



Directorate General of Shipping

SITREP – 17, 1800 Hrs on 24/06/2025

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 24.06.2025, MV WAN HAI 503 remains under tow at position 10°12.80'N, 074°58.47'E, approximately 71 nautical miles from the Indian coast, maintaining a slow westerly drift at 0.5 knots on a course of 289°.

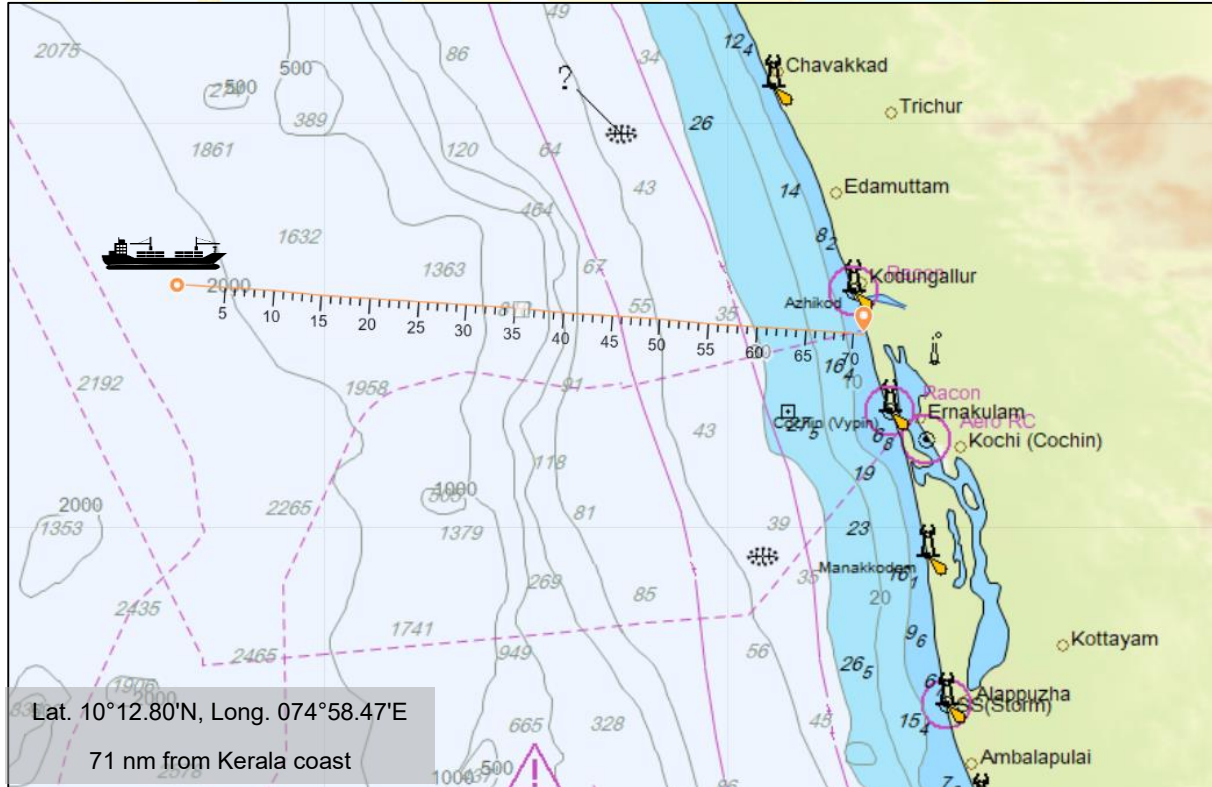


Figure 1: Position of WAN HAI 503 as on 23.06.2025 1200 hrs

The vessel remains hydrostatically stable with no significant change in draft or list, though a consistent 4.4° port list is reported. Latest thermal imaging indicates a general cooling trend across structural frames, with temperatures ranging between 27°C to 37°C. However, smoke conditions remain concerning, with light white smoke at Bay 14, dense grey and black smoke between Bays 27-33, and white smoke emanating near Bay 37-39. Salvage teams have commenced onboard inspections under challenging weather conditions, focusing on dewatering the engine room, securing the forecastle for further tow arrangements, and fire management.



Figure 2: Draft & list of the vessel

4. Additional Support

Offshore support vessels Boka Winger, Saroja Blessing, and Water Lily continue to maintain boundary cooling, fire watch, and transportation of salvage personnel and equipment. Offshore Warrior holds the primary tow connection to maintain the vessel's offshore position. Salvage resources have been augmented with the recent arrival of

Saksham, carrying essential Yokohama fenders, submersible pumps, portable generators, and firefighting gear to enhance operational safety and facilitate onboard dewatering. A combination of pneumatic, submersible, and independent power-pack driven pumps are now staged for immediate deployment in the engine room. Salvage divers and senior personnel have boarded to assess the vessel's internal conditions, especially in critical areas such as the forecastle and accommodation sections. The CO₂ fire suppression system onboard remains operational, offering contingency options for isolated fire outbreaks within the cargo holds.

5. Situation Assessment:

The vessel's structural condition remains broadly stable, with no major deterioration observed; however, the presence of intermittent smoke and gas pockets within the cargo holds necessitates continued vigilance. The salvage master has confirmed safe but restricted access to the forecastle and underdeck passage on the port side, while starboard access remains unsafe due to high gas concentrations. Dewatering of the engine room is a high priority, with equipment deployment commencing as soon as weather conditions allow. Plans for reinforcing the towline system are in progress, with new towing arrangements being prepared on site.

The Directorate has directed that the casualty be progressively towed further offshore, aiming for a minimum 100 nautical mile buffer from the Indian coast and Lakshadweep islands within the next 72 hours. Salvors have been instructed to expedite stabilisation works, with particular emphasis on relocating the vessel towards a southeasterly direction to minimise coastal and environmental risks. Coordination efforts for potential ports of refuge continue to secure a suitable location for final salvage operations, including bunker removal and structural repairs. Contingency discussions are also ongoing with alternate ports, given the evolving risk scenario.

Further updates will be provided following completion of onboard dewatering efforts, dive inspections, and the next salvage team assessment.

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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