

# SAFETY AFLOAT

MARINE DEPARTMENT  
HONG KONG

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# SAFETY AFLOAT

MARINE DEPARTMENT  
HONG KONG

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## Foreword

The purpose of this booklet is to provide some basic information and guidance for safe and enjoyable boating, and to draw the attention of pleasure craft owners to their legal obligations. Regulations alone cannot make boating "Safe and Enjoyable", and it is up to individual boat owners to act at all times with responsibility and courtesy when afloat.

The booklet has been compiled by officers of the Marine Department who freely acknowledge ideas received from various individual boat owners and clubs.

K. MILBURN,  
*Director of Marine*

## **Introduction**

When you travel as a fare-paying passenger on any licensed launch or ferry vessel in Hong Kong Waters you may be confident that every possible precaution has been taken by the Marine Department to ensure that the vessel is sound, carries adequate safety equipment and that both coxswain and engineer have sufficient experience and knowledge and have been examined before taking charge of the vessel.

Should you own a pleasure craft, however, the responsibility for safety and competent operation rests on you. One of the best ways to obtain instruction and advice is to join a club where you will find responsible and experienced officials to offer guidance which, we hope, will be complemented by the advice offered in this free booklet.

## **Some Laws relating to Pleasure Craft**

We do not wish to open by creating an air of oppression but, as with activity which involves a third person, laws are made for the protection of the public.

Three things are to be done first:—

- (i) You must register your craft.
- (ii) You must obtain a coxswain's certificate for pleasure craft.
- (iii) You must obtain an engineer's certificate for pleasure craft.

Application forms for these three items may be obtained from the Information Counter at:—

Marine Department,  
102 Connaught Road Central,  
Hong Kong. (Tel. No. 450181 Ext. 200)

They are free of charge.

### **Registry**

Registering your vessel is a simple operation: fill in the form, return it to the above address and a certificate with your official number will be forwarded free of charge. The number allocated to your vessel must be painted on the bow in a contrasting colour to that of the hull in figures of at least 6".

### **Certificates**

The ease or difficulty with which you obtain coxswain's and engineer's certificates will depend to a great extent upon yourself. Courses are run at the Hong Kong Technical College in the evenings specifically for these certificates. Publications are available from Nautical booksellers, and with your application form we send a syllabus. Having completed your preparations for the examinations you then request a date for each examination separately by writing to or by telephoning:— The Examiner of Local Masters, Small Craft Licensing Section, Marine Department, 102

Connaught Road Central, Hong Kong. (Tel. No. 450181 Ext. 288). For the Engineer's examination arrange an appointment by telephoning 450181 Ext. 247. On the date arranged for each examination bring with you the fee of \$25.00 this must be paid before any examination is undertaken.

The minimum age for either certificate is eighteen years.

## Moorings

Should you wish to lay a mooring for your vessel permission must be obtained from the Small Craft Licensing Section and you will be required to pay a monthly fee for such mooring. A "mooring" includes anchor or block, chain and buoy. The equipment is expensive but may save your boat in the event of a typhoon if it is adequate for the size of your boat and is properly maintained. The Marine Department will be pleased to advise you on the dimensions and weight of moorings suitable for particular craft.

### Monthly Fees for Moorings

<i>Areas</i>	<i>Fee</i>
<i>Causeway Bay Typhoon Shelter, Aberdeen South Harbour</i>	
Overall length of craft under 30 feet ...	\$15.00
Overall length of craft 30 feet—40 feet ...	20.00
Overall length of craft over 40 feet ...	30.00
<i>Elsewhere in Colony Waters</i> ...	5.00

### Equipment

Before you even consider taking a trip, check your equipment. You should have on board the following:—

1. A secondary method of propulsion, such as spare oars for a small boat, spare outboard for a powered launch, or sails and auxiliary engine.
2. Fire fighting equipment, stowed in an accessible position away from possible sources of fire.

3. A bailing device, which would be a bucket, pump or small canister.
4. Buoyancy bags or tanks (usually in small undecked non-keel boats) properly secured.
5. Life-saving apparatus for every person to be carried which should be of an approved type.
6. A good anchor and sufficient line or chain for the waters you will be using. Make sure that the anchor has a *good* securing point on the boat. It is as useful as a secondary means of propulsion and for stopping in an emergency—you don't have brakes.
7. Rule 31 of the International Regulations for Preventing Collisions at Sea lists the means of calling for assistance. These are:—
  - (i) A gun or other explosive signal fired at intervals of about a minute.
  - (ii) A continuous sounding with any fog-signalling apparatus.
  - (iii) Rockets or shells, throwing red stars fired one at a time at short intervals.
  - (iv) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.
  - (v) A signal sent by radiotelephony consisting of the spoken word "Mayday".
  - (vi) The International Code Signal of distress indicated by N.C.
  - (vii) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
  - (viii) Flames on the vessel (as from a burning tar barrel, oil barrel, &c).
  - (ix) A rocket parachute flare or a hand flare showing a red light.

(x) A smoke signal giving off a volume of orange-coloured smoke.

(xi) Slowly and repeatedly raising and lowering arms outstretched to each side.

Make sure you have at least one of these signals on board.

8. The regulations mentioned above also prescribe lights and sound signals for all types of vessels (including *yours*).
9. Local charts should be carried. In conjunction with these a sounding pole (e.g. boathook) or sounding line should be available.
10. Spare ropes, a flashlight, first aid kit, spare engine parts (spark plugs) are very useful items to carry.

### General Precautions

Having prepared your boat for sea with sufficient equipment and a qualified coxswain and engineer on board (one person may hold both certificates) you are ready to leave; some words of caution and advice:—

- (i) If you are taking a long trip, especially during the typhoon season contact the Marine Police Duty Controller, Tel. 665827 and give particulars of your craft, persons on board, proposed voyage and its duration, also a contact address or telephone number. Persons making short trips or daily trips are not intended to follow this procedure. If you have been reported missing or overdue, on your return contact the Marine Police Duty Controller in order that any search and rescue operations may be stopped.
- (ii) Do *not* overload your boat. Exceeding the designed capacity is bad seamanship and is *dangerous*.
- (iii) Make sure everyone on board is conversant with the location and usage of lifejackets or other life saving appliances.

- (iv) Check the latest weather report; if you are in any doubt—*don't go*. Remember your object is recreation. Fog, rain and wind coupled with rough seas are your enemies.
- (v) Be sure you know of any hazards you are likely to encounter on your trip—a few examples:—
  - Submerged Rocks (consult your charts for underwater hazards)
  - Strong tides
  - Ocean Traffic
  - Fishing Obstructions
- (vi) Remember large vessels cannot take rapid action to avoid collision and fishing vessels may have gear out which could foul your propeller.
- (vii) You should leave with these thoughts firmly fixed in your mind:—
  - I will be alert
  - I will be cautious
  - I will be seamanlike
  - I will be courteous and considerate to other boat users.

**Whilst you are studying for certificates:**

Learn to swim and take instruction in life-saving and artificial respiration.

### **Dumping Rubbish**

The amount of rubbish dumped into the harbour creates problems and dangers for the operator of a power boat. Heavy penalties can be imposed for infringements of the regulation that nothing may be deposited in the waters of Hong Kong without the permission of the Director of Marine. It costs Government large sums of taxpayers' money to reduce the amount of floating refuse to a standard which is reasonably safe but still unsightly.

All rubbish must be kept on board until you get to a place where it can be put in suitable receptacles on shore. There are little bins on all public piers in which to place your rubbish at the end of a trip and clubs are being asked to provide bins for the use of their members.



#### **Procedure and Rules for Powered Vessels**

You and your vessel have a legal responsibility to obey the International Regulations for Preventing Collision at Sea when you proceed in Hong Kong waters.

Always answer a distress call if you may be able to help. If you cannot help without creating more confusion or danger try to get assistance from the authorities or other vessels in the vicinity. Unless you require assistance yourself NEVER make any signal which might be mistaken for a distress signal, this is against the law.

There are speed limits in Hong Kong Harbour which are:—

#### **SPEED LIMITS IN VICTORIA HARBOUR**

Area A	Vessels up to 50 ft. in length, 10 knots.
Area B	Vessels up to 50 ft. in length, 15 knots.

Area A & B Vessels of 50 to 190 ft. in length, 10 knots.

Area A & B Vessels over 190 ft. in length, 8 knots.

Area "A"—within the area bounded to the east by a line drawn from the North Point Signal Station on a bearing due north to the point of intersection with the aircraft runway, and to the west by a line drawn from the western extremity of Stonecutters Island to the eastern extremity of Little Green Island and thence on a bearing due south to the shore, and to the north by a line drawn from the southern extremity of Stonecutters Island eastwards to the northern arm of the northern entrance to the typhoon shelter on the Kowloon Peninsular; or within the western dangerous goods anchorage; or within three hundred feet of the shore or any structure projecting therefrom.

Area "B"—elsewhere within harbour limits.

These areas are marked on the "Hong Kong Harbour Plan" obtainable from the information counter of the Marine Department.

If you are in a powered boat keep a good look out for swimmers and keep well clear of anchored boats from which people might be swimming.

Always travel at low speeds through anchorage areas. You may snap moorings, meet craft suddenly or upset people on vessels at anchor balancing meal trays or drinks. You will be rightly unpopular if you fail to observe this procedure.

If you are at anchor, especially on bad holding ground, such as sand or rocks, check your position from time to time. Transit bearings which can be taken by eye are a useful guide.

If you have been caught out in poor visibility, post lookouts away from engine noise so that they can assist you by both eye and ear.

If you are the "giving way" vessel in traffic decide what you are going to do and do it in plenty of time. One meeting with a tardy "giving way" vessel will serve to assure you of the necessity for this procedure. Remember that vessels in charge of a tow are rather clumsy and unmanoeuvrable, try to give them a wide berth.

## **Water Skiing**

Here are some hints for both skiers and drivers.

### **Skiers**

Join a club.

Learn to swim before attempting to water ski. Non-skilled swimmers should wear lifejackets.

Pick a clear area free of underwater and visible obstructions.

Keep away from swimmers, other boats and fishermen.

If you fall, recover skis, they will help you to float and may help to mark your position.

### **Drivers**

Join a club.

Become proficient in this type of boat handling.

Have one person extra in the boat solely to watch the skier.

Wait until the rope is taut before you "on power".

Make sure the skier is kept clear of all obstructions and keep clear of anchored boats and swimming areas.

Keep a good lookout ahead.

If the skier falls, reduce speed immediately. Cut engine completely when picking up a skier, if you are idling the propeller may be still turning.

Do *not* indulge in impromptu racing with or without skiers in tow.

## Emergencies

No two emergencies are the same, therefore no set of rules can be laid down to cover all contingencies.

Many accidents arise through taking chances or not "thinking ahead", use your imagination to consider possible emergencies and how you would deal with them should they arise.

## Fire

Engines, cookers and fuel tanks with feeder pipes and adjacent areas are very likely hazards if preventive precautions are not taken. Fire extinguishers have been mentioned and in addition you should heed the following advice:—

Make sure everyone on board knows where the fire-fighting equipment is situated and how to use it.

All spaces where petrol vapour or cooking gas might accumulate should be well ventilated.

Keep the boat clean and free from oil; bilges need special attention.

No smoking should be allowed when refuelling or when there is a strong smell of fuel or gas around. Cigarettes and pipes should be put out completely when you have finished smoking. Some other ideas during refuelling:

- (a) take portable tanks ashore.
- (b) moor boat securely.
- (c) put passengers ashore.
- (d) hold nozzle firmly against fill pipe.
- (e) do not overfill.
- (f) ventilate tanks to outside atmosphere *not* below decks.

Wipe up any spillage after refuelling. If the fire is in an enclosed space and cannot be extinguished by direct means you should endeavour to exclude the air supply, an essential ingredient in combustion, close hatches, ports, ventilators, doors etc.

In a fuel fire try to cut off the supply. Remember that oil floats on water and therefore water is not effective in fighting an oil fire. A sail, awning or blanket can often be used to smother a fire and thereby reduce its oxygen supply and prevent it from igniting by dousing it with water.

Call for help in case you have to abandon the boat or need extra extinguishers.

### Man Overboard

Turn the boat so as to keep the person clear of the propeller. Throw a lifebuoy or other means of support which will also act as a marker, stop the engine whilst recovering.



### Grounding

If you strike the bottom do not attempt to reverse off until you have ascertained the extent of the damage as you may immediately sink in deep water. Have everyone put on lifejackets and commence bailing or pumping out water. Do not hesitate to ask for assistance. If your inspection satisfies you that you can float home try to get off the obstruction without causing further damage. Secure a cushion or other object *outside* the hole so that water pressure will force it into the hole.

## Abandoning Ship

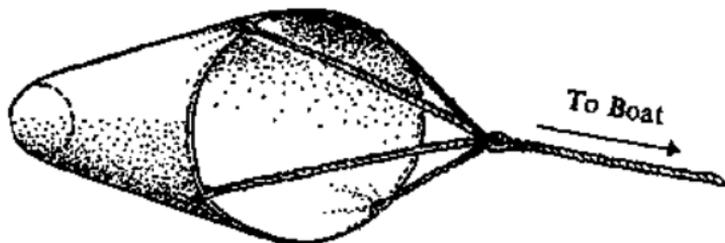
If you have to abandon your boat due to fire, grounding, capsizing or swamping it is advisable to stay together and near the area. Although the boat might later sink someone might have sighted it and will have a better chance of reaching you if you remain nearby. Use whatever distress signals you have to attract attention.

## Engine Breakdown

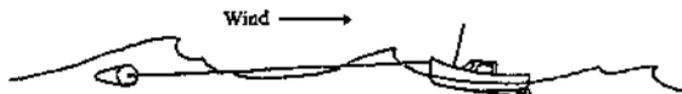
Should you have an engine breakdown or similar trouble concerning means of propulsion, a sea anchor or drogue will help slow down your rate of drift and keep your boat's head into the sea. It is unlikely that you will carry a properly constructed sea anchor on board but one may be made using oars, pieces of wood, canvas or any other large items which will float. Attach a length of strong rope (say 40 ft.) to this and to your boat's bow and throw the contraption overboard. (A large picnic basket might be suitable).

With the boat's head into the sea she will lie more quietly enabling you to effect engine repairs.

### SEA ANCHOR



With the movement of the boat in rough weather the line holding the sea anchor is liable to chafe. You should guard against this by wrapping sacking around it or fitting a piece of split hose where it leads over the bow.



Considerable thought should be given to carrying a properly built sea anchor if you intend to do extended cruising in waters liable to become rough.

### **Collision**

You have a duty to both of the vessels and passengers.

After impact check damage and rate of water intake, do not attempt to pull vessels apart until damage is ascertained. Have everyone put on lifejackets, render any possible assistance to the other vessel. If the damage is serious attract attention by distress signals. Take the name and address of the other boat owner and the name and number of his boat. Report the accident to the Marine Police or Marine Department.

### **General Hints**

Do not stay alongside Public Piers any longer than necessary when embarking or disembarking passengers.

In the Harbour try to stay clear of the main fairways when large vessels are using them.

Consult firing practice schedules published in the *Govt' Gazette*, or are available from the Marine Department, before venturing into the Port Shelter, Rocky Harbour area.

Know your Local Storm Signal stations and carry the Local Storm Signal warning card.

Keep to the starboard side of fairways and narrow channels. Don't tie up to navigational buoys/beacons.

Keep clear of swimming areas.

Do not drop anchor, fish or in any way make connection with the sea-bed in areas marked on your charts as "Cable area" "Cable Reserve" or similar notation. You should know these areas in Colony waters, but they are marked on Admiralty charts.

Keep the registration number on your boat well painted and unobstructed. If you have a mooring keep the official number on the buoy painted up.

Watch for Marine Department Notices and Notices to Mariners which appear in all local newspapers from time to time.

When anchoring give yourself plenty of swinging room relative to other craft and obstacles. Remember that you will probably need to have at least twice the depth of water paid out on your anchor or warp in normal weather conditions.

If the signal "K" (--- . ---) is made to you by light, sound or flag from a Government or Police launch stop immediately and wait instructions.

Keep well clear of any vessel showing the signals for dredging, minesweeping, cable laying or any other underwater activity. If you are in doubt keep clear anyway and pass at a reduced speed.

The speed limit in typhoon shelters is three knots (walking speed).

## THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISION AT SEA

These regulations contain 31 rules and apply to every description of water craft used, or capable of being used, as a means of transport on the water. If you take a boat out frequently you are advised to obtain a copy of the complete Rules and if your boat is over 40 feet in length you should certainly obtain a copy. This should then be studied. Some of the rules with which you should be familiar are:--

### Rule 15

(Sound Signals in Fog):— prescribes the sound signals which vessels must make to indicate their behaviour.

All vessels should have an efficient means of making sound signals i.e. a whistle or horn. Even the smallest boat should have a whistle.

### Rule 16

Conduct in Fog and reduced visibility—Every vessel shall, in fog, mist, falling snow or heavy rain storms or any other conditions similarly restricting visibility *go at a moderate speed*, having careful regard to existing circumstances and conditions, i.e. a useful guide is to be able to take the way off your boat in half the distance you can see in such conditions.

### Steering and Sailing Rules

Any action which you take should be *positive* and in *ample time* so that the other vessel is left in no doubt as to your intentions.

### Rule 18

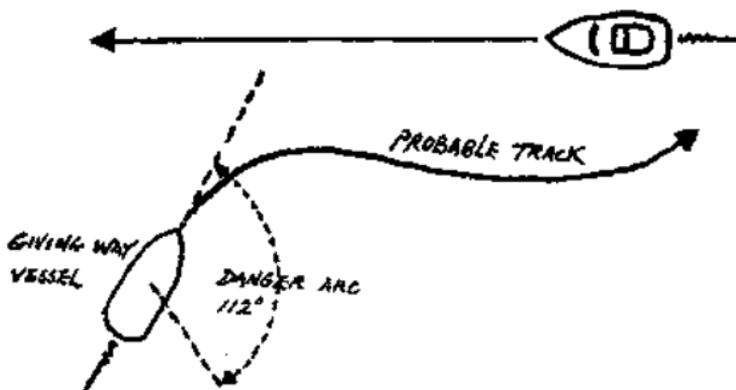
If you are meeting another boat head on and to carry on your respective courses will involve you in a collision, then each of you should alter course to starboard or to the right so that you pass each other on your port or left side.



When two power-driven vessels are meeting end on, each shall alter course to starboard (right) so as to pass on the port side of the other.

### Rule 19

When you are in a powered craft and you see another crossing your line of advance, if you see the other craft on your starboard or right side then you must keep clear, but if you see it on your port or left side then he should keep clear of you.



When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard (right) side shall keep out of the way.

### Rule 20

Powered driven vessels should always keep well clear of sailing vessels.

### Rule 21

If by these rules the other vessel must keep clear of you then it is your duty to maintain your course and speed. However if you find that an awkward situation is developing, and it appears that a collision is becoming inevitable then you also, despite the first part of this rule, should take action to avert collision.

### Rule 22

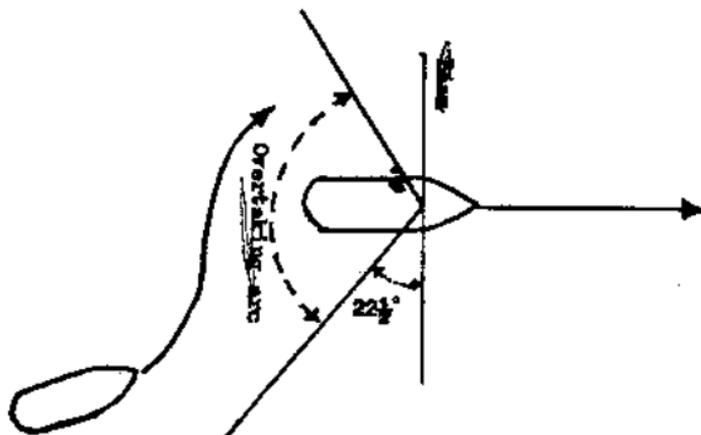
If you must keep out of the way of another craft don't try to cut off corners by crossing ahead because you may have superior speed or some other reasons. *This is bad seamanship*—go round her stern and give her plenty of room.

### Rule 23

If you find that you are in such a position that you have to keep clear of the other craft but there is not enough room to manoeuvre, then either slacken your speed, stop, or go astern. Don't try any foolhardy heroics.

### Rule 24

If you happen to be over-taking another craft that you are approaching from a direction more than  $22\frac{1}{2}^{\circ}$  abaft her beam then it is your duty, notwithstanding any other rule, to keep clear.



Overtaking vessel

### **Rule 25**

If you are in a narrow channel and it is safe and practicable to do so, you should keep on the starboard or right hand side of the channel.

### **Rule 26**

Keep well clear of any vessel engaged in fishing.

### **Rule 27**

In all these rules you have to use your common sense and call upon past experience. If you ever find yourself in an awkward position and you cannot find a rule to get you out of it, then use your head and take such action as will avoid *immediate danger*.

### **Rule 28**

When you can see another craft, and you want to alter course one way or the other you can indicate your alteration by sound signals.

*One short blast* to mean I am altering course to starboard or my right.

*Two short blasts* to mean I am altering my course to port or my left.

*Three short blasts* to mean my engines are going astern.

### **Rule 29**

Nothing in these rules relieves you of the responsibility to keep a *proper lookout*, or from carrying the *proper lights* or from *any precautions* that may be considered good seamanship.

### **Rule 30**

This tells you that the International Rules do not overrule any local rule made by a local authority.

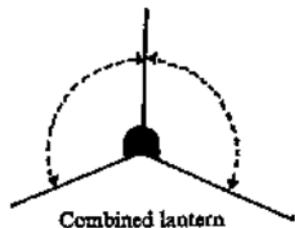
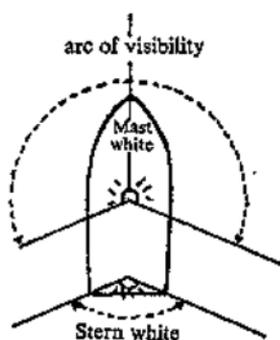
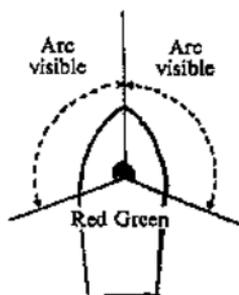
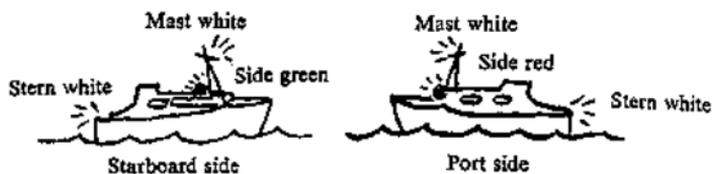
### **Rule 31**

Tells of the various distress signals and warns that misuse of these signals is prohibited.

The above rules have been put into non-professional language and should merely serve as a guide for the full Rules of which all boat operators should buy a copy.

Remember above all: **DON'T TAKE CHANCES**

## LIGHTS FOR POWER DRIVEN VESSELS



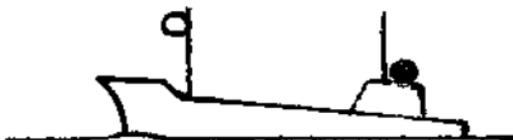
# LIGHTS AND SHAPES FOR VARIOUS TYPES OF VESSELS

(NIGHT)



Power driven vessel of 150 ft. in length  
and over under way

(NIGHT)



P.D. Vessel of less than 150 feet in length under way

(NIGHT)



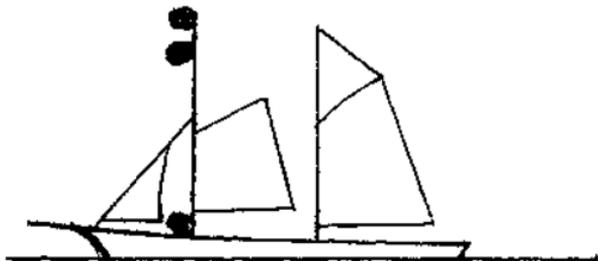
Seaplane under way

(NIGHT)



Power driven vessel of less than 65 feet in length under way using combined lantern

(NIGHT)



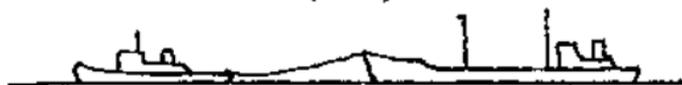
Sailing vessel under way showing optional foremast lights

(NIGHT)



Tug towing a vessel with the length of tow not exceeding 600 feet

(DAY)



Tug towing a vessel with the length of tow  
not exceeding 600 feet

(a) (NIGHT)

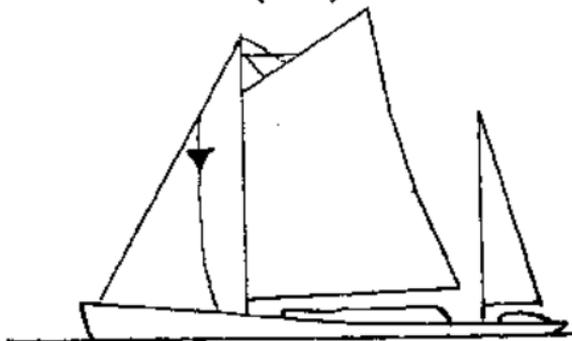


(b) (DAY)



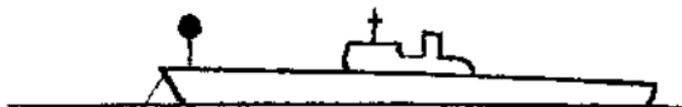
(a) & (b) Tug towing, length of tow exceeding 600 feet

(DAY)



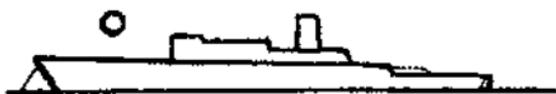
Vessels showing this shape are to be considered  
as power driven vessels; vessels with funnels, which  
are under sail, are to be considered to be sailing  
vessels if the cone is not carried

(DAY)



Vessel at anchor

(NIGHT)



Vessel of less than 150 feet at anchor

(NIGHT)



Vessel of 150 feet and over at anchor

(DAY)



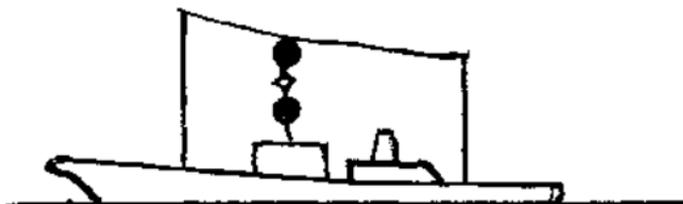
Vessel not under command

(NIGHT)



Vessel not under command making way through the water

(DAY)



Vessel engaged in laying or in picking up a submarine cable

(NIGHT)



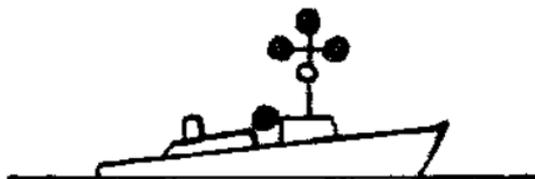
Vessel engaged in laying or in picking up a submarine cable, making way

(DAY)



Minesweepers towing a sweep between them

(NIGHT)



Minesweeper sweeping on both sides

(NIGHT)



Vessel engaged in trawling showing optional white light, making way

(NIGHT)



Vessel fishing with nets extending more than 500 feet  
and not making way

(DAY)



Nets extending over 500 feet

### Useful Address and Telephone Numbers

	<i>Tel. No.</i>
For (i) Registry of boat	450181 Ext. 290
(ii) Coxswain's Certificate— Inquiries and Syllabus	450181 Ext. 288
(iii) Engineer's Certificate— Inquiries and Syllabus	450181 Ext. 247
(iv) General Inquiries	450181 Ext. 200
(v) Information on moorings: Small Craft Licensing Section, Marine Department, 102 Connaught Road Central, Hong Kong.	450181 Ext. 288 & 289

To arrange Coxswain's Certificate Examination:

Above address or telephone 450181 Ext. 288  
& 286

To arrange Engineer's Certificate Examination

450181 Ext. 247

For inquiries concerning coxswains and engineers courses at Hong Kong Technical College

634226 Ext. 11

To call Marine Police (Duty Controller) 665827

### **Address of Clubs, Associations etc.**

1. Royal Hong Kong Yacht Club, Kellet Island, Hong Kong.
2. H.K. Motor Boat & Ski Club, Deep Water Bay, Hong Kong.
3. Hebe Haven Yacht Club, Pak Sha Wan, N.T.

### **Useful Publications and where to obtain them**

1. Hong Kong Harbour Plan Price \$1
2. International and Local Port Signals Price \$2  
On sale at Information Counter, Marine Department and at General Post Office, Hong Kong.
3. Regulations for Preventing Collision at Sea Price \$2  
On sale at George Falconer & Co. Ltd., 903 Prince's Building, Hong Kong, or Walter Dunn & Co., Man Yee Building, Hong Kong.
4. Typhoon Signal Codes  
Obtainable free at Information Counter, Marine Department.

香港海事處

海上安全

香港政府印務局印

一九六七年

## 前 言

此小冊的目的是提供若干資料及指導使人能够享受安全的遊艇樂趣，並使遊艇的船東注意其本身須負的義務，法則單方面不能令到享用遊艇達到安全和有樂趣，個別的遊艇船東在水面上時是要常常有責任心及有禮貌的。

此小冊乃由海事處職員編製，他們坦白承認這些意見均得自各個個別的遊艇船東及俱樂部。

海事處長 梅禮彬

## 序

當你在香港領海付出船費，乘搭任何一艘有牌的汽船或渡船，你可能相信海事處業已採取一切可能施行的預防措施，確實使到該船性能良好，載有足夠的安全設備，船長及大僑均有相當經驗及知識，而且在管理該船之前業已受過考驗。

但如果你擁有一艘遊艇，你便要對安全及有效管理該船負上責任，要取得指示及勸告的其中一個最好辦法是加入一個俱樂部，你便可以找到負責及有經驗的職員給你指導。我們希望這本小冊內的勸告將在這方面對你有所補助。

## 關於遊艇的若干法律

我們並不想開首便造成一種壓迫人的氣勢，但正如針對任何牽涉他人的活動，關於保護他人及有秩序行爲的法律已經訂立。

有三件事是要首先做的

- (一) 你的船隻必須登記
- (二) 你必須領取一張遊艇船長執照
- (三) 你必須領取一張遊艇大傷執照

關於這三件事的申請表格可免費向香港干諾道中二零二號海事處的詢問處索取。

## 登記

登記船隻是一項簡單的手續，填妥表格，交回上述地址，跟着便有一張寫明你的法定編號的證件免費交給你。分配給你的船隻編號必須繫於船首，所用的油漆要與繫於船身上的油漆有顯著不同，所繫的數目字最少要六寸大。

## 證書

你領取船長及大傷證書之容易或困難則在一個很大的程度上要靠你自己，香港工業專門學校在夜間開辦特別爲這些證書而設的課程，有關刊物在專賣航海書籍的書店均有出售，而我們

亦將連同申請表格寄給你一份課程綱要，你做好各項考試預備便可寫信或撥電話給香港干諾道中一零二號海事處小型船隻發牌組本地船長考試員（電話四五零一八一，內綫二八八），或大僑考試員（電話四五零一八一，內綫二四八），要求每種考試均訂一個日期。在考試之日帶備廿五元考試費——此項費用必須在考試前繳付。

## 泊船浮泡

如果你要為你的船隻設一個泊船浮泡，必須獲得小型船隻發牌組准許，而且須每月付出使用這個浮泡的費用，一個泊船浮泡包括錨、絞轆、鉄鏈及浮泡，這些設備是昂貴的，但如果適合你的船體及保持妥善則在颶風吹襲時可能對你的艇有救助。海事處對於適合某些船隻的泊船浮泡之大小及重量等樂於給你意見。

## 泊船浮泡每月須繳的費用

地區

收費

銅鑼灣避風塘，香港仔南面港城

船隻全長在卅呎以下

十五元

船隻全長卅呎至四十呎

廿元

船隻全長超過四十呎

卅元

本港領海內的其他地點

五元

## 設備

甚至在你考慮出海遊玩之前，便要檢查你的設備，你應該在船上設有：

一、第二種推動方法，譬如小艇應有後備划槳，機動汽船則設有舷外推進機，或帆及輔助機。

二、滅火設備，放置在易取的位置，但却離開可能發生火警的地方。

三、一種汲水器械，即吊桶，抽水機或小鉄罐亦可。

四、安裝妥當的浮水袋或浮水箱（通常設於小型無甲板及無龍骨的艇）。

五、供每一個人使用的救生器具須載於船上，並應屬於獲得批准的一種。

六、一個好的錨及一條够用的索或鏈以用於你要到的水域，查明該錨在船上有一良好的緊繫位置，該錨的用處和第二種推進方法一樣大，並於危急時停船很有用——你是沒有制動機的。

七、國際海上避碰規則第三十一條開列以下各種遇難求救方法：

(一) 砲聲或其他爆炸信號，約每隔一分鐘鳴放一響。

(二) 任何迷霧信號器具所發出之連續聲响。

(三) 投散紅色星簇之火箭或爆彈，每隔短暫之時間射出一枚。

(四) 用無線電報或其他方法發送由摩斯簡號……所組成之信號。

(五) 用無線電話呼發以口號「美地」一字所構成之信號。

(六) 以ZC表示之國際簡碼遇難信號。

(七) 由方旗一面及圓球或類似圓球之物一個置於旗上或旗下所組成之信號。

(八) 船上發出火焰（如燃燒柏油桶、油桶等）。

(九) 用火箭射出之降落傘紅色焰光，或手持式之紅色焰光火炬。

(十) 散佈大量橙色煙霧之煙氣信號。

(十一) 兩臂左右外伸，緩緩上下揮動之。

查明你船上最少有一種這些訊號。

八、上述這些規則亦規定所有船隻（此表示你的船隻）使用的燈號及聲號。

九、應帶備本地海圖，為配合這些應具備探水深的竿（如鈎船竹）或測深繩。

十、後備繩索、閃光燈、救急箱和引擎零件（火阻）是載於船上很有用的物件。

## 一般預防措施

以足夠的設備裝好你的船隻以便出海使用，又有一個合格的船長和大傷在船上（一人可持有兩種證書），你準備開船了，尚有若干警告及忠告的話：

(一) 如果你要駛到遙遠的地方，尤其是在颱風季節，請與水警當值員接觸，電話六六五八二七，告訴他有關於你船隻的詳細情形，船上的人物，預備去的航程及時間，暨聯絡地址，或電話號碼，航程短暫或每日回航的人仕不必遵守此程序，如有人報告你失蹤，或過遲回來，請與水警當值員接觸以便不須展開任何搜索及拯救工作。

(二) 勿使你的船載重過量，載重超過設計的容量是低劣的操船技術而且是危險的。

(三) 確實使到船上每個人都熟悉救生衣或其他救生器具的位置及用法。

(四) 查清楚最新出的天氣報告，如有懷疑，不要出海，記着你出海只是為着享樂而已。霧、雨、風、加上大浪是你的敵人。

(五) 確實使到你自已知道在航程上可能碰到的任何危險，舉幾個例：

海底礁石

激流

海洋交通

捕魚對你的阻礙

(六) 查閱海圖以搜出海底之危險，記着大船不能採取急促行動以避撞船，而漁船則可能有漁具伸出船外以致纏着你的推進器。

(七)

(七) 你駛船出去時應牢記：

我要醒覺

我要小心

我要像個海員一樣

我對其他用船人士有禮貌和顧及他人

當你學習考取駕駛證書時

學游泳，救生和人工呼吸。

## 拋棄攔擋

拋棄於港海的攔擋對機動船舶的駕駛人造成若干問題並引起危險，如有違犯未經海事處長准許而在香港領海倒攔擋的法規，可能受到重罰。政府化費大量納稅人的金錢始能把浮在水面的攔擋數量減到合理的安全程度，但仍然是不雅觀的。

所有攔擋必須保留在船上，直至你到達一個可把攔擋放在岸上適當箱桶的地方，所有公眾碼頭均設小箱俾你在航程完畢時把攔擋放進去，現時正在請各俱樂部供應這些箱給其會員使用。

不要這樣做！



## 機動船隻應守的程序及法則

你及你的船隻在香港領海航行時有法律上之責任，要遵守國際海上避碰規則。

如你可以伸出援手則你應對任何求救訊號盡一切義務，如你不能幫助他人，勿製造更多混亂或危險，應向當局或附近其他船隻獲取援助，除非你自己需要援助，永勿發出任何足以被人誤認為求救的訊號，這是違法的。

在香港領海有下述速度限制。

### 在維多利亞港的速度限制

甲區	長度不過五十呎的船隻	十海浬
乙區	長度不過五十呎的船隻	十五海浬
甲區及乙區	長度在五十至一百九十呎的船隻	十海浬
甲區及乙區	長度超過一百九十呎的船隻	八海浬

甲區——其東面之界線由北角訊號台向北伸展直至與飛機跑道成一交切點，其西面之界線由昂船洲西端伸展至小青洲東端，再由此而向南伸展至岸邊，其北面之界線由昂船洲之南端向東伸展至九龍半島避風塘北面入口之北堤；或在西面危險貨品泊船區內，或在離岸或離任何由岸邊伸出之建築物三百呎內。

乙區——在港海界綫內之其他地區。

如果你駕駛一艘機動船，需看清楚附近有無人游泳，並且遠離那些已下錨及可能有人下水游泳的艇。

駛經泊船區時常常都要以緩慢速度航行，否則你可能折斷泊船浮泡，或突然遇着其他船隻而避讓不及或懸擲到在已下錨的船隻上正在安放杯碟或飲品的人。如果你不遵守此程序，自然你將不受人歡迎。

如果你已下錨停泊，特別是在不能牢固扣着錨的海底，如沙地或石塊，應時常查看你的位置。用目力觀察得的重疊方位是有用的引導物。

如果你在遙遠的海面受困於視野模糊的環境，則在離開引擎嘈雜聲之處設立瞭望員，俾他們能用耳目幫助你觀察。

如果你在海面的交通是一艘讓路船隻，則你應決定要採取之行動並需及早行事。遇着一艘緩慢讓路的船將令你清楚肯定需要這樣做，記着拖船拖着一艘被拖船是相當笨拙及不易控制的，你要盡量遠離這些船隻。

## 滑 水

這裏有些給滑水人及駕駛人的提示。

### 滑 水 人

加入一個俱樂部。

未試滑水遊戲之前先學游泳，游泳不夠技術者應穿着救生衣。

找一個清朗而無暗礁及任何可見障礙物的地區。

離開游泳者，其他船隻及捕漁船。

如果你跌倒，取回滑水板，這些板將可助你浮在水面，又可幫助標明你的位置。

### 駕 駛 人

加入一個俱樂部。

熟習操縱這一類船隻。

要多有一個人坐在艇上，他的唯一職責是照顧滑水人。

直到拖繩已拉緊然後發動，確實使到滑水人離開一切障礙物，並且離開已下錨的艇及游泳區。

如果滑水人跌倒立即減慢速度，當救起滑水人時，使你的引擎完全停頓，如你用空檔等待則推進器可能仍在轉動中。

無論是否拖着滑水人，切勿縱情於臨時的競賽。

## 危急事件

危急事件是不相同的，所以不能訂立固定的法則來概括一切危急事件。

許多危急事件是因爲靠碰運氣或事前不動腦筋去思想而引起的，利用你的想像力去考慮可能發生的危急事件及在這些事件發生時如何處理。

## 火警

如果不採取預防措施則引擎，煮食器皿，附有入燃料管的燃料箱和附近地區是很可能有危險的，滅火簡業已提過，除此之外你應該注意下述勸告：

確實使到船上每一個人都知道滅火設備放在那裏及如何使用。

汽油蒸氣及煮食燃料氣體可能積聚的所有地方均應使空氣流通。

保持船上清潔及清除油漬，艙底須特別留意。

當添油或週圍有強烈的電油氣味時，不應吸煙，香煙或煙斗吸完後應完全熄滅，在加添燃料時還有若干點要顧慮的：

(甲) 把手提的油箱拿上岸加添。

(乙) 船要泊得鞏固。

(丙) 把乘客送上岸。

(丁) 緊握喉頭對正輸油管。

(戊) 切勿使油箱滿溢。

(己) 使油箱疏氣設備能達到艙面空氣流通地方。

添油後抹乾流出的油，如果火警發生在密封的地方而又不能用直接的方法撲滅，你應該截斷空氣的供應（空氣是引起燃燒的重要成分），關閉艙口，通風器及門窗等。

如屬燃料火警則截斷供應，記着油是浮在水面的，所以用水來試圖撲滅油火是無效的，帆帳或毛毯時常都可用來窒息火頭及用以減少氧氣供應，這些東西如用水浸濕便可避免着火焚燒。如果你要棄船或需要更多滅火筒則呼叫求助。

## 跌人落海

把船轉向一邊，使那個人離開推進器，拋下救生圈或其他支持物體，這些物體亦可作一種標誌，進行救援時，關閉引擎。



## 擱淺

如果你船已觸礁或擱淺，在你未明確知道毀壞的程度時切勿企圖把船後退，因為你可能立即在水深處沈沒。船上各人應穿着救生衣及把船艙之積水抽除，不要遲疑求人幫助。如果你檢查之後覺得你尚能浮着駛回去，則試把障礙物弄開，但勿再引起其他損毀，把墊或其他東西貼着洞外使水的壓力迫其塞住洞口，減少海水衝入船艙。

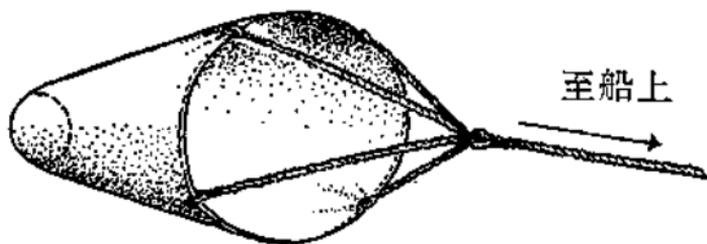
## 棄船

如果你因為火警、擱淺、顛覆或水淹而要棄船，最好大家聚在一起及留在起事近處，雖然遲些時候，船可能下沉，但有些人可能看見這件事，如果你留在附近則他們將有個較佳的機會來救你，使用一切你所有的求救訊號以引起他人注意。

## 引擎毀壞

如果你的引擎毀壞，或有關推進系統發生毛病，放出一個海錨，將有助於減低你船的飄流，及使你的船首保持向着擊來的海浪，你船上可能並無一個造得正當的海錨，但可用

## 海錨



槳、木塊、帆布或其他任何能浮的大件物品來造一個。把一條堅韌的繩索（譬如四十呎長者）縛在此錨及你的船首，並把這個臨時製造的東西拋落海中（一個大旅行籃是可能適用的）。

將船頭向着海浪則船停得較安定，使你能够修理引擎。

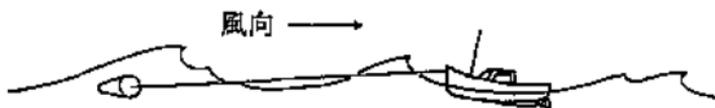
船在風浪中移動時，繫着海錨的繩索是可能受到擦損的，爲防止此事發生，你應在繩索伸出船頭之處用帆布包紮繩索，或裝上一條裂開之救火喉。

如果你打算在風浪可能發生的海面延長航行，你就應該考慮帶備一個造得妥當的海錨。

## 撞船

你對於兩船及其乘客皆有責任。

在相碰之後檢查損壞及海水衝入艙內的速率，直至確定損壞之程度止切勿嘗試把兩船拉開。各人穿上救生衣，把任何可能之援助給與別船。如果損壞利害用遇難訊號吸引別人注意。記下別船之船東姓名及地址和他的船之船名及號碼，把意外事件報告水警或海事處。



## 普通提示

在公眾碼頭上落乘客無需要時勿停留過久。

在港口內當大型船隻正用着主要之航道時應盡量遠離之使該等航道暢通。

在冒險駛入灣西港，糧船灣之區域前，查詢在政府憲報刊登或可在海事處取得之射擊練習時間表。

熟識本地風暴訊號台及訊號警告咭。

在航道及狹窄的水道航行應靠近該河道之右邊，勿停泊在航海浮泡或燈標上。

遠離游泳區。

在你的海圖上標明「電纜區」「電纜保留區」或類似註釋的地方，勿下錨，釣魚或與海床作任何接觸，在本港領海內你應該無需海圖便知道這些地區。

把登記號碼保持在你的船上穩妥當及不受遮阻，如果你有一個泊船浮泡把正式號碼保持繫在浮泡上。

留意海事處佈告及海員通告，這些佈告時常都在所有本地報紙上刊出。

當下錨時，在其他船隻或障碍物之間須給你的船有足夠轉動的地方。記着你可能需要放出等於水深三倍以上之錨鏈或繫索。

如政府船或警輪用燈光或聲號或旗幟向你發出一個V訊號（——·——）你要立刻停航等候指示。

如有任何船隻展示關於挖泥、掃雷、敷設電纜或任何水底活動的訊號，則須遠離這些船隻。如果你有懷疑，總之要離開及以緩慢速度駛過。

在避風塘的速度限制乃三海浬（步行速度）。

## 國際海上避碰規則

這些規則共有卅一條並適用於各種用作或能用作水上運輸工具之船艇，如果你經常駛船出海，我們勸你最好取得一本刊載所有這些法則的書，如果你的船超過四十呎長，你是絕對應該獲取一本的，跟着你應該研習該書。

下述的法則你應該緊守不渝：

### 第十五條

（霞霧中的音响訊號）：規定船隻必須發出以顯示其行徑的聲音訊號。

所有船隻應該具備一種發出聲音訊號的有效方法，如汽笛或號角。就算是最細的艇亦應有汽笛。

## 第十六條

在霧或見度不佳時之措施——每一船舶，於霧、霧、大風雨或能見度受有類似限制之情形中，均應謹慎注意當時當地之環境及情形，以和緩速率進行。亦即是在此等情形中你應要能够在能見距離的一半使你船完全停止前進。

### 操舵及行駛規則

你所採取之任何行動應明確迅速，俾其他船隻能清楚知道你的意向。

## 第十八條

如果你遇着另一艘迎頭駛來的船隻而又互相保持原來的航向則不免發生碰撞。那末兩船均應各朝右轉向，俾得互在對方左側通過。



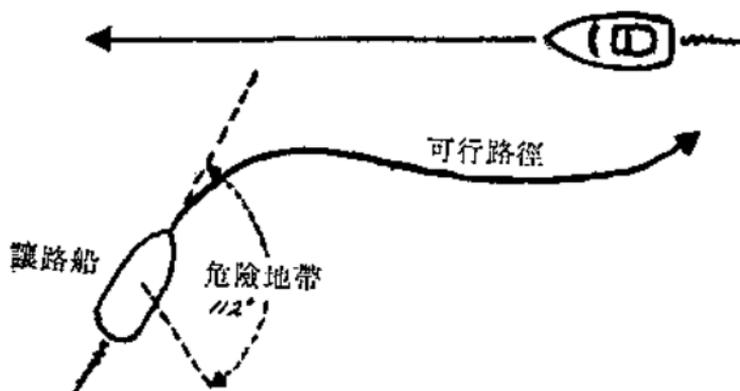
兩動力船舶迎艦正遇，應各朝右轉向，俾得互在對方左側通過

## 第十九條

當你在一艘機動船上看見另一艘正在你的航向前面橫過之船，如果你見到該船在你右舷或右邊，你必須避讓該船，但如果你見到該船在你左舷或左邊，他應該避開你。

## 第二十條

機動船隻時常均應避讓帆船。



兩動力船舶交叉相會而含有碰撞之危機時，見他船在其右舷者，應避讓他船

## 第廿一條

如果依照這些規則其他船隻必須避讓你時，你就必須保持原有航向及速度，但如果你發覺有應允的局面在發生而且似乎不能避免碰撞則雖有此規則的前部，亦應採取行動以避免撞船。

## 第廿二條

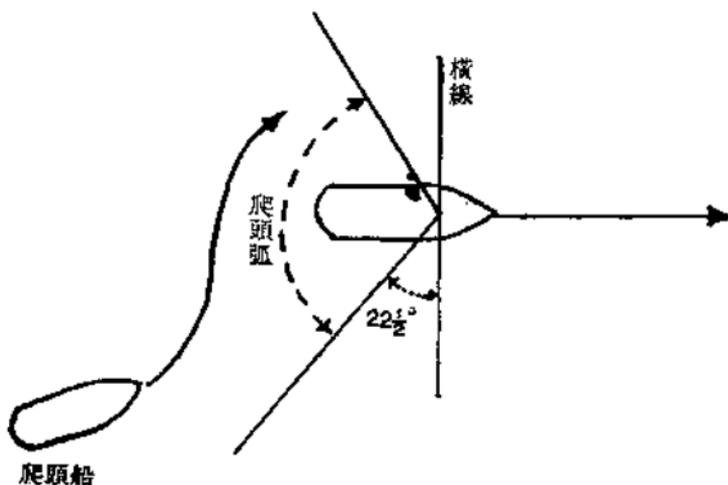
如果你必須避讓他船，不要因為你可能有較高速度或其他理由而在對方前頭駛過，藉以免除轉彎航行，這是低劣的操船技術——轉過他船船尾並使其有充分轉動餘地。

## 第廿三條

如果你發覺你所處的環境使你要避開其他船隻，但卻無足夠的轉動餘地，則減慢速度或停航或倒後航行，勿嘗試任何魯莽或逞英雄的行爲。

## 第廿四條

如果你正要追越他船，而且你是在該船正橫之後逾廿二度半的方向駛近則無論本規則之規定如何，都是你的職責，避讓被追越之船舶。



## 第廿五條

如果你在一條狹窄的水道航行，於安全且實際可行時，你應保持在水道的右邊或右手邊。

## 第廿六條

遠離任何從事捕魚的船隻。

## 第廿七條

在所有這些規則中你要利用常識及運用過往的經驗，如果你發覺自己在一個尷尬的局面中而你找不出一條規則使你擺脫這個局面，你就要動用頭腦及採取能夠避免危險的行動。

## 第廿八條

當你能够看見別船及想轉航向時，你可以用聲號顯示你的意向。

一短聲表示「本船正朝右改向」

兩短聲表示「本船正朝左改向」

三短聲表示「本船主機正開倒俾」

## 第廿九條

這些規則並無任何一部份使你免除負責設立適當之瞭望，或免除懸掛適當的燈號或免除採取任何可能被視為優良操船術的預防措施。

## 第三十條

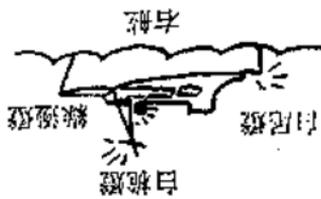
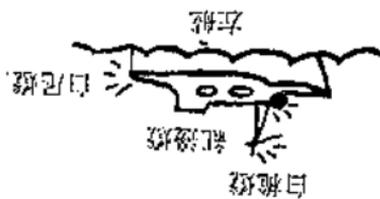
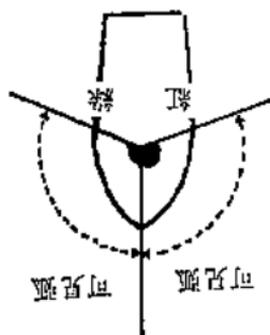
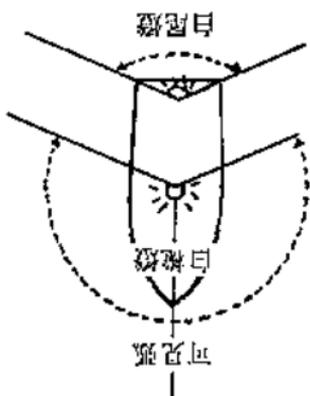
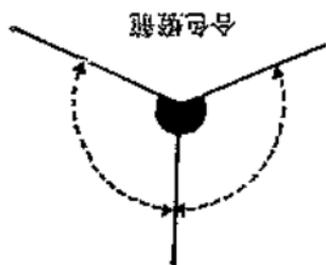
此條告訴你這些國際規則並不拮制一個地方當局所訂立的任何法則。

## 第卅一條

告訴你各種求救訊號及警告你禁止誤用這些訊號。

上述規則是用非專家性文字寫出，並只應視作爲引導了解全套規則的指南，所有管船人均應買一本全套的規則。

最重要的是記着：**不要碰運氣。**



機動船應掛的燈號

## 各類船隻所懸之燈色及日間訊號

(夜間)



在航行中長度一百五十呎及以上之機動船隻

(夜間)



在航行中少過一百五十呎之機動船隻

(夜間)

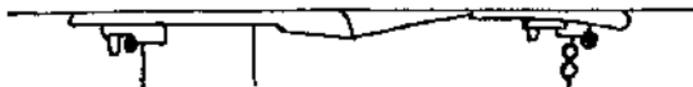


在航行中之水上飛機

(三十二)

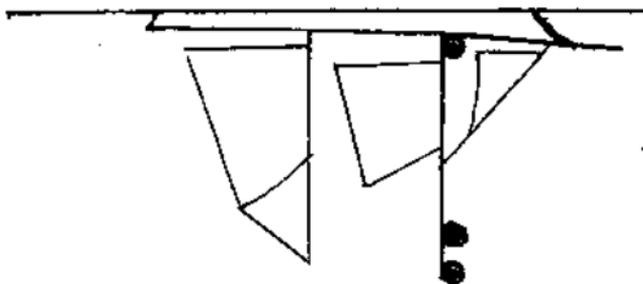
(四十二)

普通旗幟才用黑而正者第一機型的狀態



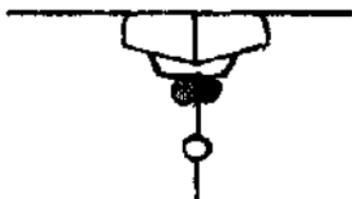
(夜間)

在航行中黑引繩用前所述的狀態



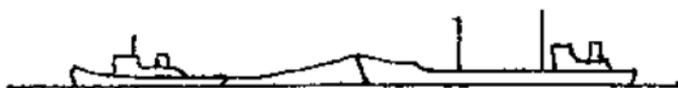
(夜間)

在航行中用黑色繩纜可與不及六十五呎之機動船辨



(夜間)

(日間)



拖曳長度不超過六百呎而正拖着一艘船的拖船

(甲) (夜間)

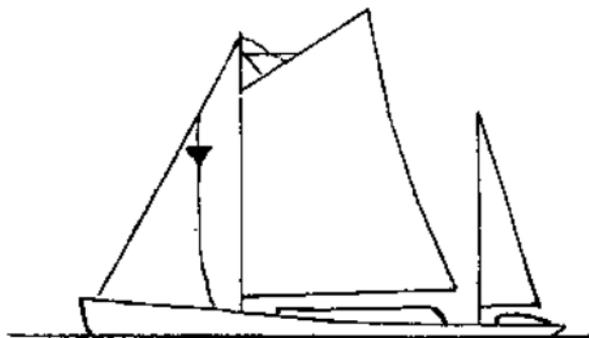


(乙) (日間)



(甲)及(乙)拖着船的拖船，拖曳長度超過六百呎

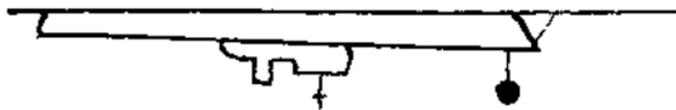
(日間)



展示此種形狀的船隻須視作機動船。有煙囪而用帆行駛又並無懸掛圓錐物的船隻須視作帆船

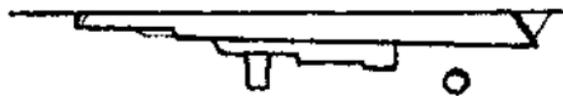
(五十二)

(日間)



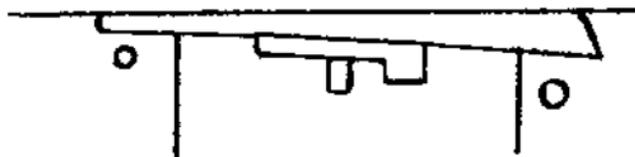
拋錨船隻

(夜間)



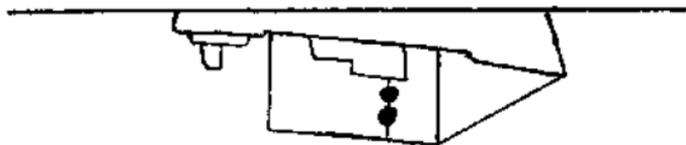
長度不及一百五十呎的拋錨船隻

(夜間)



長度一百五十呎及以上之拋錨船隻

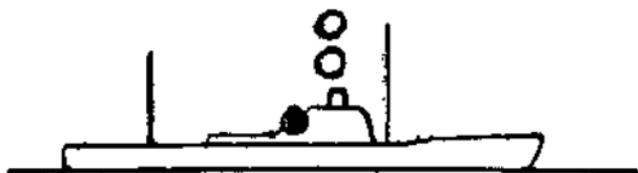
(日間)



操縱失靈之船隻

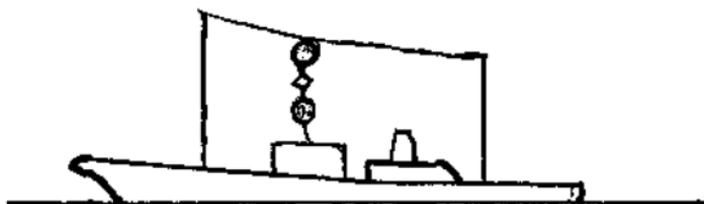
(六十二)

(夜間)



操縱失靈而對水面有速率之船隻

(日間)



從事於敷設或撈取一條海底電纜的船隻

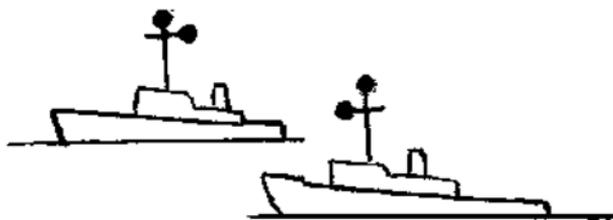
(夜間)



從事於敷設或撈取一條海底電纜而對水面有速率之船隻

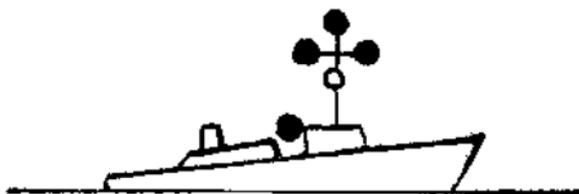
(七十二)

(日間)



共同拖着一個掃雷網於其間的掃雷艇

(夜間)



正在兩邊掃雷的掃雷艇

(夜間)



從事深水拖網捕魚而展示選用白燈及對水面有速率之船隻

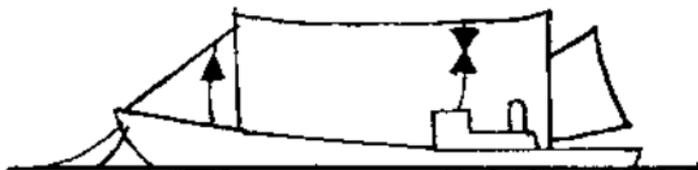
(八十二)

(夜間)



正在用伸出五百呎以外的網捕魚而對水面無速率之船隻

(日間)



伸出五百呎以外的網

(九十二)

## 有用的地址及電話號碼

### 電話號碼

(一)

登記處

四五零一八一內綫二九零

(二)

關於船長證的

四五零一八一內綫二八八

(三)

關於大傷證的

四五零一八一內綫二四七

(四)

普通詢問

四五零一八一內綫二零零

(五)

關於泊船浮泡資料

四五零一八一內綫二八八及二八九

香港干諾道中二零二號海事處牌照所

安排船長證考試：

上述地址或電話

四五零一八一內綫二八八及二八六

安排大傷證考試

四五零一八一內綫二四七

詢問香港工專所設之船長及大傷課程

六三四二式六內綫壹一

水警(當值控制官)

六六五八二七

## 俱樂部，會社等之地址

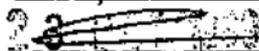
- 一、香港皇家遊艇會：香港奇力島
- 二、香港電船及滑水會：香港深水灣
- 三、白沙灣遊艇會：新界白沙灣

## 有用的刊物及購買地點

- 一、香港港海圖 售價一元
- 二、國際及本地港口訊號 售價一元  
在香港海事處的詢問處及總務室出售
- 三、國際海上避碰規則 售價二元  
在香港太子大廈九零三號室霍近拿有限公司及香港萬宜大廈六零六號室華泰行出售
- 四、颱風訊號簡碼 可免費到海事處的詢問處索取

Date Due

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# 海上安全

香港海事處