specify his occupation 其他人員，請註明其職業 _____

Correspondence address 通訊地址	Contact Tel. No. 聯絡電話號碼

Sea Experience 航海經驗	Overall 總共	Year(s) 年	Month(s) 月	Worked in present vessel 在本船工作	Year(s) 年	Month(s) 月

The highest qualification achieved 已考獲的最高資格 ☐ Training 訓練 ☐ Pre-sea 出海前 ☐ In-service 在職 ☐ Advance 高級 ☐ Nil 沒有

Nature of Injury 受傷類別

☐ Fracture of the skull, spine or pelvis 頭顱骨、脊柱、盆骨骨折

☐ Fracture of any bone in the arm other than in the wrist or hand or in the leg other than in the ankle or foot 手臂（不包括手腕或手掌）、腳（不包括足踝或腳掌）的任何部位骨折裂

☐ Loss of a hand or foot 喪失手掌或腳掌

☐ Loss of sight of an eye 任何眼睛失去視力

☐ Multiple injuries 身體多處受傷

☐ Loss of consciousness 失去知覺

☐ Other, please specify (e.g. bruise, minor cuts, bleeding etc) 其他，請註明（例如 瘀傷、割傷、流血 等等） _____

Degree of disability (Fatalities, temporary or permanent disabilities) Please state period of incapacity
傷殘程度（死亡，暫時或永久殘疾）請指出喪失工作能力時期

Name of his Employer or the Employing Company (except passenger) 僱主或僱用公司名稱（乘客除外）

Correspondence address 通訊地址	Contact Tel. No. 聯絡電話號碼

(Use a separate sheet of Annex 2 for particulars of each person) (請使用新的附件二填寫每一人員資料)

* delete as appropriate * 請刪去不適用者

Appendix 3 — Important Information

Marine Department Notices (MDN)

Marine Department issues MDNs from time to time to disseminate information to the shipping sector and related industries on various subjects.

The MDNs pertain to the following subjects:

- navigation warnings (Navtex);
- establishment, withdrawal and changes to port facilities;
- marine works;
- statutory requirements;
- port operations procedures;
- navigational and seamanship safety practices; and
- miscellaneous information.

To learn more about the MDNs, please visit the following website of the Marine Department:
https://www.mardep.gov.hk/en/legislation/notices/md-notices/index.html

Hong Kong Harbour Facilities and Layout Plan (HK3501)

The harbour facilities and layout plan outlines the infrastructure and spatial arrangement of the harbour, including berths, docks, navigational aids and other essential elements. It ensures efficient and safe maritime operation while accommodating the needs of the surrounding environment and community. Therefore, it is important for vessels navigating within the waters of Hong Kong to have a harbour facilities and layout plan on board, which ensures the vessel operators comprehend the key harbour facilities within Hong Kong waters and safe navigation at sea.

The **harbour facilities and layout plan** is a double printed plan.

The thematic plan shows the disposition of the following major harbour facilities to cover waters from Tathong Channel in the east, Po Toi and Soko Islands in the south, and Urmston Road in the north and west, including Berths, Government Mooring Buoys, Dockyards and Shipyards, Lights and Navigational Buoys, Traffic Separation Schemes and Fairways, Anchorages, Pilot Boarding Places, Designated Bunkering Areas, and Restricted Areas.

On the other page there are miscellaneous plans showing: Speed Limits of Vessels

within Hong Kong Waters, VHF Sectors, Ma Wan Marine Traffic Control, Tuen Mun-Chek Lap Kok Link Height Restricted Areas, Tseung Kwan O Cross Bay Bridge, Tseung Kwan O Interchange and Tseung Kwan O Southern Bridge Height Restricted Areas, and Hong Kong Link Road Restricted Areas.

Furthermore, the following information are also included: Hong Kong Chart Index and chart details, Hong Kong Hydrographic Office Products and Sales Outlets, Vessel Traffic Services, Procedures for Vessels Entering Hong Kong Waters, Procedures for Vessels Departing Hong Kong Waters, Carriage of Dangerous Goods, Pilotage Services, Harbour Moorings, Marine Refuse and Pollution, Public Cargo Working Areas, Typhoon Shelters and Useful Contacts.

To purchase the harbour facilities and layout plan, please visit the following website of the Marine Department:
https://www.hydro.gov.hk/eng/hk3501.php

Alternatively, visit the Chart Sales Outlets located at Shroff Office, Marine Department, Room 309, Harbour Building, 38 Pier Road, Central, Hong Kong.

Examination Rules for Pleasure Vessel Operator Certificate of Competency

Pleasure Vessel Operator Certificates are issued in two grades, Grade 2 Certificate holder may take charge of a pleasure vessel that is not more than 15 m in length overall; Grade 1 Certificate holder may take charge of any pleasure vessel in Hong Kong waters.

To be eligible for the issuance of a Pleasure Vessel Operator Grade 2 Certificate, an applicant must:

- be at least 18 years of age when applying for the examination;
- reach the eyesight standard established by the Marine Department;
- provide a valid medical fitness certificate; and
- have passed both Part A and Part B of the Pleasure Vessel Operator Grade 2 examinations arranged by the Marine Department.

Part A covers navigation, seamanship and safety, while Part B covers engineering knowledge. Each part consists of 40 multiple choice questions and the passing mark is 60% or above.

Chapters 6, 7, 8 and 9 of the Examination Rules for Pleasure Vessel Operator Certificate of Competency outline the applications, examination procedures and general provisions, examination formats, examination syllabuses and validity of

certificates and extension.

To learn more about the Examination Rules, please visit the following website of the Marine Department:
https://www.mardep.gov.hk/filemanager/en/share/pub-services/pdf/examrules_ploc.pdf

The Marine Department has also published the Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency, which outlines the eligibility criteria, the mode of assessment and the syllabus for the Pleasure Vessel Operator Grade 2 Certificate Examination, and provides sample questions for reference. The Guidebook facilitates public understanding of the examination requirements and the deck and engineering knowledge required for the professional qualifications for maritime-related jobs, thereby promoting industry development.

To learn more about the Guidebook, please visit the following website of the Marine Department:
https://www.mardep.gov.hk/filemanager/en/share/pub-services/pdf/pvoc_guide.pdf

Free mobile application "eSeaGo" for displaying Chart Information for Hong Kong Waters

Through the "eSeaGo", users can download the chart information provided by the Hydrographic Office of the Marine Department and display it online or offline. With the mobile device's positioning function, the "eSeaGo" can assist vessels sailing in Hong Kong waters. The "eSeaGo" provides content and information in raster format which should not be used as a substitute for paper charts or electronic navigational charts. The "eSeaGo" is not designed to be used for navigational purposes or as a substitute for any navigational equipment that is required under applicable regulations or laws.

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