



## **Directorate General of Shipping**

**SITREP – 14, 1800 Hrs on 21/06/2025**

### **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 21 June 2025, MV WAN HAI 503 is located at 10°12.46'N, 074°39.30'E, approximately 91 nautical miles from the Kerala coast, drifting at a speed of 0.7 knots on a 295° course.

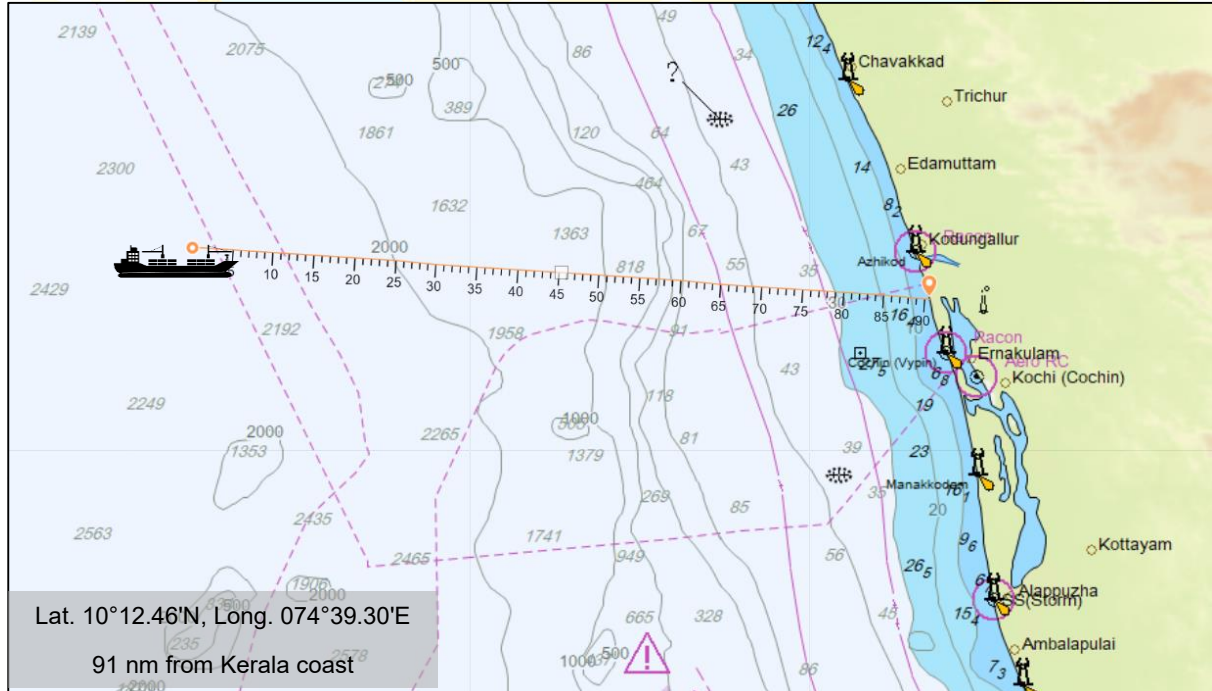
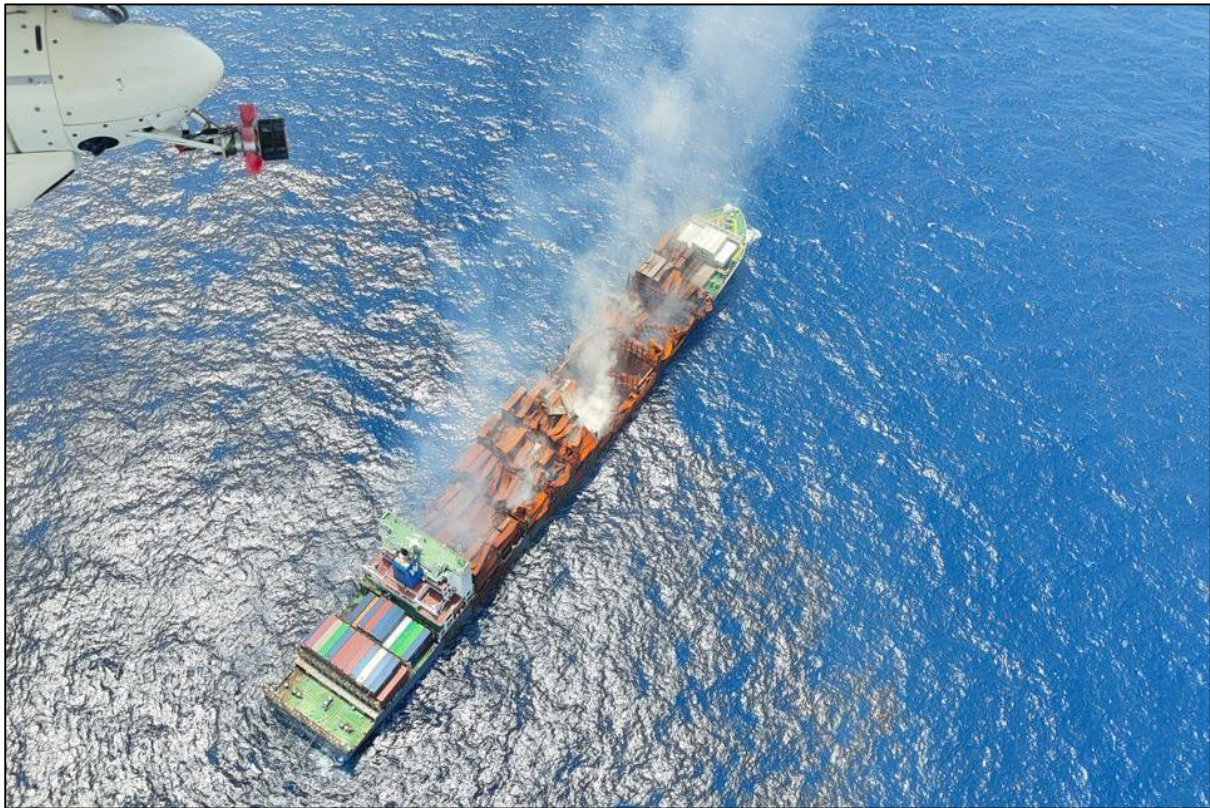


Figure 1: Position of WAN HAI 503 as on 21.06.2025 1800 hrs

Weather at the site remains operationally manageable with north-westerly winds ranging from 24–26 knots. The vessel remains under two secured towlines connected

through Offshore Warrior, maintaining position and preventing any drift toward the Indian coast.



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

Fire conditions onboard have improved, though localised smoke emissions persist. Grey smoke continues to rise from cargo hold areas between Bays 4–9, while light grey smoke is noted at Bay 14 and near Bay 37–39. Grey smoke from the hold area is also visible near Bays 33–35. No flames are currently visible on either port or starboard sides. Thermal imaging indicates a general decline in temperatures across the vessel. The hottest zones were recorded around Frame 123 (Bay 33) with a temperature of 55°C, and Bay 35 at 48°C, while areas such as Bay 39–50 now register ambient heat levels (32–36°C), suggesting that the fire has been largely suppressed.

Firefighting, boundary cooling, and fire watch are being carried out in rotation by *Saksham*, *Water Lily*, *Saroja Blessing*, and *Boka Winger*. At 1406 hrs, three personnel, a Salvage Master and two professional firefighters, boarded the casualty to conduct onboard inspections. Notably, ingress of water has been identified in the engine room, with estimated water levels of approximately 10 metres. The emergency generator appears unaffected and could be repurposed to power internal systems. Two Self-



Contained Breathing Apparatus (SCBA) units have also been transferred to the casualty via *Water Lily* for safe entry into restricted spaces.

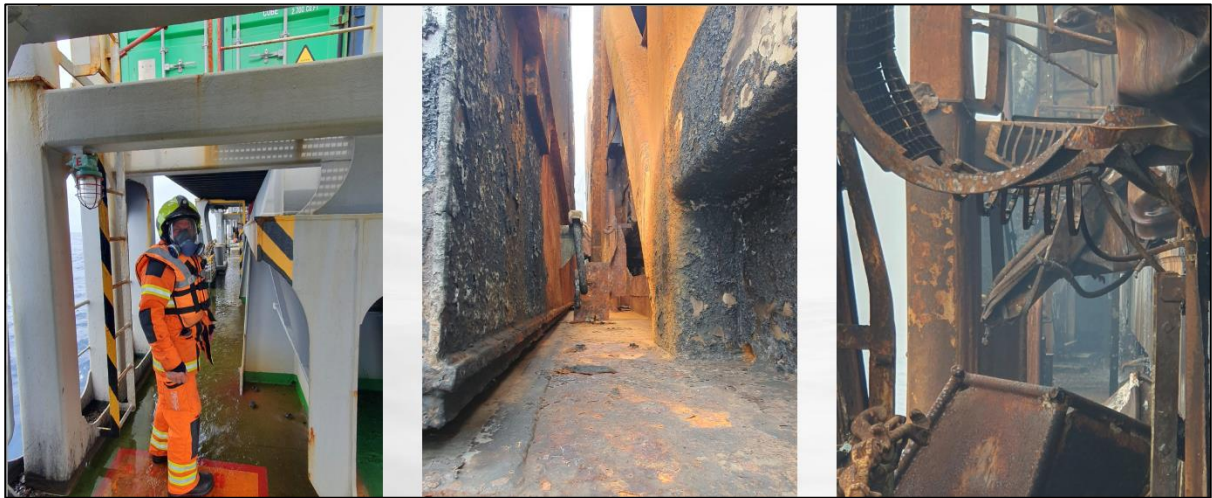


Figure 3: Personnel onboard assessing the vessel condition

#### 4. Additional Support

The second tow rope—measuring 96 mm—was successfully connected to the casualty on 20 June, and the previously chafed rope from Boka Winger has been replaced. Current towing is being managed by Offshore Warrior, while Boka Winger remains available for additional FiFi (firefighting) support. Salvage personnel onboard continue to expand access inside the vessel, supported by equipment and supplies transferred via support tugs. Temperature gauging operations are being conducted



Figure 4: Vessel being towed by Offshore Warrior while Boka Winger remains available for additional firefighting support

systematically, and critical heat signature zones have been clearly mapped to guide targeted firefighting and ventilation.

*Saroja Blessing* continues to serve dual functions: boundary cooling and onboard deployment logistics, including thermal imaging surveys. Meanwhile, *SCI Panna* remains on standby (may not be used for the operation at all), and the high-capacity tug *Virgo* is en route from the UAE, expected to arrive within five days. Two portable generators are being prepped for installation onboard the casualty to restore basic onboard power to assist in the recovery of the Voyage Data Recorder (VDR), cargo hold ventilation, and deck lighting. The VDR has been retrieved and transferred to *Offshore Warrior* but awaits formal handover to MMD Kochi for investigation and data extraction. All coordination for VDR transfer and documentation is underway with the Directorate and Kochi authorities.

Shoreline monitoring continues under MERC and ITOPF. No new debris or drifting containers have been reported along the Kerala coast. One body previously recovered is being verified through DNA analysis in coordination with Kochi Police. Immigration and customs coordination for salvage crew changes and equipment mobilisation is being expedited through direct liaison between DGS and regional authorities.

## **5. Situation Assessment:**

The vessel is currently stable under dual tow and maintaining position well clear of Indian coast, thus significantly reducing coastal risk. Thermal imaging reports and onboard inspections confirm that the fire is largely under control, with no active flames and declining temperatures. Persistent grey smoke in the midship and forward holds suggests the presence of deep-seated smouldering, which remains under continuous boundary cooling. Firefighting teams have been advised to prioritise targeted suppression in areas with residual heat, particularly in Bay 33–35 and Frame 103–123. The ingress of water in the engine room, while significant, is currently static and not presenting an immediate stability hazard.

The emergency generator's operability provides a critical opportunity to restore partial onboard power, supporting safer navigation through debris and improved internal communication. Structural assessments by T&T indicate buckling of steel components

in the midsection, likely caused by temperatures reaching 800–900°C during peak fire exposure. Collaboration with DNV's Emergency Response Service (ERS) is ongoing to assess structural strength and vessel stability for long-haul towing to a Port of Refuge.



*Figure 5: Onboard assessment of the vessel*

Hambantota, Sri Lanka, remains the preferred Port of Refuge. A site visit by the salvage team is scheduled early next week to coordinate with port authorities on the vessel's condition, draft, berthing requirements, and onboard hazards. Dubai and Far East ports such as Singapore and Malaysia remain backup options. Route planning (via east or west of Sri Lanka) will be finalised post-site assessment, based on prevailing sea and monsoon conditions.

The Directorate General of Shipping continues to provide unified command and daily oversight of salvage, firefighting, port clearance, and inter-agency coordination. Regular SITREPs are being shared with MoPSW, and coordination with MPA Singapore, vessel owners, salvage contractors, and Indian authorities remains uninterrupted to ensure the safe resolution of the incident.

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## **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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