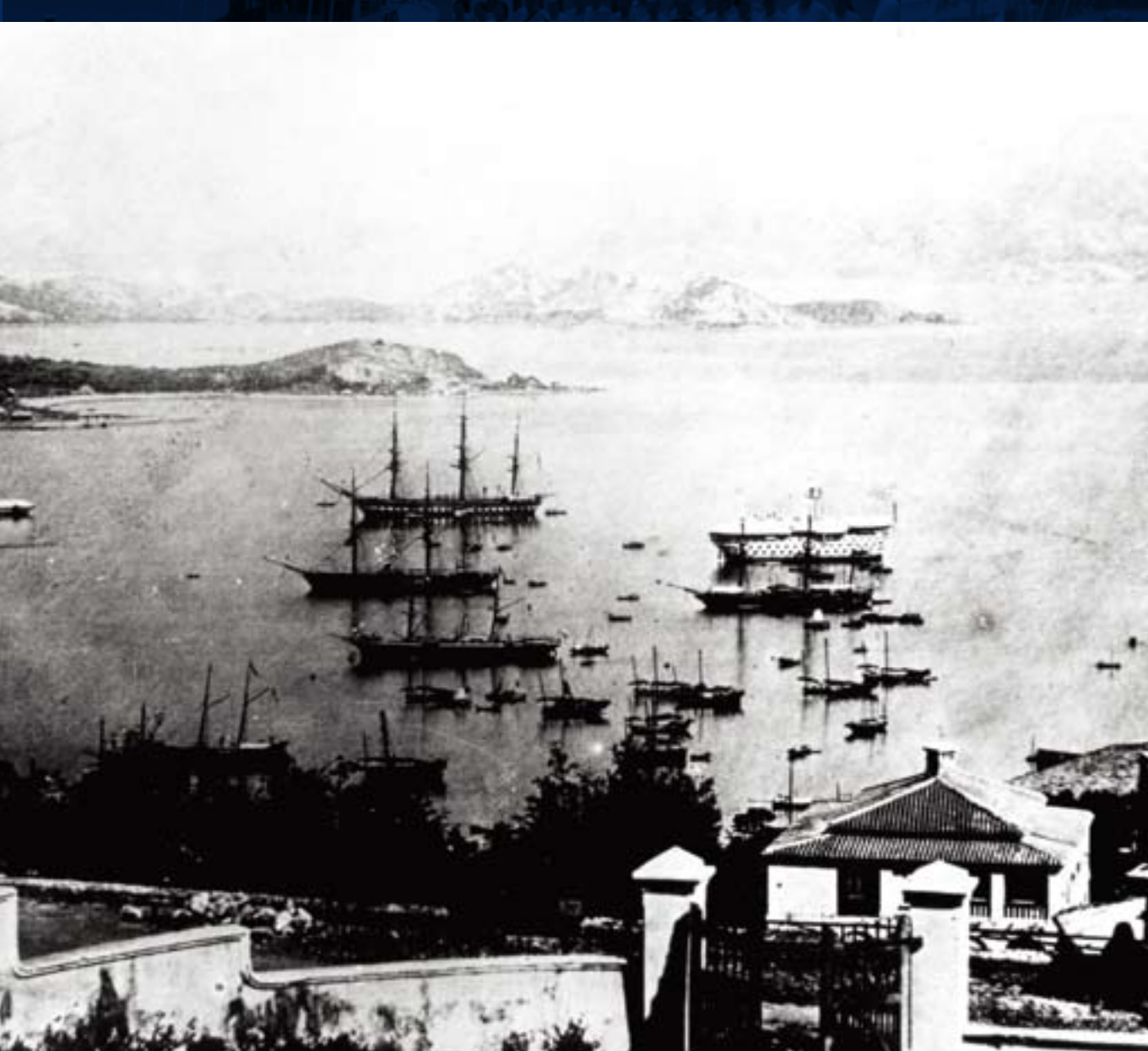




香港水警

Hong Kong Marine Police



1 9 4 0 - 1 9 8 0 s

展覽籌備團隊 Organizing Committee

主辦單位 Organizers

香港大學社會學系
Department of Sociology, The University of Hong Kong
香港水警退休人員會
Hong Kong Marine Police Retirees' Association

贊助 Sponsor

香港大學圖書館
The University of Hong Kong Libraries

項目統籌員 Project Coordinators

朱耀光博士
Dr. Chu Yiu-kong
香港大學社會學系助理教授
Assistant Professor, Department of Sociology, HKU
何家騏先生
Mr. Lawrence Ho
香港大學犯罪學中心榮譽副研究員
Honorary Associate Fellow, Centre for Criminology, HKU
駱德志先生
Mr. Henry T.C. Lok
香港水警退休人員會秘書
Secretary, Hong Kong Marine Police Retirees' Association

顧問 Consultants

陳昌先生
Mr. Chan Cheong
香港水警退休人員會主席
Chairman, Hong Kong Marine Police Retirees' Association

Mr. Iain Ward
《香港水警1948-1997》作者
Author, The Marine Police 1948-1997

何明新先生
Mr. Henry Ho
香港警務處博物館諮詢委員會委員
Member, Hong Kong Police Museum Advisory Committee

Mr. Jim Walker
香港警務處博物館諮詢委員會委員
Member, Hong Kong Police Museum Advisory Committee

何信先生
Mr. David Hodson
香港大學犯罪學中心前主任
Former Director, Centre for Criminology, HKU

劉振強先生
Mr. Lau Chun-keung
香港水警總區支援科高級警司
Senior Superintendent, Support Bureau, Marine Region

資料搜集團隊成員 Data Collection Team

Mr. Paul Dickinson
黎煥榮先生 Mr. Paul W.W. Lai
羅炳全先生 Mr. Henry P.C. Lo
溫星輝先生 Mr. Wan Sing-fai
陳福根先生 Mr. Chan Fuk-kan
高永傑先生 Mr. Ko Wing-kit
關錦環女士 Ms. Kwan Kam-wan

鳴謝 Acknowledgements

劉啟法先生 Mr. Lau Kai-fat
張立文先生 Mr. Cheung Lap-man
張錫洪先生 Mr. Cheung Sik-hung
戴紹榮先生 Mr. Tai Siu-tong
卓文璣先生 Mr. Cheuk Man-kei
殷錦祥先生 Mr. Yan Kam-cheung
歐學林先生 Mr. Herbert H.L. Au
歐衛林先生 Mr. William W.L. Au
湯成耀先生 Mr. Tong Shing-yiu
鍾光華先生 Mr. Chung Kwong-wah
郭志成先生 Mr. Kwok Chi-sing
梁啟平教授 Prof. Benjamin Leung
雷清先生 Mr. Lui Ching
蔡葉翠女士 Ms. Choi Yip-tsui
吳素珠女士 Ms. Ng So-chu
吳美雁女士 Ms. Ng Mei-ngan
董淑儀女士 Ms. Tung Suk-yea
黃桂英女士 Ms. Wong Kwai-ying

平面設計 Design

Heebay

文稿編撰 Editors

陳柏瀨先生 Mr. Plato Chan
繆嘉順先生 Mr. Karson Mau

聯絡 Contacts

朱耀光博士 Dr. Chu Yiu-kong
ykchu@hku.hk
何家騏先生 Mr. Lawrence Ho
lkkho@graduate.hku.hk



前言

INTRODUCTION

香港於1842年開埠，水警由數艘舢舨開始，經過160多年的發展，現在已成為一支專業的海上執法隊伍。水警人員從早年主要執行海上安全和船隻登記、反海盜、對抗日軍入侵、處理中國內地偷渡、越南難民到近年的中港反走私活動，他們一直在香港邊陲地區肩負起維持海上秩序的重任。可惜，有關水警的文獻非常有限，而一般市民對水警的了解也不多。

香港大學社會學系與香港水警退休人員會有見及此，聯合籌辦了這次「香港水警 (1940-1980s)」展覽會。我們嘗試以退休水警人員現身說法的方式，讓讀者從7個範疇了解香港水警：(1) 從數艘舢舨開始；(2) 戰後水警 (1940-1950s)；(3) 訓練和當值；(4) 人蛇與船民；(5) 水警、英軍和陸警；(6) 女性水警人員；和 (7) 拜船頭和警輪生活。

這次展覽有四個特色：

- (1) 這次展覽大部分的照片、實物及資料都是原始材料，第一次公開曝光。
- (2) 展覽的主角全是當年的前線水警人員，而展覽的內容都是他們的親身經歷或所見所聞，是非常珍貴的歷史見證。
- (3) 展覽的內容都是官方歷史少有記載的水警小插曲、小故事和小花絮。
- (4) 展覽的部分主角將會被邀請在專題講座現身說法，講述他們以往當水警的親身經歷。

Setting up in 1842 with a few small boats, the marine police have gone through more than 160 years of dedicated work to develop a highly professional law enforcement unit in Hong Kong waters. In the early years, it was mainly responsible for regulating trade vessels in the harbour, combating piracy, resisting Japanese occupation, and dealing with Chinese and Vietnamese illegal immigrants. In the recent decades, its main duty is more on law and order maintenance, addressing China-Hong Kong anti-smuggling activities and safety of the borders and remote areas of Hong Kong territory. Regardless of the importance of marine police to Hong Kong, the records and documents about this police unit are very scarce and thus with limited general public's understanding.

In light of this, the Department of Sociology of the University of Hong Kong and the Hong Kong Marine Police Retirees' Association jointly organize this exhibition, which is titled 'Hong Kong Marine Police (1940-1980s)'. There are seven themes addressed, namely: (1) The birth of a police force on water; (2) Post-war marine police; (3) Training and duties; (4) Illegal immigrants and boat people; (5) Marine police, Royal Navy and land police; (6) Women in marine police and (7) Life on a marine police launch: rituals and anecdotes.

This exhibition is extraordinary with the following uniqueness:

- (1) The majority of the photographs, objects and information are from primary sources, and this is their first-ever public presentation.
- (2) The police officers interviewed for this exhibition had all worked as frontline marine police officers. All the displays are faithful portrayals of what they saw, heard and experienced during the period of their frontline service. These interviewees are the valuable witnesses to the history truly.
- (3) This exhibition features episodes and anecdotes that are rarely recorded or never marked in the official police history.
- (4) Some of the police officers featured in this exhibition are invited to share their first-hand experience of marine policing in a thematic talk.



從數艘舢舨開始

THE BIRTH OF A POLICE FORCE ON WATER

1842年總督砵甸乍委任了堅偉為警察裁判司，負責香港陸上的治安，同時也委任了畢打為海事裁判司，賦予他在香港海域執行海上安全職務的權力，這可說是香港水警的開端。初期的水警規模十分小，只有數艘舢舨在海港內巡邏，港外則交由英軍負責。在二次大戰期間，所有的水警輪都被日軍徵用，更成立了「水上憲查」。以往在水警輪工作的人員大都是技術人員，只有少數是正規警察。香港警隊在1948年正式招聘了第一批水警人員，在警校接受水警訓練，從此水警逐步發展成一支專業的海上執法隊伍。

Establishment of the Water Police



1906年的維多利亞港，海面上有多艘英國軍艦，而海軍基地座落於中環。
There were many British naval ships in Victoria Harbour in 1906. The naval base was located in Central.

In 1842, Sir Henry Pottinger, the Governor at that time, appointed William Caine as Police Magistrate and William Pedder as Marine Magistrate to enforce law and order on land and sea respectively. It marks the beginning of the Hong Kong Water Police. During the time, the water police operates in a very small scale with several sampans only for harbour patrolling. The area out of Hong Kong harbour was managed by the British Royal Navy. During World War II, Japanese army took over all marine police launches and established a new marine police unit. In the past, almost all staff in the police launches was technicians. The first batch of marine policemen was officially recruited and trained in 1948. Since then, the marine police have gradually developed as a professional law enforcement force in Hong Kong waterways.

張錫洪：我們以前真的叫「水」警！
CHEUNG Sik-hung：
We used to be called "Water" Police!

「我是1948年第一批正式招募的水警人員。之前在水警輪上工作的人員並不是正規警察，部份人員因持有駕駛船舶的執照而被水警聘用。到了1948年，水警將甲板上的工作人員全面紀律化，把他們送進學堂接受正規警察訓練，他們成為水警第一期學員，而我們剛被招募的是第二期學員。同時，水警的英文名稱亦由『Water Police』改為『Marine Police』。」



初期水警的英文名稱是"Water Police"，1950年代才改為"Marine Police"。
In early days "Water Police" was the official English name. It changed to "Marine Police" in the 1950s.



香港警隊在1930年代成立了「反海盜部隊」，除了安排一批山東籍和印度籍的警察專門負責護航工作外，更為此特別招募了約30名俄羅斯人為成員。
In 1930s the Hong Kong Police established the "Anti-Piracy Guard". It recruited about 30 White Russians to join the Shandong and Indian counterparts.

黎煥榮：飛鴿傳書

LAI Wun-wing: Pigeon communications

「在20世紀初香港的警隊仍沒有使用現代無線電通訊設備。當年於維多利亞港內值勤的水警人員，都會攜帶載有數隻信鴿的小籠一同出更。遇有需要與尖沙咀水警總部聯繫時，便會書寫小便條，綁在信鴿的腳上，然後放牠飛回總部。」



由白俄羅斯人組成的「反海盜隊」

香港警隊於1930年代聘用了大約30位俄羅斯籍反海盜隊成員，他們原屬西伯利亞的反共產黨部隊，因他們具有豐富的作戰經驗而被香港警隊收編成為「僱傭警察」。在二次大戰時部份俄籍警察和其他英籍警官一樣，被日軍囚禁於赤柱戰俘營內。香港重光後，其中四位俄籍警察繼續為水警服務，更獲晉升為督察。在1950年代，他們大都駐守港口警署，主要負責檢查出入維多利亞港的船舶。

White Russians as anti-piracy guards

In the 1930s the Hong Kong Police recruited about 30 'White' Russians to be anti-piracy guards. Those Russians originally were members of the anti-communist movement in the Siberian region of Russia. Their rich experience in combat was valued by the Hong Kong Police and so employed to support the anti-piracy initiatives. During World War II, some of these White Russian officers were sent to internment camps in Stanley by the Japanese, same as their British counterparts. After the War, four of the White Russian officers continued to serve the marine police and were promoted to be inspectors. In the 1950s, most of them stationed at the Harbour Police Station, mainly responsible for inspecting ships in the Victoria Harbour.



這是戰前水警輪船，攝於1937年。
A pre-war police launch in 1937.

懸掛於尖沙咀前水警總部操場壁上的白鴿木架。初期水警總部與港口巡邏船隊之通訊傳遞只靠信鴿協助。信鴿被現代通訊儀器所取代後，這批信鴿卻一直為水警人員所留養，並繼續繁殖，傳宗接代，直至水警總部於1996年被搬遷至西灣河現址為止。
This is a pigeon roost hanging on a wall in the Marine Police Headquarters in Tsim Sha Tsui. In early times pigeons were the only means of communication between the Marine Police Headquarters and the harbour patrol units. After the pigeons were replaced by modern telecommunications equipment, they were still fed by the marine police officers until the Headquarters was relocated to its current site in Sai Wan Ho in 1996.



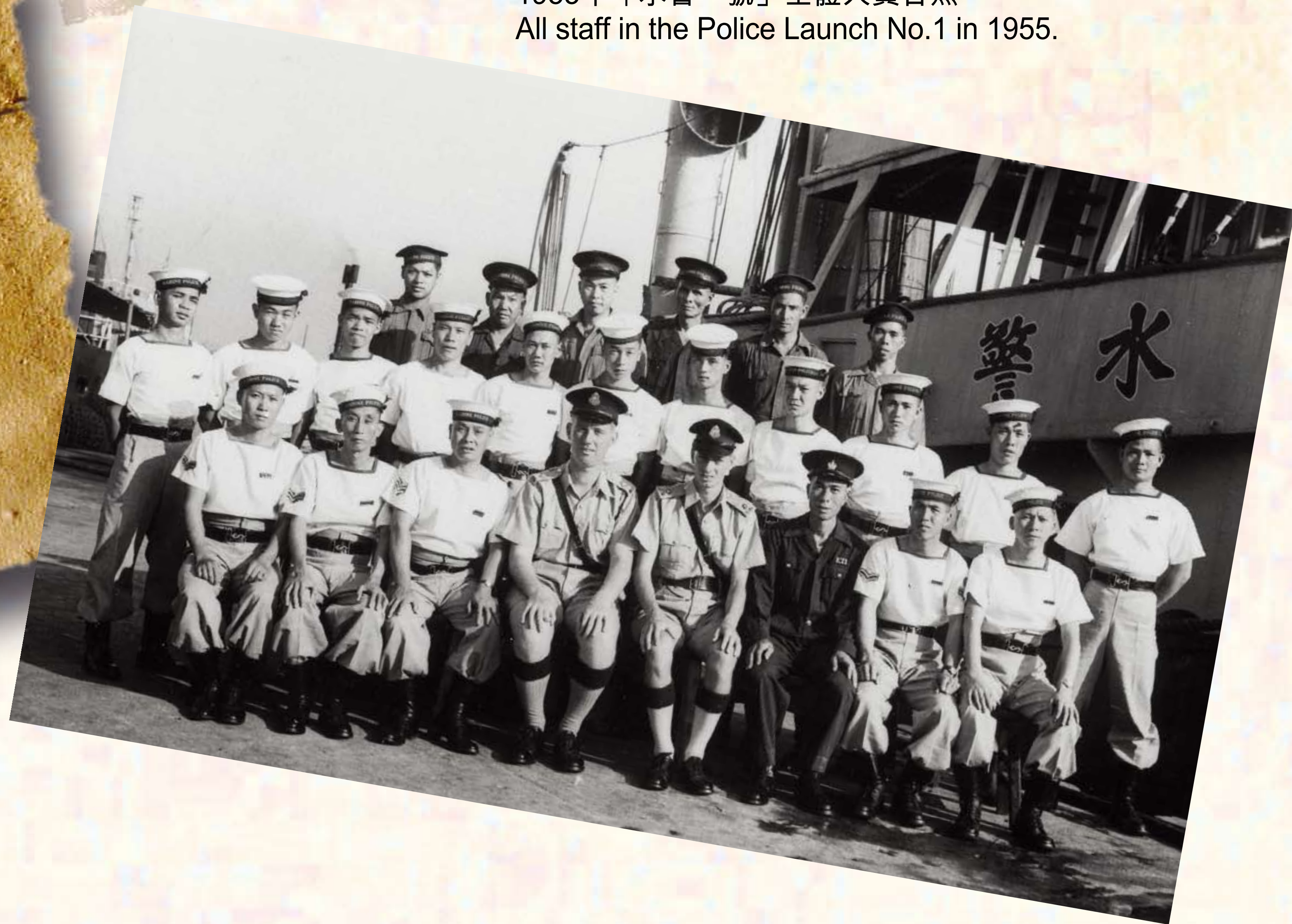
這是「水警一號」，在1946年開始為水警服務。他的航速甚低，只有5-6海浬，曾在船上當值的水警回憶，她由香港中區駛往大澳需要半日之久。由於航速較慢的關係，船上的水警人員要一連當值四天，才可上岸休一天。這情況直到1960-1970年代，新的水警輪下水，才有所改變。
This is the "Police Launch No. 1" which came into service in 1946. According to an officer who worked on this launch, it moved only about 5-6 nautical miles per hour. It took half a day from Central to Tai O on Lantau Island. Due to its slowness, the officers on this launch had to be on duty for four consecutive days and then a day off on land. Such duty roster went on until the inauguration of new launches in the 1960s and 1970s.



戰後水警 (1940 - 1950s)

POST-WAR
MARINE POLICE

1955年「水警一號」全體人員合照。
All staff in the Police Launch No. 1 in 1955.



「水警」還是「水師」？

水警和陸警同屬於香港警隊，但在1963年之前，水陸兩警是分開招募的。應徵警察的人士必需在招募處先選擇投考水警或陸警。當時很多市民卻誤以為水警並非屬於警隊，而是獨立的「水師」。

"Marine Police" or "Navy"?

Before 1963, although marine police and the land police were both part of the Hong Kong Police, many people thought that the marine police were not part of the police force and considered it as "Navy". In fact, there were separate recruitment processes in both divisions. Applicants had to declare their inclination at the recruitment centres.

劉啟法：投考海上保安員！

LAU Kai-fat: I had just applied for marine security!

「我在1952年入職香港警隊，當時警隊的名聲並不太好，我並不想當警察。但我心想，當水警也不錯，上船出海後，便不用拋頭露面，故最後便去應徵當水警。我對反對我當警察的家人說，我投考的是『水師』，是負責保安工作的海員，家人因而再沒有反對！」



劉啟法於1954年在尖沙咀水警總部的通訊室工作。
Mr. LAU Kai-fat worked in the control room in the Marine Police Headquarters in 1954.

海上棄置軍火

1945年日本投降，港英政府接管香港後，水警要協助善後工作，除了在海港內進行掃雷工作外，更要處理戰時遺留的大量廢棄軍火。水警不時受到指示，把一些廢棄包括緝獲或經由法庭充公的槍械、炸彈等運至本港東面深海區域的指定地點棄置，沉於海床。

Disposal of arms at sea

After the surrender of Japan in 1945, the British Government resumed sovereignty over Hong Kong. Marine police assisted clearing mines in the Victoria Harbour and handled a large number of arms abandoned during the War. It was frequently instructed to transport the abandoned or confiscated arms, like guns and bombs, to designated sites in the eastern part of the sea territory, and disposed them in deep waters.

陳昌：海上「倒垃圾」任務

CHAN Cheong: "Garbage dumping" duty

「有一次我們在那處指定深海區域傾倒一批廢棄軍火，當完成所有工作後，我們便如常把警輪駛回基地。見到長官，他焦急地問我們那批廢棄軍火是否已傾倒了，我們說已棄置，他就鬆了一口氣，然後說：『你們平安回來就好了！』後來我們才知道那批軍火其實仍未經過軍火專家處理，我們就這樣運去棄置，中途沒有出事，真是幸運，我們知道後不禁抹了一額冷汗！」

海上棄置犯人

除了傾倒廢棄軍火外，水警亦要執行押解犯人出境的工作。當港英政府需要秘密押解不受歡迎或被遞解出境人物時，他們會僱用船家代辦這項事情，那些被列為不受歡迎人士，會被押上半密封的船艙，每名犯人可獲分配一條麵包和數支香煙。在水警輪的監視和護送下，押運木船便駛往大鵬灣的黑岩角一帶，犯人們分批被趕上小艇，然後駛入華界登岸。當水警輪人員確定押解犯人任務完成後，他們才駕船離去。

Deporting criminals by sea

Apart from dumping abandoned arms, the marine police also had to deport criminals from Hong Kong. When the Government needed a covert deportation, they would employ private shipping companies. Those classified as persona non grata would be escorted to a half-concealed cabin and given a loaf of bread and several cigarettes. Under the surveillance of a marine police launch, the wooden boat carrying the deportees would head to Mirs Bay, where the deportees were put onto small boats to land on the Chinese coast. When the officers on the launch made sure the operation was completed, the launch would leave the scene.

陳昌：最不願執行的任務

CHAN Cheong:

The most unpleasant duties

「這些被押解的犯人，甚麼背景都有，可能是窮兇極惡的犯人、政治理念不同的人或甚至是無辜的市民。無論怎樣，我們要親眼目睹他們被遺棄在邊境偏遠的華界地區，他們可能一上岸便受到內地執法人員的圍捕，甚至被開槍射殺，也可能會慢慢餓死。而且有小部份是女犯，我們更不敢想像她們以後的遭遇，幸好香港政府及後停止了這種押解犯人出境的安排。」



水警看守飛機

1949年中國政權易手後，中華人民共和國政府要求港英政府保護當時留在香港的中國民航所有資產，包括停留在啟德機場的30多架民航飛機。而當時遷到台灣的國民政府聲稱這批飛機是他們的資產，要求港英政府歸還。港英政府置身其中，在事件還未解決之前一定要確保這批飛機的安全。可能當年陸警人手不足，不能無了期安排大量人員看守這批飛機，所以將這個任務交托了水警。

Marine police guarded over the aircrafts

After the change of the Chinese sovereignty in 1949, the newly established PRC Government requested the Hong Kong Government to protect all properties belonging to the Civil Aviation of China that remained in Hong Kong, including more than 30 aircrafts left at Kai Tak Airport. However, the Nationalist Government who had moved to Taiwan claimed that those aircrafts were their property, and asked the Hong Kong Government to return them to her. Before the issue was settled, the safety of the aircrafts had to be secured. Perhaps the land police did not have enough manpower to guard these aircrafts, the job was thus assigned to the marine police.

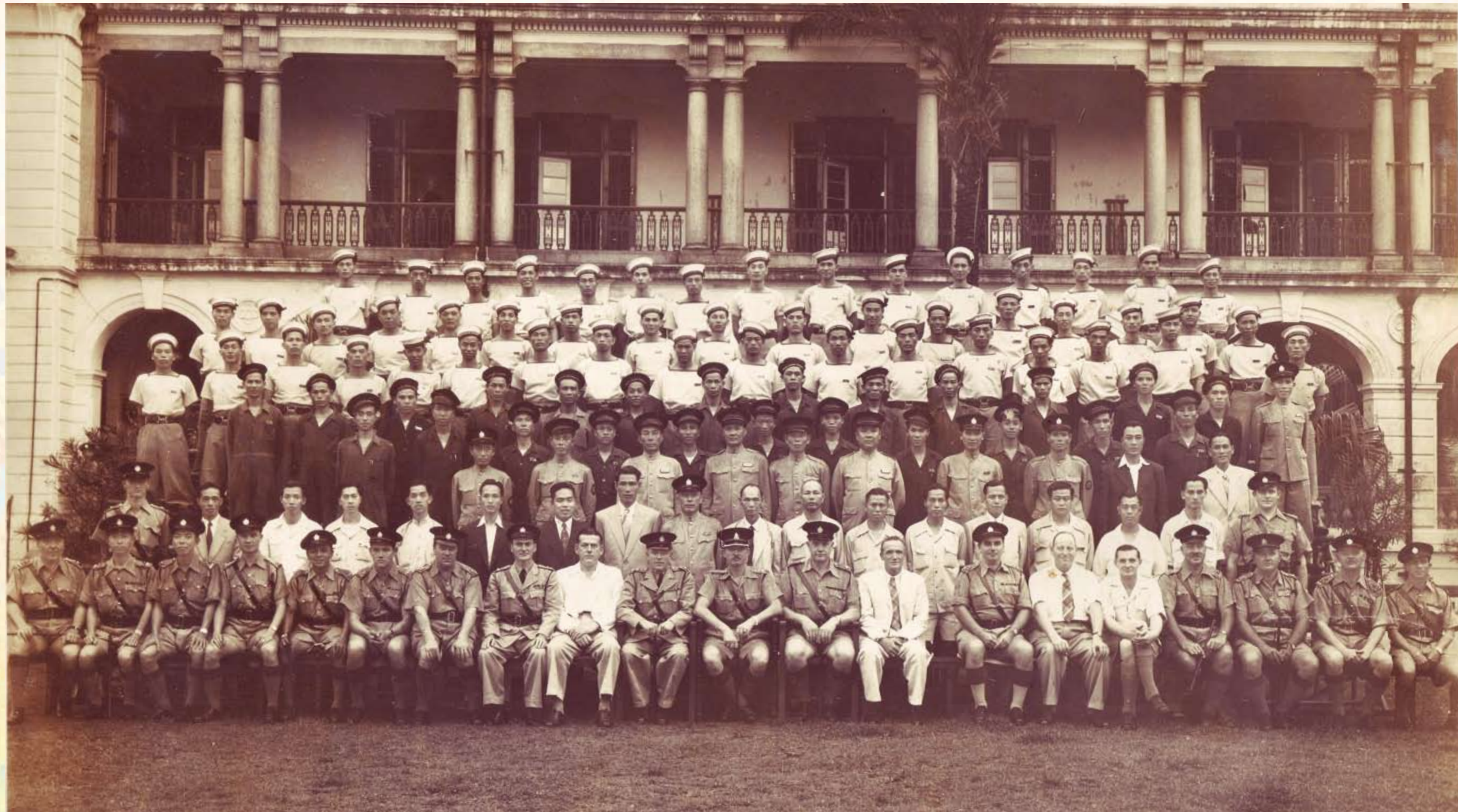


這是「水警三號」，攝於1950年。
Police Launch No. 3 in 1950.

陳昌：我看守了數個月飛機！

CHAN Cheong: I was assigned to guard the aircrafts for several months!

「1952年我剛出學堂，便派往啟德機場看守飛機。由於我們大都沒有乘坐過飛機，有些同僚甚至沒有見過真正的飛機，剛開始的時候我們感到很新鮮，會去觸摸飛機和進入機艙試坐，但其後便覺得沉悶了。真想不到，我在機場竟然看守了數個月飛機，才被調回水警工作！」



1949年尖沙咀水警總部全體人員合照。
A group photo taken in the Marine Police Headquarters in 1949.



(1940-1980s)

訓練和當值

TRAINING AND DUTIES

基本甲板和機房訓練

在警校完成基本的警務訓練後，水警學員更要接受額外四個星期的基本海上警務工作訓練。水警的訓練主要分為兩部分，除了甲板上有關海員工作、海事法例及無線電通訊外，也要學習有關輪船機械操作等基礎知識。



1960年初水警輪上工作的技工，他們不是警察。
Ship mechanics working in a police launch in the early 1960s. They were civilians, not policemen.

Basic Deck and Engine Room Training

After completing the basic police training at the Police Training School, marine police trainee would receive an extra 4-week training on marine policing. The training was divided into two main parts. Apart from the work on the launch deck, maritime ordinances and telecommunications, they also needed to acquire basic knowledge of ship handling and marine engineering.

陳福根：我退休之前仍不懂游水！

CHAN Fuk-kan :

Unable to swim even at the time I retired!

「很多市民認為水警人員一定泳術精湛，面對滔天巨浪，依然面不改容。縱使絕大部份水警都泳術不俗，甚至擁有認可的拯溺資格，但其實懂得游泳並不是水警入職的必定要求，我就是其中一位不懂泳術的水警。我在水警工作了30多年，到退休時仍不懂得游泳。我們在訓練時也沒有經過『暈船浪』測試，我剛被派到船上當值時，不知嘔吐了多少次，其後才逐漸習慣過來。」



「水警一號」在維多利亞港口出發執勤。
"Police Launch No.1" discharged duty in Victoria Harbour.



- 不同時代及工作崗位的水警制服
The marine police uniform in different times and for different posts
從右至左
from right to left
- 1) 1980年警輪上當值的制服
The working uniform for launch duty in 1980
 - 2) 60年代警輪上警員的工作服
The working uniform for launch duty in the 1960s
 - 3) 80年代水警小艇隊隊員的迷彩制服
The camouflage uniform for the Small Boat Unit in the 1980s
 - 4)及 5) 40至70年代水警之夏季及冬季制服
The summer and winter uniforms between the 1940s and 1970s
 - 6) 水警小艇隊之制服
Uniform of the Small Boat Unit
 - 7) 90年代之水警制服，跟陸警一樣
The marine police uniform was same as the one of the land police in the 1990s

尖沙咀水警總部長官檢閱水警人員。
Senior officers inspected the marine police in Tsim Sha Tsui Marine Police Headquarters.



1962年尖沙咀水警總部通訊室工作情況。
Control room in Tsim Sha Tsui Marine Police Headquarters in 1962.



1960年代水警人員在大嶼山執行查車工作。
The marine officers inspected the vehicles in Lantau in the 1960s.

警輪工作

一艘小型水警輪需要6至10名工作人員，中型船需要10至18名人員，而大型船則要超過20名人員操作。水警人員除了負責維持本港海域的治安外，更不時要搜查船隻，檢查它們的牌照，參與救援工作，找尋失蹤人口，在境內島嶼及偏遠鄉村巡邏等。在水警輪上工作的警員，經常要在船上進行清潔、維修、甚至木工的工作，因此上船後他們改穿由藍斜布製成，類似中山裝的工作衣服，在船艙機房工作的人員則穿著衫連褲俗稱「蛤蜊衣」的工作服，腳上改穿白布鞋。他們一般只在交接班或重要時刻才會穿著全套整齊的水警制服。

Work on a marine police launch

A small police launch would need a crew of 6 to 10; a medium launch 10 to 18 and a large launch more than 20. The marine police was responsible for not only maintaining the law and order within Hong Kong waters, but also searching vessels and inspecting licenses, participating in rescue operations, searching for missing persons, patrolling on outlying islands and remote villages etc. The officers also had to perform cleaning and maintenance activities on board. Sometimes even carpentry work was required. As a result, marine police uniforms were not often worn. The officers would wear special blue overalls that resembled Zhong-shan style clothing. Those who worked in the engine rooms wore a single piece outfit with a pair of white canvas shoes. Officers normally wore the full set of marine police uniform only when they changed duty or in important occasions.



(1940-1980s)



駱德志：輪班與「睇船」

LOK Tak-chi: Duty roster and "on watch"

「五六十年代在大船工作的水警人員，是分A組和B組的，他們每次出海工作都會共同當值四天，當水警輪在第五天返回避風塘進行維修和補給時，A組的工作人員便上岸休息，而B組的人員會留守船上，俗稱『睇船』。到第六日，A組的人員便回來與B組人員會合，再次出海工作四天。到下一次泊岸時，A組的人員便留在船上『睇船』，B組人員則上岸休息。因此，當時在大船工作的水警人員，上船工作九天才有一天上岸放假。」

機房人員轉軍裝警察

1948年水警將甲板上的工作人員紀律化，成為正式警察，但當時在警輪機房工作的人員仍不算是警察。1964年水警再次改制，把所有在船上工作的機房人員轉職為正式的警察，他們被派進學堂接受速成基本警察訓練，畢業後授予警階，並正名為「水警輪機人員」。也即是說，船上除廚師外，所有職位都由紀律人員擔任。由船長、水手及機房人員，都是警察。

Ship engineer changed to disciplinary force

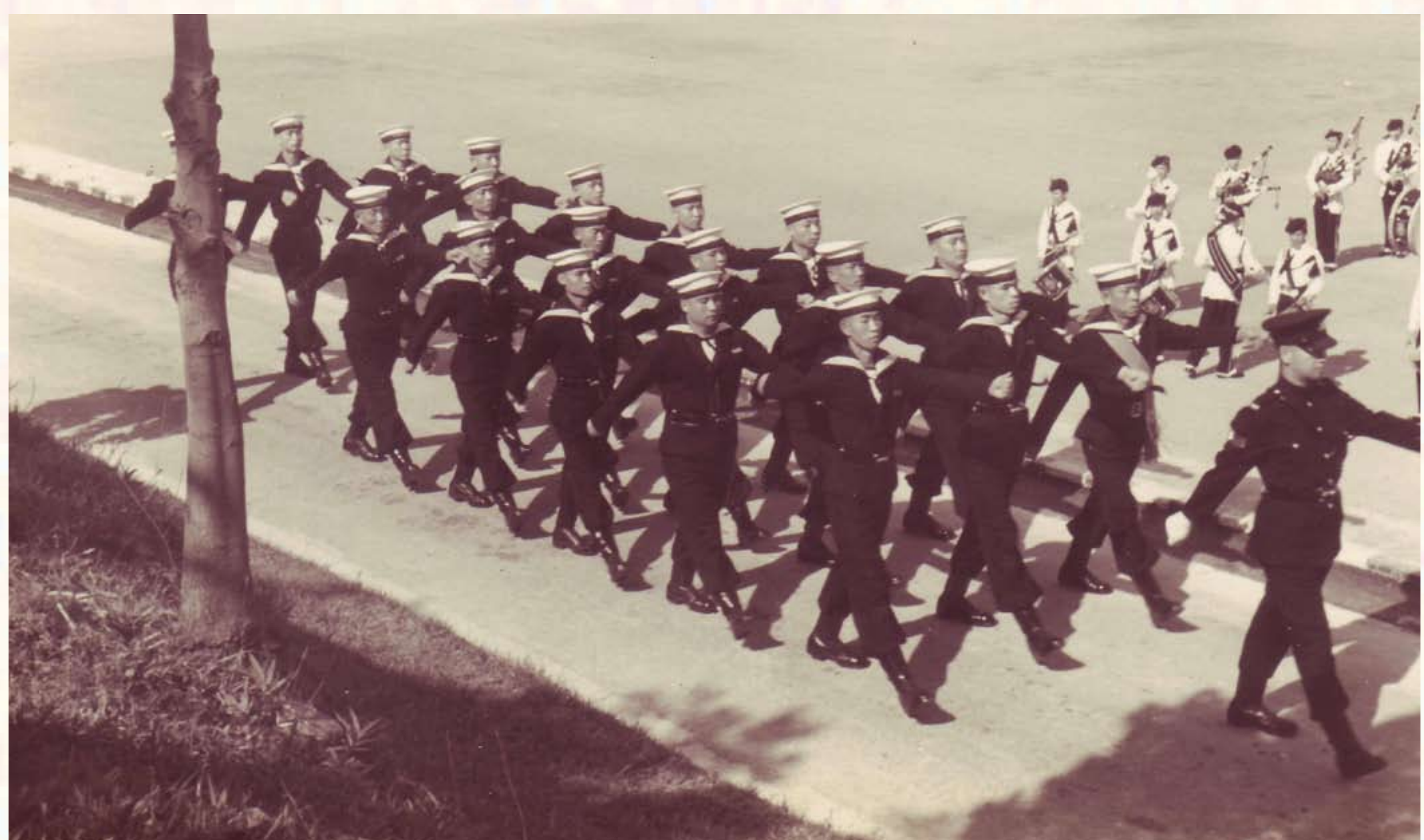
In 1948, the marine police decided to incorporate all positions on the deck into the disciplined force, but ship mechanics were still not considered as policemen as they did not receive any police training. In 1964, the marine police underwent another restructuring by sending all ship mechanics to the police training school. The ship mechanics were given a rank within the police establishment after passing out and were named 'police launch mechanic'. In other words, all positions in the launch except the chef, including captain, crew members and even launch mechanics, were regarded as policemen.

湯成耀：從火伕到正式水警

TONG Shing-yiu: Civil Post to Uniformed Post

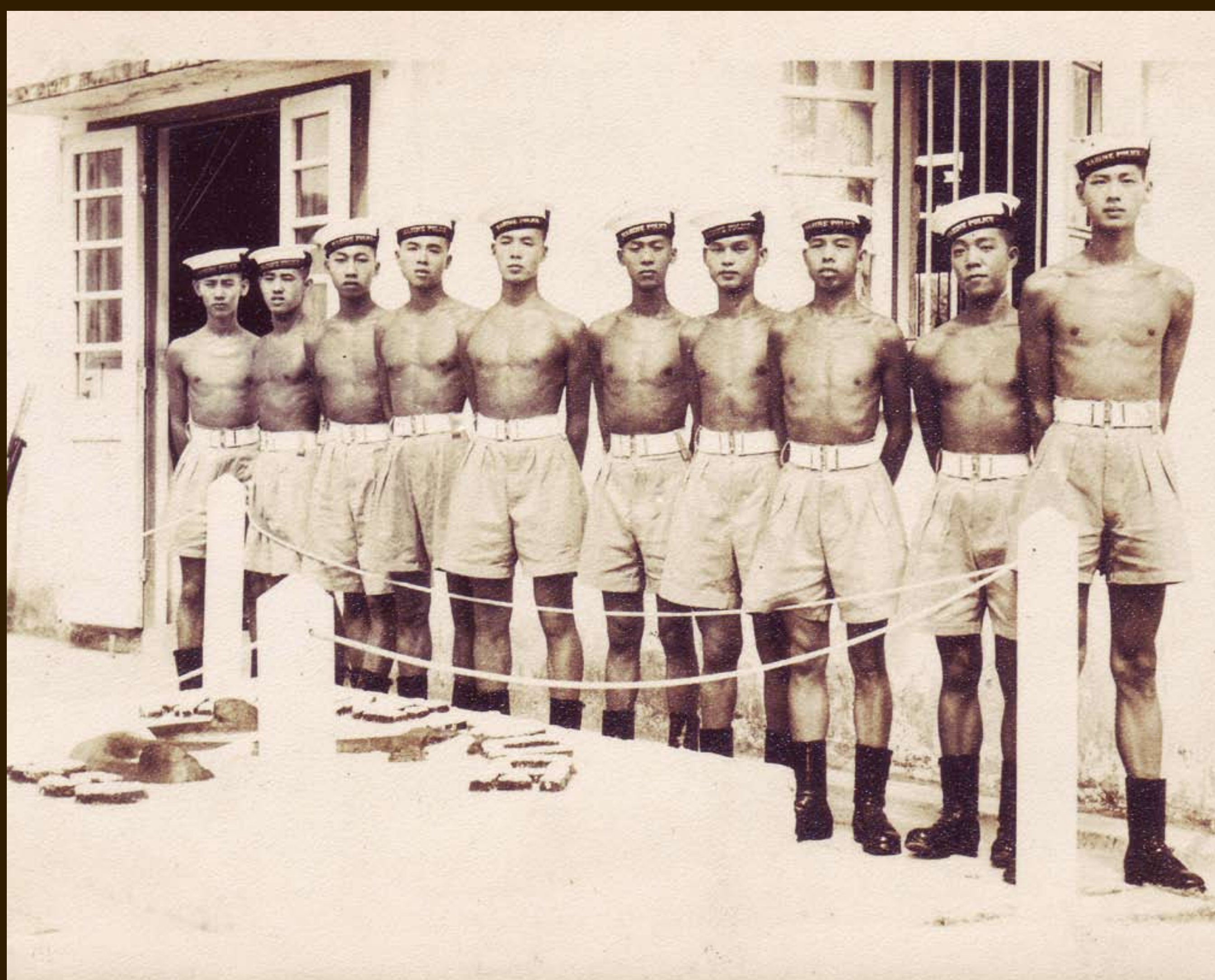


「我在1954年加入海事處，被派到水警擔任火伕，主要負責水警輪的輪機運作及保養維修工作。我不是警察，但我也要輪班當值，亦受到警隊的紀律守則約束。當時工作十分辛苦，夏天要在蒸氣引擎旁工作，冬天也要在船塢用強力水喉剷除警輪船身的蠔殼，可說是冬涼夏暖。其後水警改制，我們轉職為正式警察。我和其他火伕在1964年到了警校受訓，主要學習步操和紀律。」



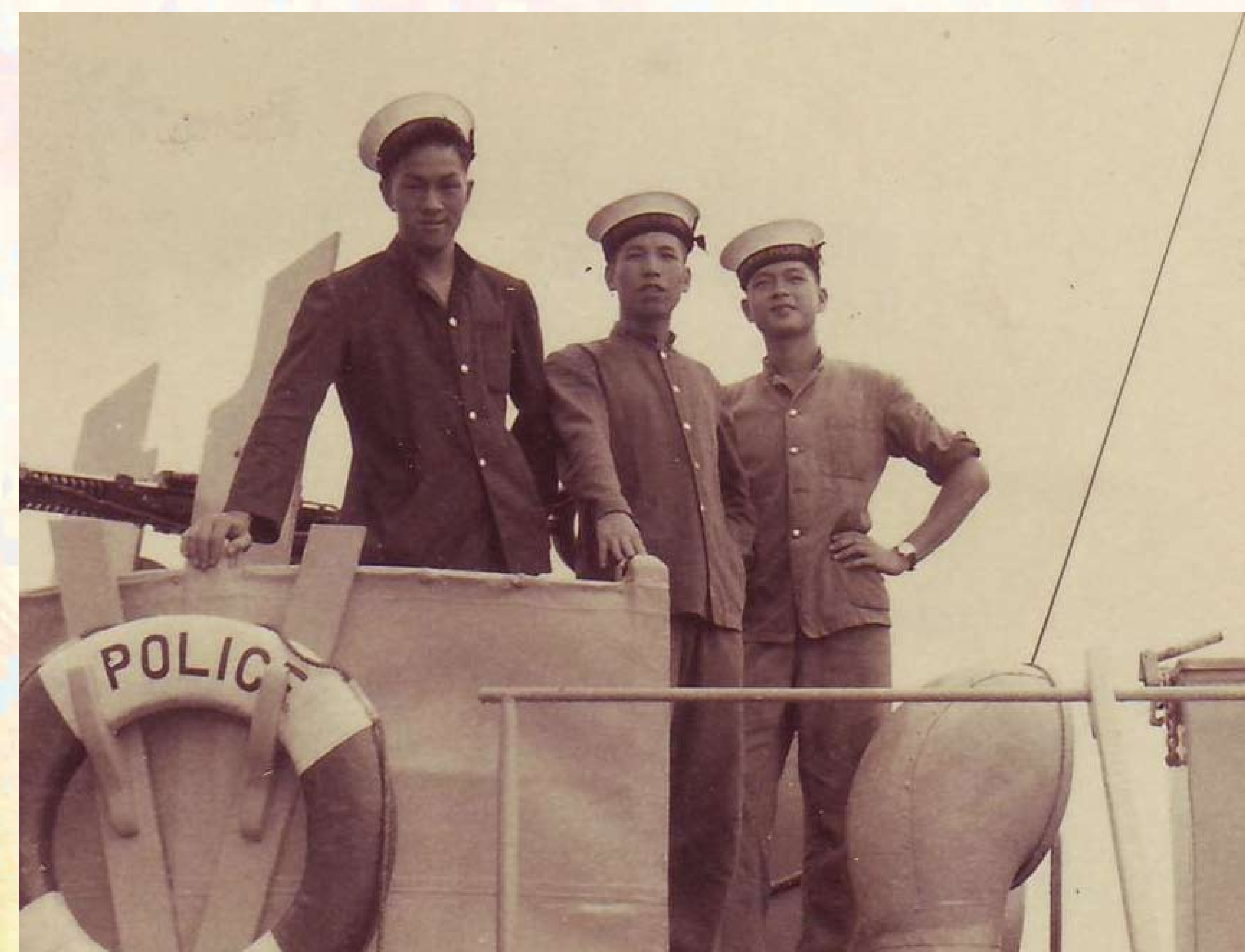
攝於1965年12月4日的水警轉制班第7期結業操。

The 7th Graduation Passing Out Parade on 4 December 1965 (Conversion class).



1950年代的水警身穿水手裝，頭戴白色帽，服飾跟英國海軍相似。
The uniform of marine police in the 1950s was a white sailor's uniform with white sailor's hat, which was similar to the British Royal Navy.

接受訓練中的水警學警，他們的腰帶都是白色的。
All marine police trainees wore white belts.



1950年代穿上水警工作服的船員。
Marine police in working dress on a police launch in the 1950s.

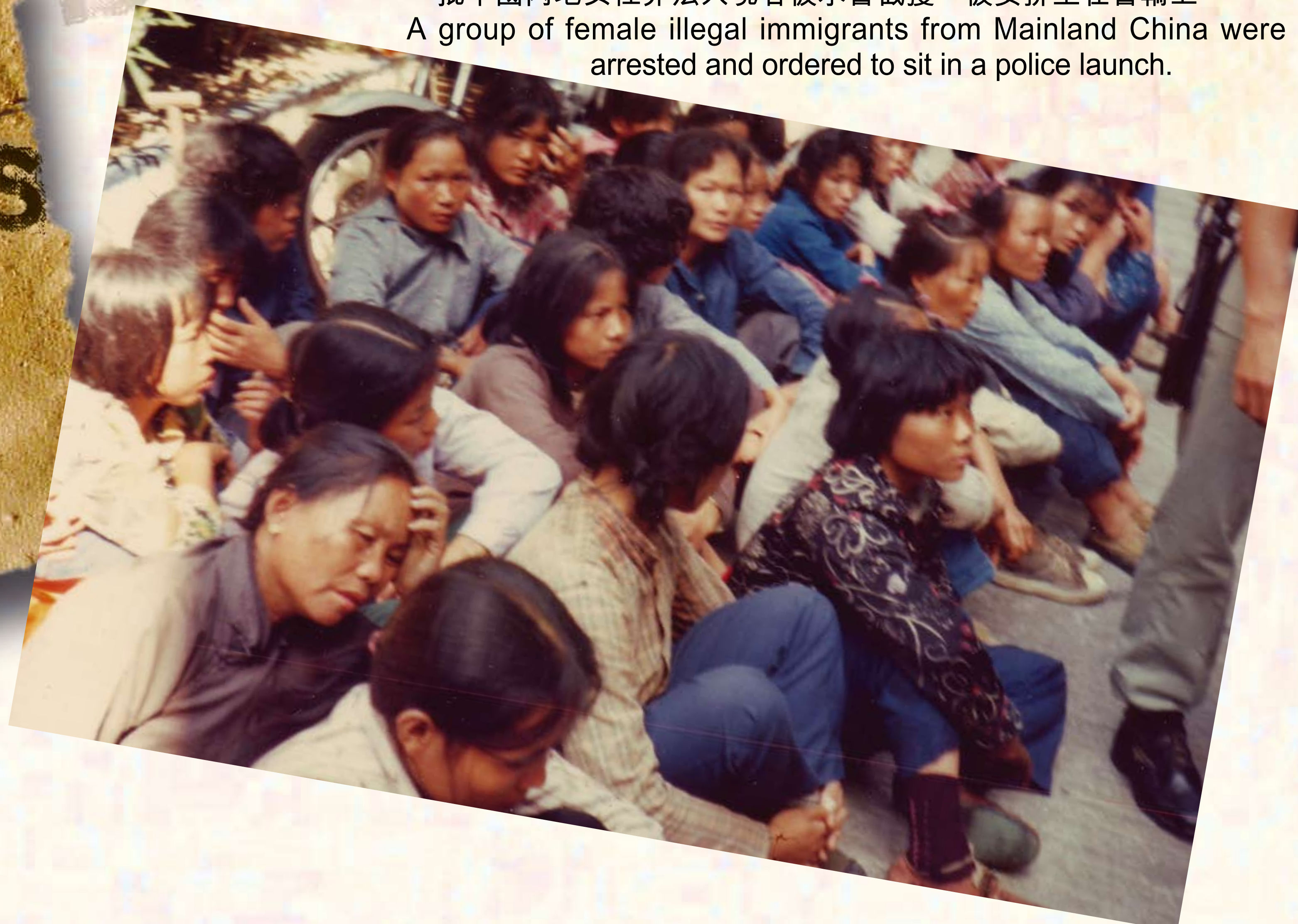


(1940-1980s)

人蛇與船民

ILLEGAL IMMIGRANTS AND BOAT PEOPLE

一批中國內地女性非法入境者被水警截獲，被安排坐在警輪上。
A group of female illegal immigrants from Mainland China were arrested and ordered to sit in a police launch.



內地偷渡潮

1950年代後期，中國大陸發動了「大躍進」運動，導致農村發生嚴重饑荒，不少內地沿岸居民在1960年代初大量從陸路和水路逃亡至香港。

A wave of illegal immigration from Mainland China

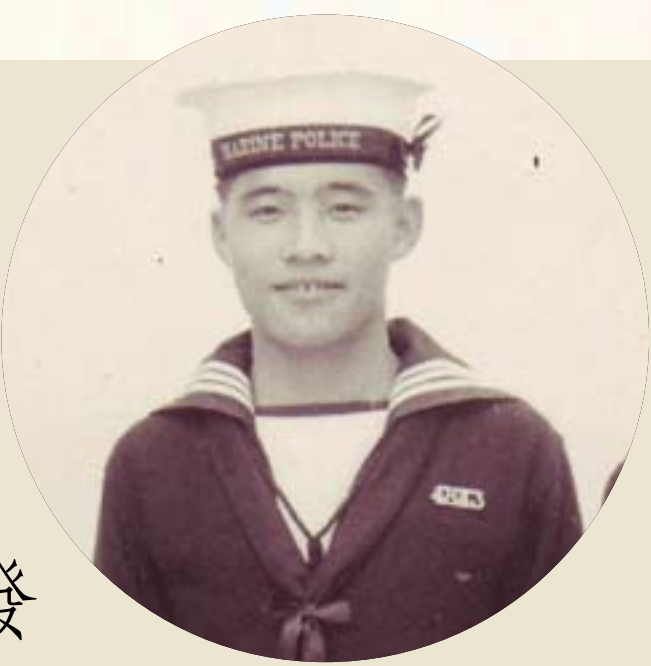
In the late 1950s, the Mainland Chinese Government launched the "Great Leap Forward" campaign, resulting in serious famine in villages; tens of thousands of Chinese residents in coastal areas started to flee from their homes to Hong Kong via both land and sea.

羅炳全：「半行半游」偷渡入境

LO Ping-chuen :

"Half-walk-half-swim" to enter Hong Kong

「當年我在后海灣的流浮山及尖鼻嘴當值，經常發現很多從內地逃亡來港時不幸遇溺的偷渡者屍體。那處水域很特別，水漲時是一片大海，但水退時中港兩岸看似相隔很近，非法入境人士便趁水退時徒手用『半行半游』的方式企圖進入本港水域。不幸的是部份人士的雙腳被海床的瘀泥吸吮著，弄致動彈不得，最後因潮漲而被活生生淹死。即使能夠僥倖游至本港水域，絕大部份非法入境人士都會被蠔田中的蠔殼割至遍體鱗傷。」



文革年代的「執屍隊」

1966年中國內地發動文化大革命，香港水警成為「執屍隊」的中堅份子，在海上經常發現浮屍，水警人員要負責撈起屍體送到岸上給作工處理。

The "corpse-pickers" during the Cultural Revolution

In 1966, when Mainland China started the Cultural Revolution, the Hong Kong marine police became major "corpse-pickers". At that time, dead bodies were often found floating in the sea within Hong Kong territory. It was the responsibility of the marine police to bring the corpses to land for further handling by other relevant parties.

高永傑：打撈浮屍的特別技巧

KO Wing-kit : Special skills to deal with floating dead bodies

「從1966年至1968年，那陣子可說是我們水警工作最嚴峻的時期。我們每天出海當更，差不多一定會看見『白海豚』（浮屍），至少也有7至8具屍體，而每具



數名中國內地非法入境者乘自製小船偷渡進入香港水域，被水警截獲。

Several Mainland Chinese illegal immigrants, who took a hand-made boat to enter Hong Kong waters, were caught by marine police.



屍體的形狀都不同，有些是被五花大綁後掉進海中淹死，屍身發脹，有些更身首異處，死狀恐怖。他們應該是廣東地區居民，在文革運動中被害死，由珠江飄流到香港海域。我們發現浮屍後，便在船上放下一塊執屍專用帆布，技巧地把它乘托着，然後慢慢將它拉上船。如果不這樣做，被海水浸久了的腐屍肢體在拉上船的過程中很容易解體。我們先替它們拍照存檔，然後再用白布包好，放置在船邊，運回大欖涌碼頭或香港仔碼頭再作進一步處理。」

高永傑：各施各法面對浮屍

KO Wing-kit : Different measures for dealing with floating dead bodies

「由於經常要處理屍體，為求工作順利及心安理得，我們當年每天上班都會隨身攜帶藥油，在上船之前塗在鼻上，或在處理屍體時以橙皮或檸檬皮塞住鼻孔，以掩蓋屍身腐化所發出的惡臭。有時我們也會遇上特別情況，試過花上九牛二虎之力也未能將屍體從海面撈起，我們便會在船頭及船尾上香，再誠心向屍體說：『我們只是來幫你的，請你跟我們合作，把身體放鬆一些！』。不知是否巧合，經過這些程序，很多時候我們的工作都會變得順利起來。」

越南難民

隨着南越的首都西貢在1975年被北越攻陷，越南難民潮隨即爆發，有大批越南難民在1970年代中後期到1980年代初期乘船湧進香港水域，尋求政治庇護。



Vietnamese Refugees

The Vietnamese refugees emerged at the time when Saigon, the capital of South Vietnam, was captured by Vietnam's People's Army from the North in 1975. From the late 1970s to the early 1980s, a large number of those Vietnamese refugees fled to Hong Kong in search of political asylum.

1960年代一對情侶偷渡客被水警截獲，送到大欖水警基地。
Marine police arrested a pair of lovers attempting to enter Hong Kong illegally in the 1960s. The lovers were then sent to the Tai Lam Marine Police Base.



1970年代的中國內地非法入境者，他們會用一些充氣的物料如吹氣枕頭等，扎成小艇，從水路進入香港。
The illegal immigrants from Mainland China in the 1970s tied up some inflatable materials, such as floating rubber rings, to make small boats for fleeing to Hong Kong by sea.



數名中國內地非法入境者游泳偷渡進入香港水域。
Several mainland Chinese illegal immigrants swam to Hong Kong waters.



(1940-1980s)

黎煥榮：感人回憶

LAI Wun-wing: A touching memory

「早期來港的越南難民是挺可憐的。他們大多是知識分子和專業人士，有些更是醫生及教師，因逃避戰亂離開家園。當他們的木船駛入香港的水域，遇上水警後都顯得十分雀躍，我記得一次給他們食物，並安排他們上岸及洗澡，他們不斷向我們連聲道謝，原來他們已經有一個多月未曾洗澡了！他們當中有一位少女，及後獲加拿大收容，她移民七年後回港，竟致電999電台，欲找尋我們一眾曾『接待』過她的水警同僚，向我們親身道謝。在那一刻，我覺得水警工作十分有意義！」

雷清：越南「爛民」

LUI Ching: Not "refugees" or "boat people"; but "rotten guys"!

「有一次我們截獲了一艘越南木船，有個越南人竟對我說，是不是會給我香煙呢？是不是『總督牌』香煙？是不是有豬肉和雞肉作伙食？我氣得立即對他說：『如果你再說這些話，我便立刻把你踢到海裡！』其後我被派到昂船洲負責看守難民營，越南人經常打交生事，我覺得他們都是『爛民』，不是落難的『難民』，是『爛仔』的『爛』。那裡有『難民』和『船民』呢？他們都是『爛仔』！」



1979年貨船「天運號」載有2,800多名的越南人到港。
In 1979, the cargo ship "Skyluck" carried more than 2,800 Vietnamese refugees to Hong Kong.



1989年大鴉洲被闢作臨時船民羈留中心。
In 1989 Tai A Chau was selected as a temporary refugee detention centre.



被水警截獲的越南船民。
A group of Vietnamese boat people were arrested.



因趕不及召喚醫生，有些懷孕女船民在大鴉洲臨時船民羈留中心分娩時要由女警協助接生。
Some pregnant refugees could not wait for a doctor to give birth to their children. The baby deliveries were instead assisted by the policewomen.



這三幅圖片，全部都是1979年中國內地的偷渡客。水警人員在MD41水警輪上執勤，它原本是海事處一艘郵政船，由於可放置大量郵件，故船艙特大。在偷渡潮高峰之際，它被水警徵用。被截獲的內地人士，會被勒令坐下垂頭，並把手放在頭上。當年由於水警的人手嚴重不足，有時少數水警人員要管數十個偷渡客，而要他們坐下垂頭，是為了方便管理。

All these three photos feature illegal Chinese immigrants in 1979. Marine police were carrying anti-illegal immigration duties by the launch MD 41. The vessel originally supported postal services and was designed with an extra large cabin for storage of mails. In the peak period of illegal immigration, the vessel was deployed in marine police colours. It was also the time when there was a severe lack of manpower in marine police and sometimes a small number of officers had to cope with tens of illegal immigrants. The marine police thus ordered the illegal immigrants to head down and put their hands on their heads for the ease of management.



1970年代中國內地的偷渡客屬男多女少，整個家庭偷渡的並不常見。他們在不同的廣東省邊界水域，乘坐簡陋小艇，有時甚至用木筏、波膽及水泡偷渡。被水警截獲的偷渡客，會分批被押到水警基地作臨時羈留，然後陸警便會將他們押返內地。
The Chinese illegal immigrants in 1970s were mainly men, and it was not common to have the whole family crossing the border. They came to Hong Kong from the coastal area of Guangdong Province by primitive small boats, raft, floating balls and rubber rings. The illegal immigrants caught by the marine police were detained temporarily in the base and repatriated to Mainland China by the land police.



1970年代中後期被截獲的中國內地偷渡人士會被押到羅湖新屋嶺，然後遣返內地。
In the mid / late 1970s the illegal immigrants caught by the police would be escorted to Lo Wu and then repatriated to Mainland China.



1978年12月24日貨輪「匯豐號」載有多達3,000多名越南難民到達香港。
On 24th December 1978 the ship "Huey Fong" carried more than 3,000 Vietnamese refugees to Hong Kong.



不少越南船民是華僑，他們能操流利的廣東話。照片中的越南人義務為警方和船上難民做翻譯。
Quite a number of Vietnamese refugees were of Chinese origin and could speak fluent Cantonese. In the photo, the Vietnamese on the ship took the role of interpreter for Hong Kong Police and other non-Cantonese speaking refugees.



1970年代後期和1980年代大批越南難民和船民乘坐不同類型船隻湧進香港。
During the late 1970s and 1980s a lot of Vietnamese refugees flee to Hong Kong by different types of boats.

女性水警人員

WOMEN IN MARINE POLICE

香港警隊在1978年第一批從陸警轉職的女水警，他們與警署署長導師合照。

The first group of marine policewomen, who transferred from the land police in 1978, was together with the tutor.



由「阿嬤」到借調女警

起 初水警並沒有女性人員，遇有涉及婦孺的案件，水警都會徵用在離島警署當值的「阿嬤」（女搜查員）作支援。但隨着社會的發展，單靠這些「阿嬤」不能完全滿足新的工作需求。在1960年代水警警區會不時借調陸上警區的女性人員，甚至派往不同的離島，協助處理涉及婦孺的工作。

From female searchers (auntie) to land policewomen on loan

When policewomen were first recruited, all were land police and there was no marine policewoman. When the marine police encountered cases related to women or children, they would ask for the support of female searchers, called as aunties, from outlying island police stations. However, as workload was increasing, those aunties no longer completely met the uprising need. In the 1960s land policewomen were sent on-loan to the marine police and stationed in different outlying islands to handle cases related to women or children.

由陸警轉水警

警隊於1977年首次正式招募在陸上警區駐守的女警加入水警。首批女警為20人，她們轉職後，被安排接受無線電通訊的專業訓練，畢業後專職駐守於水警的控制室，負責警輪間及香港與境外執法機關的聯繫。當時無線電通訊是沿用摩斯密碼，也要跟境內外的其他執法人員溝通，故招募的女警必須具備良好的英語能力，同時運算及分析力亦不可缺。

Going from land to marine police

The Hong Kong police first recruited land policewomen to join the marine police in 1977. The first group was 20 policewomen who, upon the conversion, received professional training in wireless communication. After the training was completed, they were deployed in the marine police control centre, responsible for the communication between launches and between the Hong Kong police and other law enforcement authorities outside the territory. At that time, good English language skill was a must for the marine policewomen because of the adoption of Morse code in wireless communication and the need to communicate with officials from outside the territory. Computational and analytical abilities were also essential.

關錦環：我是首批女水警無線電生

KWAN Kam-wan: I was among the first marine policewomen responsible for wireless communication!



「我原在陸警工作，在法庭當值，工作比較刻板沉悶。一天我看見警署內有告示邀請女警轉職做水警無線電生，我想接受挑戰，於是毅然報名投考！怎知原來他們要求甚高，除了面試和考中英文讀默外，更考驗我們的數學運算能力！」



一位女水警在船上學習駕駛。

A marine policewoman was learning how to steer a police launch.



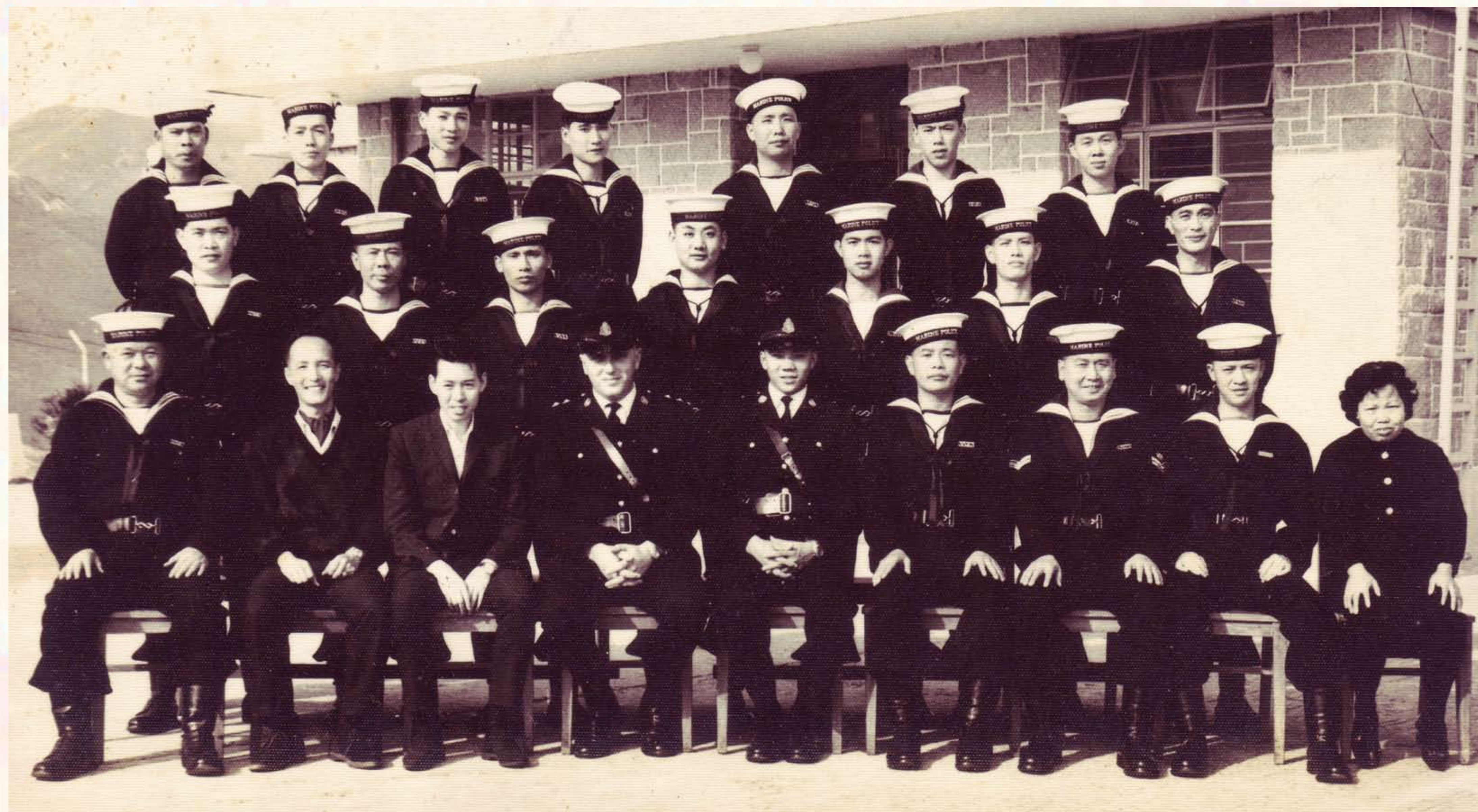
香港警隊在1977年從警校受訓的女學員中挑選六位，成為第一批由警校出身的女水警。

Six female police cadets were selected to become the first group of marine policewomen graduated from the Police Training School in 1977.



從警校挑選的六位女學員在一位女督察帶領下，嘗試體驗乘坐警輪的滋味。

A woman police Inspector led the six female police cadets to get the first-hand experience on a police launch.



1966年梅窩警署，相中第一排最右面的便是俗稱「阿嬤」的女搜查員。

Mui Wo Police Station in 1966. The most right one in the first row was a female searcher, also known as "Auntie".



第一批由警校出身的女水警和其他男水警學員一起受訓。

The first 6 female marine police cadets received training with other male trainee.



其中一位接受無線電訓練的女水警畢業後在控制室工作。

After training, one of the marine policewomen worked in the control room.



(1940-1980s)



在港口執勤的女水警檢查艇戶的執照。
License inspection by 2 marine policewomen in harbour.



首批從警校畢業的女水警

1977年警隊首次在警校正在受訓的女學員中，挑選了6位正式加入水警。她們在警校畢業後，隨即被派遣到了水警訓練學校接受為期一個月的基本訓練課程，然後派往警輪上工作。

The first marine policewomen graduated from the Police Training School

Among the policewomen undergoing training in the Police Training School (PTS) in 1977, six were selected to join the marine police. Upon passing-out, they were sent to the marine police training school for one-month basic training and then started working on the launches.

董淑儀：我戴上了貝雷帽在警輪工作
TUNG Shuk-yi: I wore beret and worked on a police launch



「1977年我在警校受訓時，水警一位總督察來招募，我和另外五位女學警被選中，成為第一批從警校畢業即加入水警的女警。我們在警輪上當值之初，警隊連女警制服的式樣仍未落實，所以我們在船上當值時所穿的工作服，跟陸警非常相似，同是穿長褲，只是戴上了貝雷帽，不是岸上女警的警帽。」



一位接受無線電訓練的女水警在控制室工作後，轉到警輪機房工作。
A trained marine policewoman worked in the control room. After a while, she was transferred to work in the engine room of launch.



第一批由警校出身的六位女水警和他們與導師合照。
The first 6 marine policewomen and their instructor.



1972年拜船頭下水禮儀式。
Prostrate Bow of ship as launching ceremony in 1972.



執勤中的女水警。
A marine policewoman was performing her duty in the Victoria Harbour.

香港首位女水警被派往大警輪在港外水域執勤。
The first 2 marine policewomen were assigned to work in a large police launch in outer waters.



(1940-1980)

拜船頭和警輪生活

LIFE ON A MARINE POLICE LAUNCH : RITUALS AND ANECDOTES

2002年警務處處長曾蔭培先生主持拜船頭下水禮。
In 2002, Commissioner Tsang Yam-pui conducted the launching ceremony.



拜船頭下水禮

漁民及從事海運工作的華人，都有拜天后的習慣，水警亦不例外。每有新的水警輪下水，或有新的督察調任作水警輪的指揮，或有水警輪進行大修完畢重新下水，他們都會舉行所謂「拜船頭」的儀式，以求神靈庇佑日後工作順利。所有隨從人員會集資購買香燭、雞及燒肉，在長官的帶領下進行「拜船頭」的儀式。如果新船下水，更會到天后廟拜祭然後在附近的水域遊戈三圈，以求日後風調雨順。

Prostrate Bow of Ship as Launching Ceremony

Whenever a marine police launch had completed large-scale maintenance and returned to the sea, there was a special ritual. Officers of commissioner level would go on board and sail to waters nearby Tin Hau Temple and turn three rounds in order to seek for smoothness in the coming days.

陳福根：我們拜天后

CHAN Fuk-kan : We worship Tin Hau

「陸警會拜關帝，我們水警則會拜天后。儀式與艇家拜船頭一樣，去紙紮舖說拜船頭，他們會給予衣紙及紅紅綠綠的符，還有些元寶蠟燭等。我們會找一些橙或盛有米的碗，用來做香爐。」



在警輪上食飯

在陸上執勤的警員到了用膳時間，大多返回警署的飯堂用餐，但在狹窄甲板上工作的水警人員，他們卻有一套獨特的方式吃飯。早期的水警輪，只有一張小餐桌供外籍督察使用，船上並沒有為警員設置飯桌，所以他們用膳時不能圍桌而坐。加上水警輪於風浪中搖晃，他們自創了一套「車前倒後」的方式一起用膳。

Enjoying a meal on a police launch

For land police, the officers had their meals in the canteens in police stations. Marine police officers however enjoyed their meal in a unique way because of their less spacious working environment. In the early times, there was only one small dining table for expatriate inspectors and no proper table was provided to other officers in the police launches. To deal with the unforgiving strong waves that may ruin their meals, they came up with an intelligent way of eating.



新式警輪設備較好，水警人員可在飯桌上開飯。
Meal time in a modern police launch.

駱德志：大浪中食飯要「車前倒後」

LOK Tak-chi :

"Move Back & Forth" during the meals

「由於船上沒有飯桌，我們只好用機房艙口蓋作為餐枱。我們先把艙口蓋關好，將弄好的餸菜放在上面，各人添滿一碗白飯，然後分數人圍著大蓋站好。當最內圈的人夾餸時，他身後的同僚便用身支撐著他，使他可以保持平衡。他夾餸後便走開退後，第二圈的人補上夾餸，這樣十多人便可以一起吃飯了！吃飯不單要『車前倒後』，還要不時留意海面浪湧的情況。如果見到有大浪湧至，各人會不約而同保護著面前的餸菜，否則餸菜便會被拋到地上甚至丟到海裡！」

在警輪上睡覺

現時的水警輪較為現代化，基本的設施都一應俱全。1960年代之前的水警輪，並沒有固定的睡床給警員休息。當時每位警員被分配一張吊床，其實這只是一張用麻繩把帆布串起並拉緊而成的臨時小床。由於床身的一邊是固定於船旁，而另一邊是用兩條鐵鍊吊起，在大風浪時一不小心整個人便會被拋在地上。

Sleeping in a police launch

The marine police nowadays are supported by a modernized fleet equipped with all the necessary facilities. However, there was no fixed bed for officers in the police launches before 1960s. Each officer was instead given a hammock bed. That temporary small bed was actually just a piece of canvas tied to the cabin with ropes on one side and with metallic chains on the other side. Anyone sleeping in that bed would be thrown on the floor if he was not alert enough under strong waves.

陳福根：睡不安寧

CHAN Fuk-kan : Unable to Sleep Well

「我第一次落大船，我的床是在船頭艙，旁邊有兩支粗大的鐵通，剛開始的時候我並不知道它們是甚麼東西。我睡覺時不時聽到鐵通發出『格格』的金屬撞擊聲音，非常吵耳，使我不能睡著。其後我才知道那兩支鐵通是船錨鍊的管道，由於船隻在海浪中搖擺不定，鐵通裡的錨鍊便上下左右敲擊，發出刺耳的聲音。後來我在另一艘船工作，這次床是在船尾艙，整晚卻被機車發出的聲音使我不能入睡。我在船上工作了一段時間後，才慢慢習慣這些吵耳聲音而可以逐漸安睡。」

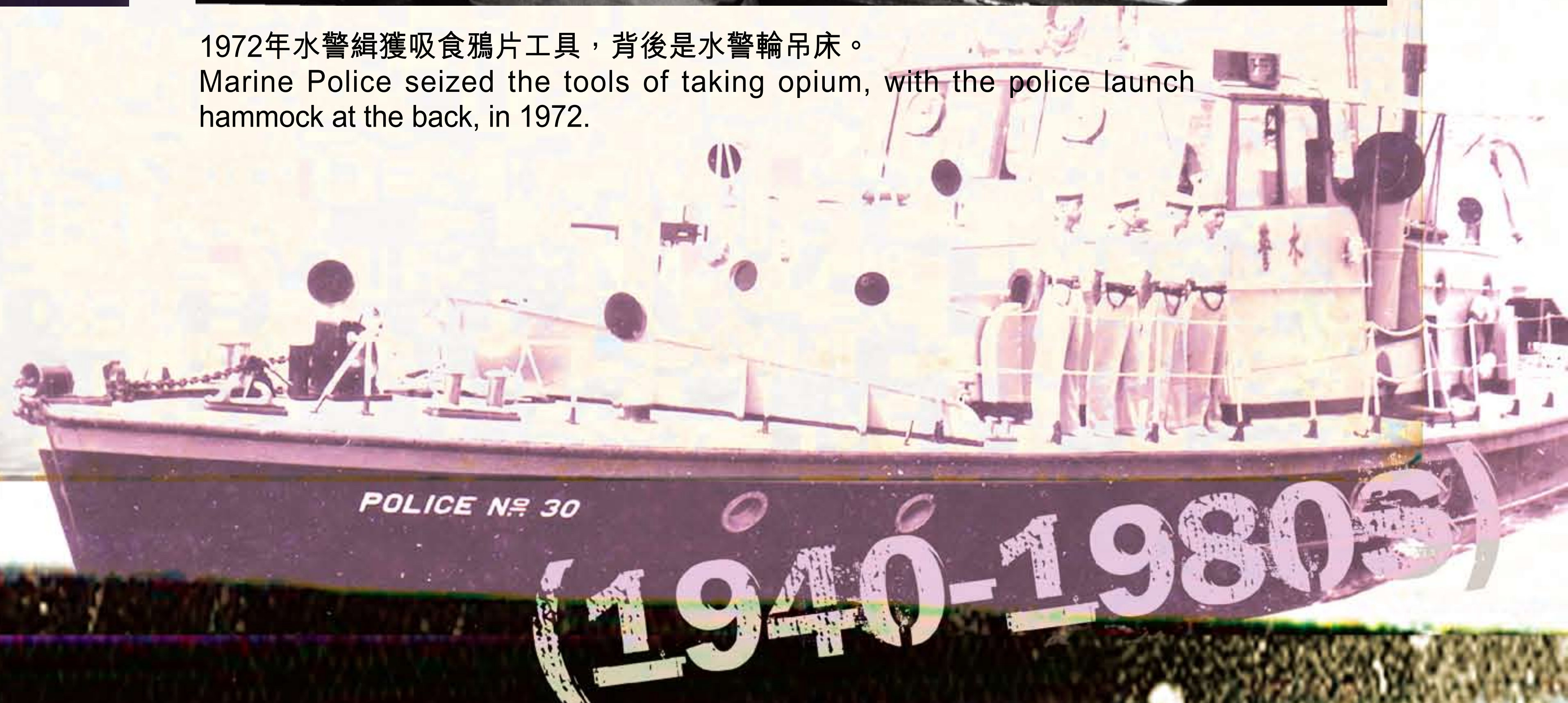


每艘警輪均有其船隻編號，但早期的警輪是沒有中文名稱的。這批在1980年代下水的「達汶型」新警輪才開始有中文名稱。

In early days there was no Chinese name for police launches. In the 1980's the new "Daman" police launches started to have Chinese names.



1972年水警緝獲吸食鴉片工具，背後是水警輪吊床。
Marine Police seized the tools of taking opium, with the police launch hammock at the back, in 1972.





水警的快艇。
Marine police speed boat.



水警最新巡邏艇。
The newest patrol craft of marine police.



中國內地執法人員訪問香港水警時攝。
The law enforcing officers from Mainland China visited marine police in Hong Kong.

總結

CONCLUSION

水警和陸警一樣，以維護法紀、防止及偵破罪案和保障市民生命財產為己任。香港水警在過去50多年中，每個年代都面對不同的新挑戰。1960年代初他們要處理大量從中國內地湧至的逃亡人潮。六七暴動期間，他們則被奉召上岸支援陸警的防暴工作。1970年代後期越南難民蜂擁而至，當時還要同時應付大批從內地偷渡來港人士。1980年代中期至1990年代初期，水警又要面對猖獗的中港海上走私活動。九七回歸以後，英海軍撤離，水警便成為維持香港特區疆界完整的專業隊伍。

The marine police shares the same responsibility as the land police such as upholding the rule of law, preventing and detecting crime, and safeguarding and protecting life and property. In the last fifty years, the marine police faced different new challenges in different decades. In the early 1960s, they had to handle a large number of refugees coming from mainland China. In the period of the 1967 riots, they were called to support the anti-riot duties of the land police. In the late 1970s, there was a large influx of Vietnamese boat people. Meanwhile, they needed to face numerous illegal immigrants from mainland China. Until the mid 1980s to the early 1990s, the marine police had to respond to the rampant marine smuggling. After the British Navy withdrew from Hong Kong in 1997, the marine police have become a professional force for maintaining the integrity of the Hong Kong Special Administrative Region water boundary.



走私快艇的擋風玻璃被擊中，留下彈痕。
A bullet mark was left in the screen of a smuggling speed boat.



水警首位甲級警長林金泉與三位高級外籍警官於1965年攝於大埔灣水警基地。
The first grade-A sergeant Lam Kam-chuen and 3 senior expatriate officers in the Tai Po Kau Marine Police Base in 1965.



2009年一班退休外籍和本地水警人員重回尖沙咀前水警總部，一起懷緬過去。
A group of retired Chinese and expatriate officers visited the former Marine Police Headquarters in Tsim Sha Tsui in 2009. The wooden pigeon coops were still there.



七十年代的水警輪。
A police launch in the 1970s.



(1940-1980s)