



## **Directorate General of Shipping**

**SITREP – 19, 1800 Hrs on 26/06/2025**

### **Explosion on WAN HAI 503 (IMO no – 9294862, Flag Singapore) West of Kerala**

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

#### **1. Incident Overview:**

Refer to SITREP – 2, 2200 hrs on 09/06/2025

#### **2. Response Actions Initiated:**

Refer to SITREP – 3, 2200 hrs on 10/06/2025

#### **3. Present Status:**

As of 1800 hrs on 25.06.2025, MV WAN HAI 503 remains under tow approximately 88 Nautical Miles off the Indian coastline, positioned at Lat. 09°16.73'N Long. 074°49.96' E, proceeding west-southwest at speeds between 1.2 to 3 knots with heavy rolling and pitching due to persistent rough sea conditions.

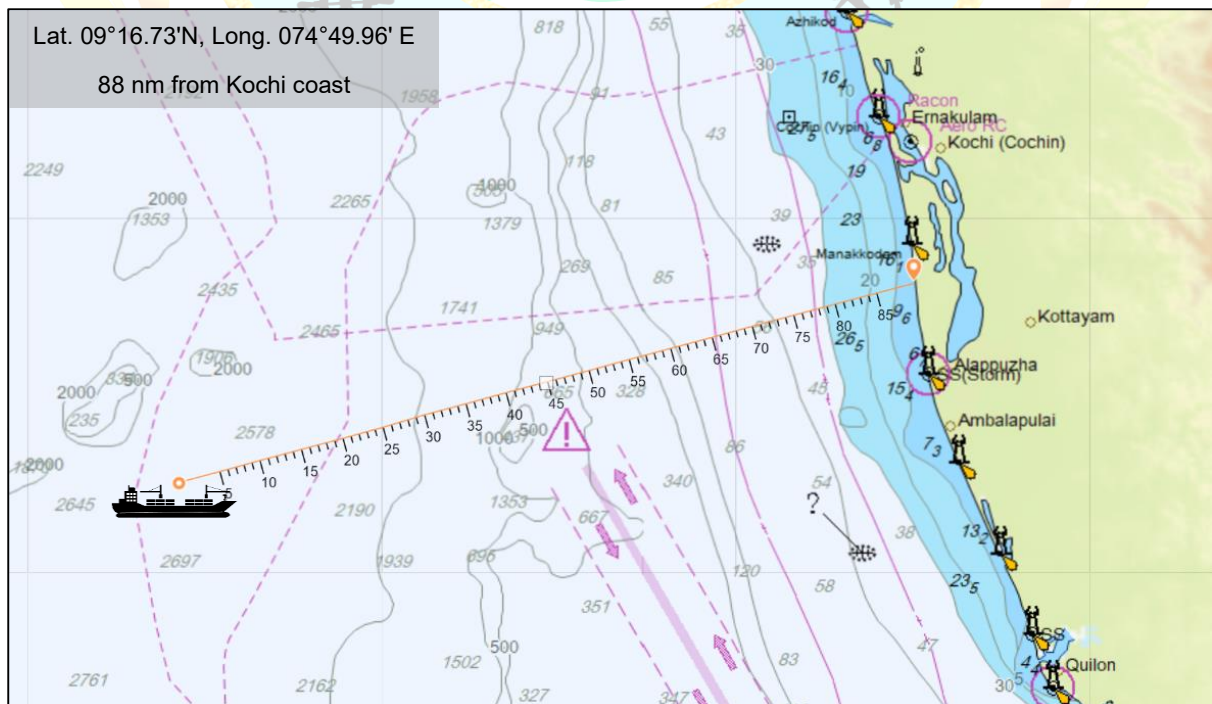


Figure 1: Position of WAN HAI 503 as on 26.06.2025 1800 hrs

Approximately 90 miles have been covered so far, with the vessel expected to exit the Indian EEZ by late 27th or early 28th June, weather permitting.

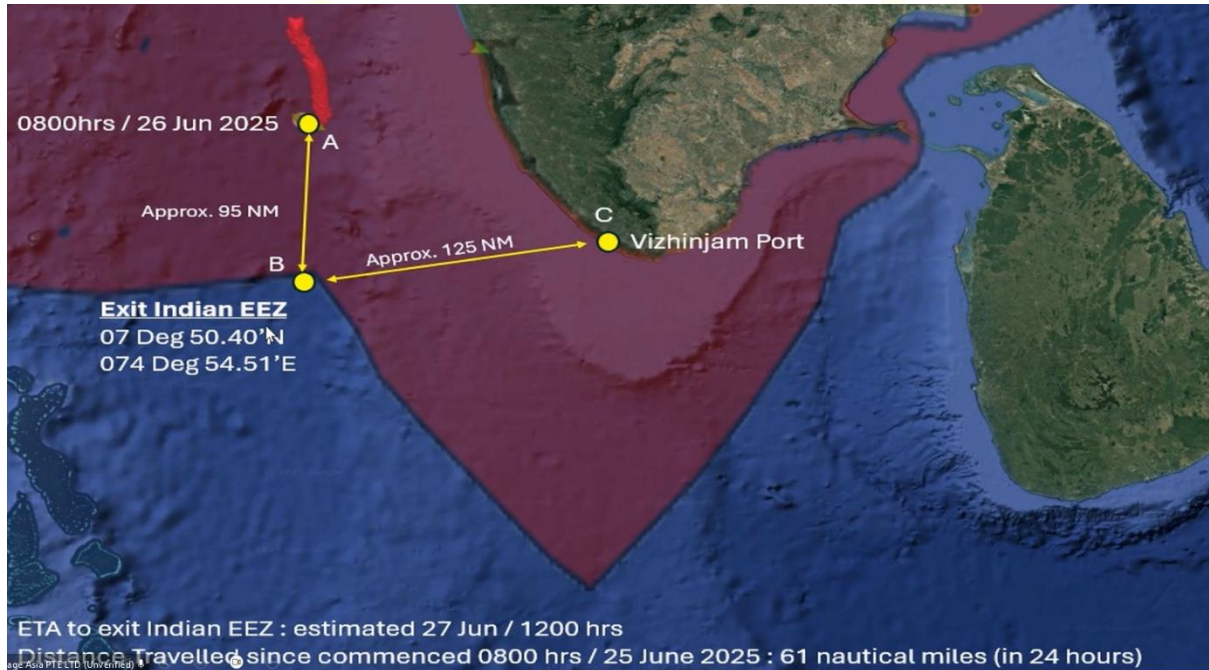


Figure 2: Estimated trajectory for vessel movement

The fire situation in cargo hold no. 4 remains critical. Structural failures, including a partial hatch collapse and container stack collapse in the forward section, have increased ventilation, allowing strong winds to exacerbate the smouldering fire, particularly in containers storing plastic resin. Thermal imaging indicates hotspots at frames 83, 93, and 103 with temperatures peaking at 228°C. Dense black smoke continues to emit from hold no. 4, with boundary cooling being conducted continuously by tugs Saksham and Water Lily from both port and starboard sides.

Despite multiple boarding attempts, salvage teams have been unable to safely access the vessel due to deteriorating weather and safety risks, including unknown contaminants in the flooded engine room. Searches for the missing crew member



remain a top priority during each boarding attempt, though no remains have been found to date.

The port midship draft markings remain obscured due to heat-related paint damage, not submersion. Stability remains a concern due to flooding in the engine room and limited dewatering capability at present.

#### **4. Additional Support**

Salvage resources currently deployed include Offshore Warrior (towing), Saksham, Water Lily (boundary cooling, firefighting), and Saroja Blessing (carrying additional equipment and independent pumps). Pyrocool firefighting material remains en route aboard Virgo, scheduled to arrive by 29th June.



*Figure 3: Vessel condition on 26 Jun. 25*

A complete suite of salvage equipment, including independent pumps with 800-900 cubic meters per hour capacity, power packs, compressors, hot-tapping units, de-

fuelling gear, and fast-response firefighting kits are staged onboard tugs. Salvage divers with contaminated water dive suits are present onsite but have not been cleared to enter the flooded engine room pending water quality testing to assess chemical hazards from compromised container cargo.

VDR remains secured onboard Offshore Warrior, with transfer to Water Lily planned at the earliest opportunity for subsequent delivery to MMD Kochi. CO<sub>2</sub> reserves are confirmed available, with 198 bottles on site. However, CO<sub>2</sub> deployment in cargo hold no. 4 remains unfeasible due to structural breaches. Salvors plan to deploy CO<sub>2</sub> in holds 5 and 6 once structural integrity checks are completed.

WAN HAI Lines continues to pursue Port of Refuge approval, with agency coordination and harbour master engagement underway. Crew members injured during the initial incident remain stable, with ICU cases showing signs of recovery.

## **5. Situation Assessment:**

The vessel remains exposed to compounded risks from ongoing fires, uncertain hazardous cargo, and rough weather conditions hampering onboard operations. The presence of over 280 containers with incomplete manifest data continues to pose a significant hazard to firefighting teams, though updated information has now been received from WAN HAI Lines and is under ITOPF review for hazardous material classification.

Firefighting teams face substantial challenges due to open ventilation in hold no. 4, which continues to feed the smouldering fires despite boundary cooling efforts. Inaccessible sections and unknown cargo content restrict direct firefighting options. Salvors have confirmed that excessive water application remains constrained to avoid worsening the engine room flooding, which currently contributes to compromised vessel stability.

Towing operations towards international waters are a critical priority to mitigate coastal environmental risks. The Directorate has directed T&T Salvage to maintain course and speed to expedite the vessel's exit from the EEZ. Replacement of Boka Winger remains pending following the owner's refusal to extend deployment beyond

contractual obligations. Salvors are coordinating alternative tug resources from Sri Lanka and anticipate Atlantis Virgo's arrival to supplement the towing and firefighting operation.

Weather conditions are expected to improve temporarily, providing a narrow window for critical actions. The Directorate has instructed that, weather permitting, salvage teams must prioritise boarding to commence dewatering of the engine room, conduct necessary fire suppression within accessible areas, and assess hull and pipeline integrity before CO<sub>2</sub> deployment.

The Directorate also emphasises that salvors must test the engine room water for contamination prior to diving operations to safeguard personnel. Should conditions permit, divers may seal internal pipe leaks to isolate the engine room and enable effective dewatering. Immediate focus remains on stabilising the vessel, maintaining fire control, and securing a safe tow beyond Indian jurisdiction.

Coordination with all stakeholders continues, with clear directives issued to WAN HAI Lines to provide comprehensive container manifest data and assist with expediting all approvals for Port of Refuge access. T&T Salvage has been instructed to finalise plans for ETV replacement, initiate hard wire towline installation when feasible, and prepare contingency measures for all salvage operations.

The Directorate reiterates that environmental protection, crew safety, and vessel stabilisation remain paramount, with all available resources to be deployed toward achieving these objectives in the shortest possible timeframe.

#### **6. Navigational Hazards:**

Refer to SITREP – 3, 2200 hrs on 10/06/2025

#### **7. Coordination Measures:**

Refer to SITREP – 3, 2200 hrs on 10/06/2025

**8. Cargo Assessment:**

Refer to SITREP – 3, 2200 hrs on 10/06/2025



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