



## **Directorate General of Shipping**

**SITREP – 15, 1800 Hrs on 22/06/2025**

### **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 22 June 2025, *MV WAN HAI 503* is positioned at 10°00.67'N, 075°06.78'E, approximately 70 nautical miles off the Indian coast, drifting at a course of 225° with a speed of 1.3 knots.



Figure 1: Position of WAN HAI 503 as on 22.06.2025 1800 hrs

Weather at the site remains challenging with moderate to rough seas, squalls, and westerly winds ranging from 14 to 16 knots. The vessel remains under dual tows, with *Offshore Warrior* maintaining towing control.



Figure 2: Visuals of vessel as on 22.06.2025, 1220 hrs

Fire activity onboard remains active but localised. Bay 14 has witnessed a reignition with visible black smoke, while light grey smoke continues to be emitted from Bays 4–9 and 37–39. Firefighting efforts are ongoing with rotation between *Boka Winger*, *Saksham*, *Saroja Blessing*, and *Water Lily* as required. Boundary cooling has resumed and thermal imaging has been deployed to monitor evolving hotspots. The engine room continues to show signs of water ingress with the aft draft having increased by approximately 30 cm. Draft readings currently stand at 11.0 m (Forward Port), 10.8 m (Forward Starboard), and 12.6 m at midship, indicating hydrostatic balance at midsection but growing concern at the aft.

#### 4. Additional Support

Operational support on site continues to be maintained by four principal vessels: *Saroja Blessing* (thermal imaging), *Boka Winger* (firefighting), *Water Lily*, and *Saksham* (fire watch and draft monitoring). Thermal imaging and structural assessments are guiding real-time firefighting decisions. Seven personnel including

the Salvage Master and two firefighters were deployed aboard the casualty on 21 June and continue internal checks on engine room flooding, generator status, and critical systems.



A diving operation is scheduled for 23 June to locate the source of the flooding and examine any hull breach or ducting damage. T&T has also been directed to deploy submersible pumps and assess the status of the emergency generator and the main switchboard. While the emergency generator appears unaffected, its use remains pending proper testing. Additional firefighting supplies, including Pyrocool, are in transit aboard *Virgo*, currently en route to Fujairah.

The VDR has been retrieved and is expected to be delivered ashore, following the applicable SOPs and procedures in coordination with Indian authorities. The assigned Master of WAN HAI 503 is scheduled to arrive in Kochi by 25 June, and VDR data extraction is scheduled for 26 June under his supervision. The P&I Club has been



requested to ensure legal witness presence. All related customs and logistics clearances are being coordinated.

## **5. Situation Assessment:**

Urgent Measures Required – WAN HAI 503 to Be Kept Outside Indian EEZ is not mitigated.

In light of ongoing drift and ICG's observations, a contingency plan is under review to tow the vessel 200 NM away from the Indian coastline. If no further shore-based support is required, this directive may be implemented within the next 24 hours. The final decision will be based on the salvor's submission, diving results, and engine room stability.

The scheduled Port of Refuge visit to Hambantota on 24 June remains on track, contingent on clearances and environmental safety protocols. All stakeholders have been instructed to finalise route options, taking into account weather windows, firefighting status, and structural integrity. Should the casualty show signs of worsening stability, emergency relocation will be executed without delay.

The Directorate General of Shipping continues to oversee and coordinate all inter-agency efforts to ensure the safe management of the incident and protection of India's maritime environment and coastline.

## **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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