



## Directorate General of Shipping

SITREP – 16, 1800 Hrs on 23/06/2025

### 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 1200 hrs on 23.06.2025, MV WAN HAI 503 remains under tow at position 10°03.17'N, 074°58.16'E, approximately 72 nautical miles from the Indian coastline, making a course of 350° at 1.5 knots.

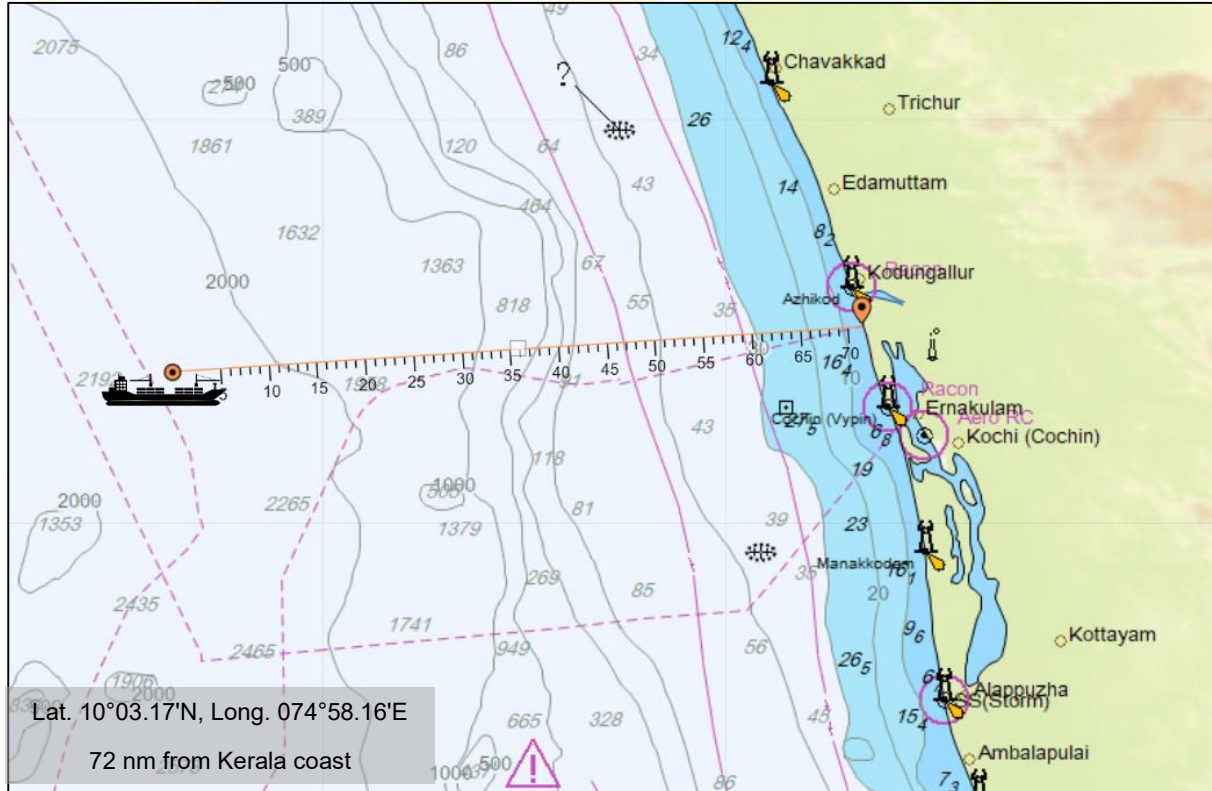


Figure 1: Position of WAN HAI 503 as on 23.06.2025 1200 hrs

The vessel continues to emit grey smoke from Bay 14 and thick white and grey smoke between Bays 27-33, with light white smoke observed near Bay 38. Boundary cooling operations and fire watch are ongoing, carried out in rotation by tugs Boka Winger, Saroja Blessing, and Water Lily. Offshore Warrior is maintaining position through the primary tow arrangement. Thermal imaging conducted earlier today recorded temperatures peaking at 64.7°C between Frames 93 and 103, correlating with intermittent flare-ups observed in recent days. Two of the forward hatches remain open, with Hold No.4 partially opened for ventilation and access.



*Figure 2: Condition of the vessel on 22.06.2024, 1220 hrs*

Draught measurements indicate the vessel remains stable with forward draught readings at 10.6m (port) and 10.4m (starboard), while the midship markings are submerged at approximately 12.6m. The aft draught remains submerged but unchanged. Despite visual perception of increased trim aft, onsite assessments attribute this to weather conditions, with no significant structural changes reported.

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

Salvors have confirmed the engine room atmosphere is gas-free, allowing safe access for ongoing inspection and future dewatering operations. Emergency generator activation remains pending due to non-functional batteries; replacements have been

dispatched onboard tug Saksham and will be delivered shortly. Firefighters and salvage teams are coordinating to access the vessel's forecastle via multiple routes, with ongoing discussions regarding safe boarding options. Yokohama fenders have been mobilised to facilitate safe personnel and equipment transfer.

The process to reinforce tow arrangements is underway. Salvors plan to replace the current tow line with more robust towing gear stored onboard Saksham, expected to depart shortly. Offshore Warrior will complete bunkering operations at sea to sustain extended towage. Simultaneously, dive inspections of the hull are planned to assess potential ingress points and enable engine room dewatering.

Salvage assets Atlantis Virgo, carrying critical fire suppression materials (Pyrocool) and additional tow gear, departed Fujairah and is en route, with arrival expected by 29.06.2025. These resources will significantly enhance onboard fire management and long-term stabilisation efforts.

## **5. Situation Assessment:**

The vessel's condition remains stable with a slight list of approximately 4°, confirmed through bridge-level inspection. Intermittent flare-ups within the cargo holds are attributed to residual burning of stored commodities as advised by fire experts. Boundary cooling remains the primary firefighting strategy to minimise additional water ingress and manage heat build-up. Complete extinguishment of internal fires is considered viable only upon access to port facilities equipped for container removal and deep access.

Environmental concerns persist due to onboard heavy fuel oil (HFO) and marine gas oil (MGO) inventories. ITOPF assessments indicate a risk of persistent oil pollution affecting adjacent states should containment fail. The Directorate has reiterated to salvors the urgency of finalising dewatering operations, reinforcing tow arrangements, and moving the casualty a minimum of 100 nautical miles southwest, off Trivandrum, within the next 48 hours. This directive prioritises reducing coastal environmental risks during the monsoon period.

Port of refuge options continue to be explored. Salvors are instructed to formalise this within 48 hours while progressively relocating the vessel further offshore, as a precautionary measure. Preparations for potential oil removal operations are to commence immediately, aligned with weather conditions and vessel stability.

A structured salvage timeline and comprehensive risk mitigation plan remain awaited from salvors. The Directorate will enforce necessary measures to safeguard Indian waters and coastal interests should these actions not progress satisfactorily within stipulated timeframes.

**6. Navigational Hazards:**

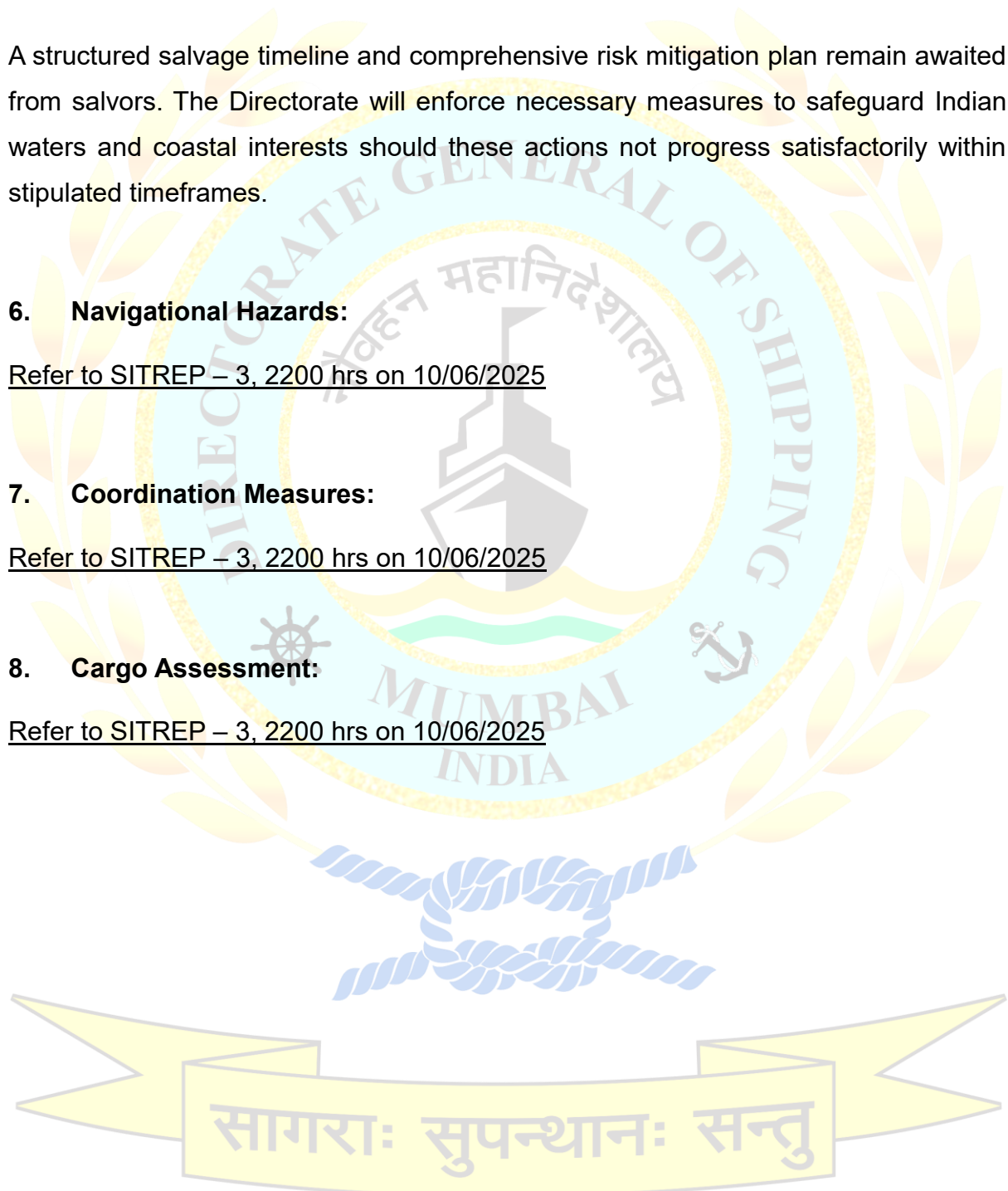
Refer to SITREP – 3, 2200 hrs on 10/06/2025

**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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