



Directorate General of Shipping

SITREP – 25, 1800 Hrs on 03/07/2025

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:

The vessel continues to be held in position outside the Indian Exclusive Economic Zone (EEZ) through towing operations conducted by Offshore Warrior. The vessel is currently located at latitude 07° 25.15'N and longitude 074° 42.90' E, with a course of 200° and an average speed of 2.3 knots. The weather on site remains moderate, with wind speeds recorded at approximately 12 to 14 knots from 245°, accompanied by moderate sea conditions.

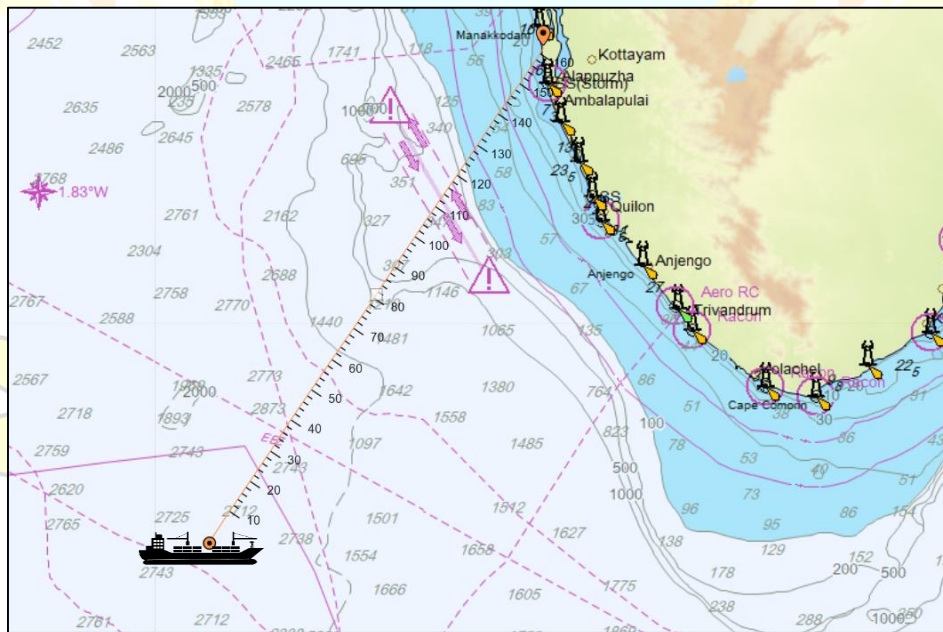


Figure 1: Position of the vessel on 03.07.2025 1800 hrs

The vessel is emitting light grey smoke from the cargo hold area between Bay 35 and Bay 45 as of 03rd July 0001 hrs. Dewatering operations have been progressing steadily, with around 4.5 meters of water successfully pumped out from the engine room space. The salvage team has maintained continuous monitoring of hull and hold temperatures in accessible areas to assess the fire and structural situation onboard.



Figure 2: Condition of the vessel

Engine room dewatering has lowered water levels to approximately 3.5–3.7 meters, enabling soundings and inspections. Salvage teams onboard are conducting continuous dewatering operations, with the primary focus on tracing the source of ingress, likely from cargo hold no. 3.

Hull temperature surveys on both port and starboard sides show elevated readings, particularly on the starboard side, which remains the main fire-affected zone. Hold no. 1 recorded temperatures of 82°C, with holds 4 and 5 still retaining heat, though no active flames are visible. Residual combustion remains localised and contained, with temperatures gradually trending downward.

4. Additional Support:

As part of the salvage operations, multiple assets are deployed at the site. Saksham and SCI Panna are engaged in fire watch activities, while Water Lily remains

responsible for transferring salvage personnel and equipment. Salvage operations are ongoing, with four personnel currently on-board Wan Hai 503 overseeing pump operations. Offshore Warrior continues to manage the vessel's tow, holding her position beyond the EEZ boundary. Advantis Virgo remains on standby at the site to provide additional firefighting and operational support as required.

Towline replacement with a steel/dyneema line is underway, subject to sea conditions. Hull temperatures and structural conditions are being closely monitored. Salvage teams continue structural assessments. A formal risk assessment remains a prerequisite for any enclosed space entry, prioritising personnel safety over operational expediency.

5. Situation Assessment

The fire situation aboard remains stable, with no active flames reported and residual combustion confined. Temperature trends show gradual improvement, with general cooling observed across monitored areas.

Dewatering progress in the engine room is critical to trace the ingress source and stabilise the vessel. However, due to the heat retained within cargo holds, particularly hold no. 5, continued monitoring and readiness for firefighting remain essential. Pyrocool application within holds is not viable until safer working conditions are established.

The port clearance remains pending for Port of Refuge. WAN HAI Lines is actively engaged with identified port authorities to expedite the process.

Given the uncertainty surrounding port entry clearance, the Indian Coast Guard has proposed repositioning the vessel southeast towards the India–Sri Lanka–Maldives tri-junction area, approximately 20–25 nautical miles from the current location, to ensure safer standoff. The Directorate General of Shipping has endorsed this precautionary approach and directed the salvage team to explore the feasibility of such a relocation, subject to operational conditions. DGS reiterated the need for a permanent solution through Port of Refuge entry or repositioning outside all EEZs, at

the earliest opportunity, while commending the salvage teams for stabilisation efforts and progress on dewatering and fire control.

6. Navigational Hazards:

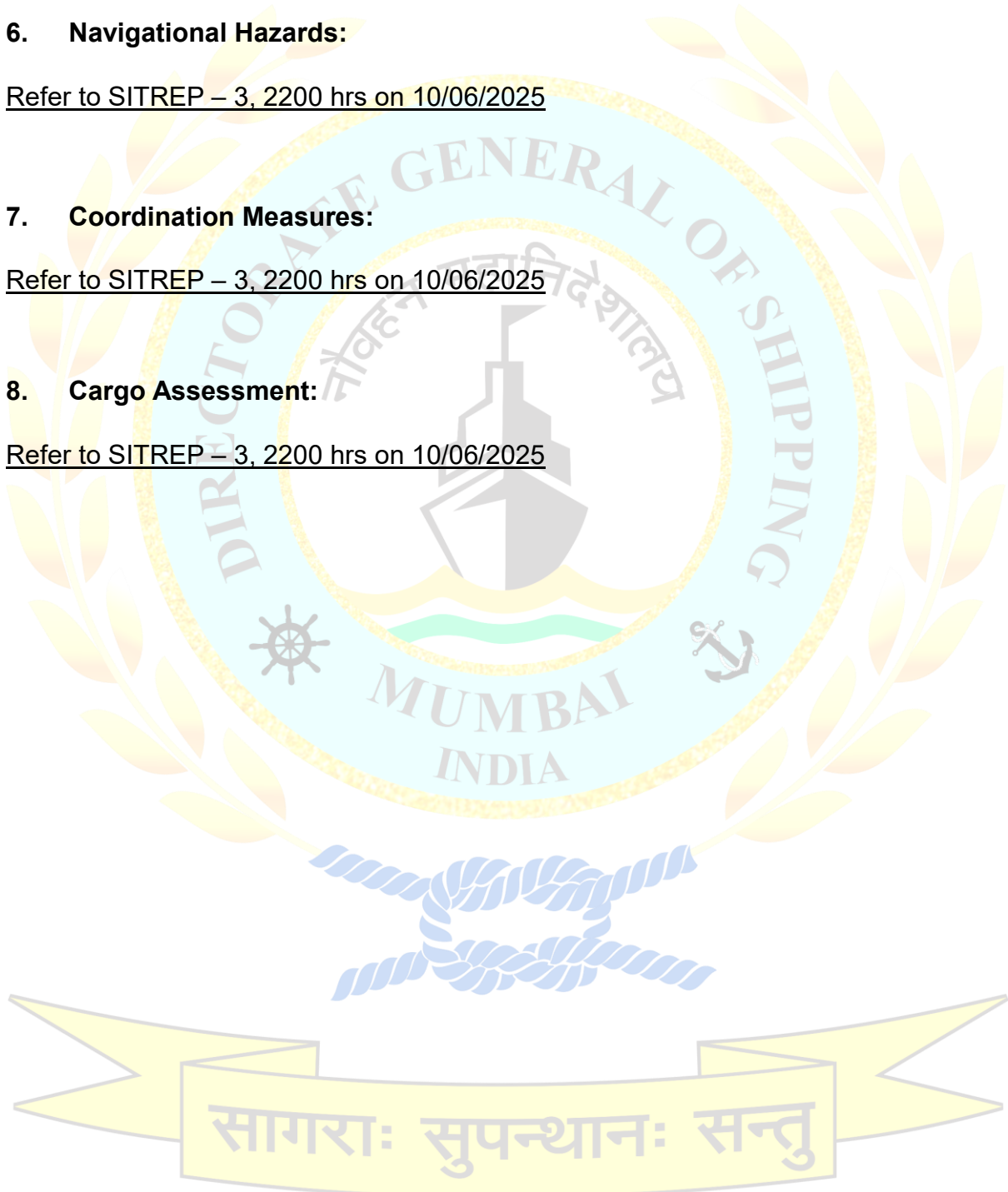
Refer to SITREP – 3, 2200 hrs on 10/06/2025

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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