



Directorate General of Shipping

SITREP – 13, 1800 Hrs on 20/06/2025

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 0600 hrs on 20 June 2025, *MV WAN HAI 503* is located at position 09°54.7'N, 074°58.4'E, approximately 72 nautical miles from the Indian coast, maintaining a north-westward drift at a course of 320° and speed of 0.7 knots.



Figure 1: Position of WAN HAI 503 as on 20.06.2025 0600 hrs

Weather conditions remain moderate, with westerly winds between 12–16 knots, allowing salvage teams to sustain operations onboard. Smoke emissions persist in multiple sections of the vessel, with light white smoke rising from Bay 14, light grey smoke observed near Bay 35, and white smoke also seen from Bay 50. These emissions are being contained through ongoing boundary cooling.



Figure 2: Aerial assessment indicates only white smoke, no flames sighted

The vessel has now been successfully secured with two independent towlines. At 1730 hrs, dual 96 mm synthetic tow ropes were connected to the casualty by the salvage team, enhancing towing stability and risk mitigation. The topline initially held by Boka Winger was formally transferred back to Offshore Warrior, which has now resumed primary towing duties. This transfer was facilitated with the support of ETV Water Lily.

Firefighting, boundary cooling, and fire watch continue in rotation by Saksham and Water Lily as per the six-hour operational plan.

4. Additional Support

Reinforcement and logistical efforts continue to expand on site. At 1406 hrs, seven personnel—five T&T salvors and two professional firefighters—successfully boarded MV WAN HAI 503 to undertake internal fire damage assessment, secure the Voyage Data Recorder (VDR), and prepare access to midship and aft compartments. Additional safety gear is being mobilised to enable deeper internal inspections and potential deployment of Pyrocool fire suppressant once high-temperature zones are confirmed.



Figure 3: Condition of the vessel on 20 Jun. 25

Saroja Blessing, now onsite, has been actively supporting operations including the second towline connection and internal logistics. Pyrocool reserves carried aboard are scheduled for deployment in critical compartments within the coming days. Garnet is being prepared at Kochi port with additional salvage and firefighting equipment for rapid deployment, while SCI Panna is under consideration to replace underperforming assets at site, subject to technical and commercial evaluation.

Two portable generators have also been mobilised and positioned to restore onboard power for machinery access and lighting within compartments impacted by fire or structural collapse. Meanwhile, Indian Coast Guard continues aerial surveillance of the site, and has confirmed that *OPV Vikram* will replace the currently deployed Coast

Guard vessel, thereby maintain operational readiness while enable a phased withdrawal as salvage teams assume full control.

5. Situation Assessment:

The firefighting effort continues to show progressive containment, with no visible open flames and gradual dissipation of dense smoke in most affected areas. Nonetheless, persistent smouldering and inaccessible zones require continued boundary cooling and targeted suppression. Structural stability assessments confirm that the vessel remains afloat with no major compromise to overall integrity, although isolated compartments, particularly Bay 3, remain under monitoring for signs of water ingress. Cell guide collapse and deck damage have been noted, but the forecastle remains largely intact.

The successful deployment of two high-strength synthetic tow ropes marks a key milestone in the operation, substantially enhancing control of the casualty in high seas and enabling future long-haul towing. Plans are underway to replace one of the current synthetic lines with a steel wire towline as a long-term configuration to mitigate wear under monsoonal stress. The vessel's current distance from shore (approx. 72 NM) remains within the operationally safe buffer zone, and towing control has prevented any adverse drift toward the Indian coastline.

Discussions regarding a suitable Port of Refuge are actively progressing. *Hambantota*, Sri Lanka remains the leading candidate, with terminal operator support already secured. Final clearance from Sri Lankan authorities is awaited. Other ports under consideration include *Jebel Ali*, *Bahrain*, and *Colombo*, subject to logistical, environmental, and political evaluation. The Directorate has emphasised the need to finalise the port selection in coordination with ship-owners and MPA Singapore at the earliest to initiate the phased oil removal and structural assessment of the casualty.

Efforts to identify the recovered body suspected to be one of the four missing crew continue, with DNA and fingerprint data now submitted to Kochi police. The Ship-owners have initiated a coordinated liaison with family members of the missing crew and provided support for the medical care of those hospitalised. Two of the injured

crew are likely to be discharged shortly, while ICU patients remain stable and in contact with their families.

The Directorate General of Shipping remains in operational command of the multi-agency response, overseeing firefighting strategy, salvage coordination, environmental risk mitigation, and logistical facilitation in real-time, while continuing to report directly to the Ministry of Ports, Shipping and Waterways.

6. Navigational Hazards:

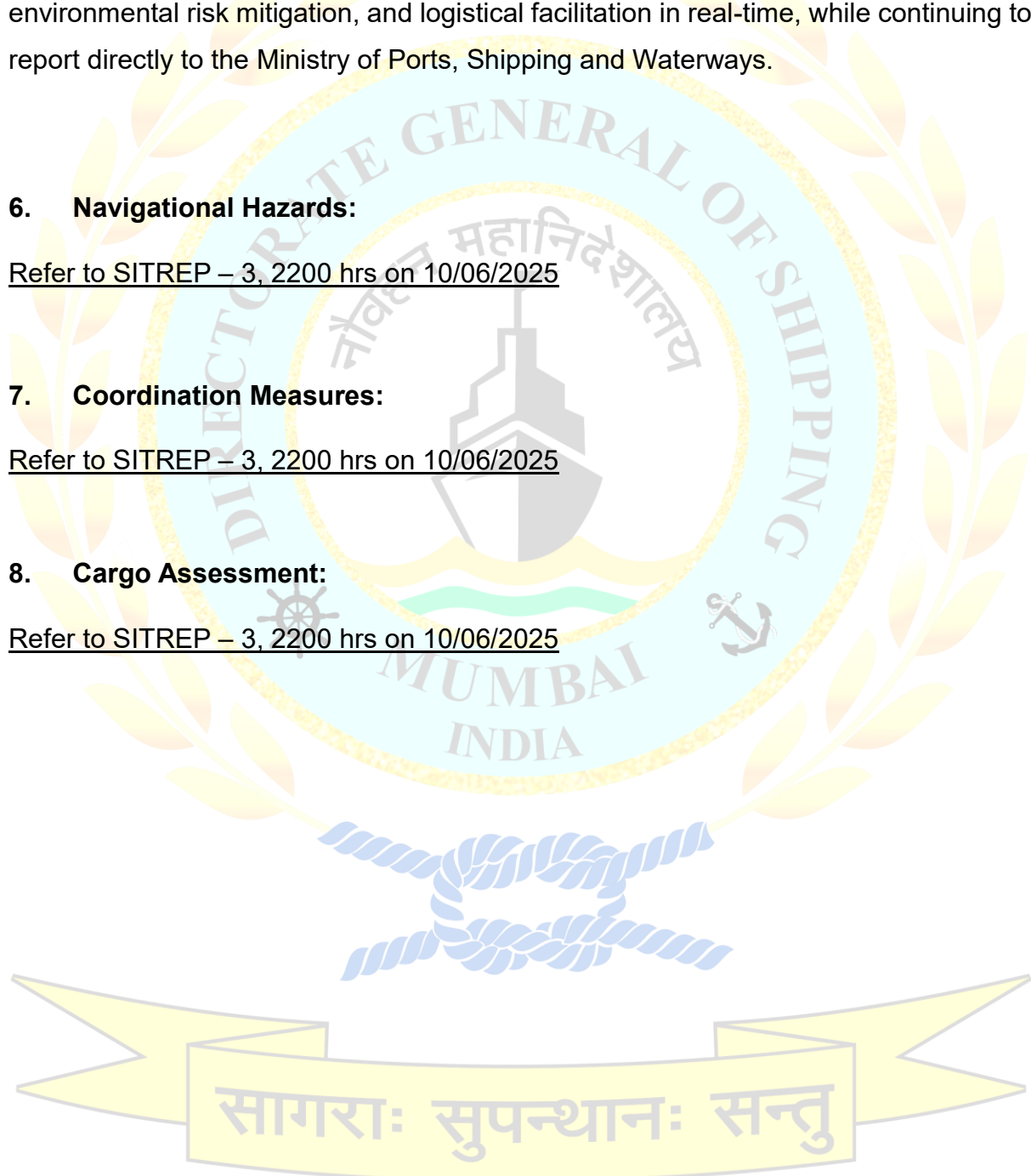
Refer to SITREP – 3, 2200 hrs on 10/06/2025

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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