



## *Oriental Siren: June 7th 2012*

### **What happened?**

In the early morning of the 7th June 2012 the Oriental Siren ('Siam Junk' operating as a franchise vessel) began to take on water, after an impact in deep open water, while travelling to Layang Layang from Borneo. Due to weather conditions the crew was unable to thoroughly assess any possible damage to the vessel externally. Guests and crew boarded life rafts and dinghies to wait for the navy and Oriental Siren was left adrift. In the end all guests and crew travelled the distance to Layang Layang (approx. 10 nautical miles) in the vessel's dinghies as Malaysian authorities did not respond to the distress call with a rescue vessel.

A marine surveyor was sent to Layang Layang shortly after the incident and a full investigation was conducted and it was concluded that there was a substantial breach in the hull below the waterline. The most likely reason for this was a collision with a cargo container, or other submerged debris.

### **What was done to try and avert the sinking?**

As soon as it was determined that the vessel was taking on water, emergency petrol powered pumps were employed and the yacht remained under power and continued to make headway towards the shelter and safety of Layang Layang Island.

The Cruise Director contacted the operations team who in turn contacted the Malaysian Naval Services stationed on the island. The crew also tried contacting the Naval Services via emergency radio channels, with no response. Meanwhile the guests on board were roused and brought to the muster station in preparation for the possibility of evacuation.

At approximately 6am, local time, a report was given that the water had risen and disrupted the electrical systems and subsequently the main engine had lost power. The decision was taken by the Cruise Director and Captain at this time to evacuate the guests and crew into the emergency life rafts. All guests & crew had been fully prepared with clothing, life vests and their documentation; however other personal items were left behind in the interest of safety.

### **Were any specific lessons learned in the aftermath of this incident?**

As a matter of company policy, all boats have always had a water pumping capacity of at least 1,000 liters per minute, with all main engines running in conjunction with NS50 pumps. Since this incident all back up engines also work in conjunction with NS80 pumps giving us an even higher pumping capacity. We also have standalone Honda engine driven pumps that can be used for both removing water from the boat and/or for firefighting. The capacity of the 4 pumps combined is around 4,000 litres (4 tonnes) of water per minute. Along with



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the ability to pump large volumes of water, we also carry hull breach kits that crew members are trained to use and are also drilled on, on a regular basis.

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