



Directorate General of Shipping

SITREP – 20, 1800 Hrs on 27/06/2025

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 hours on 27th June 2025, MV Wan Hai 503 is positioned at 09° 06.52' N, 074° 23.49' E, approximately 120 nautical miles from the Indian coastline, progressing westward at a speed of 0.5 knots under moderate sea conditions with westerly winds of 18 to 20 knots.

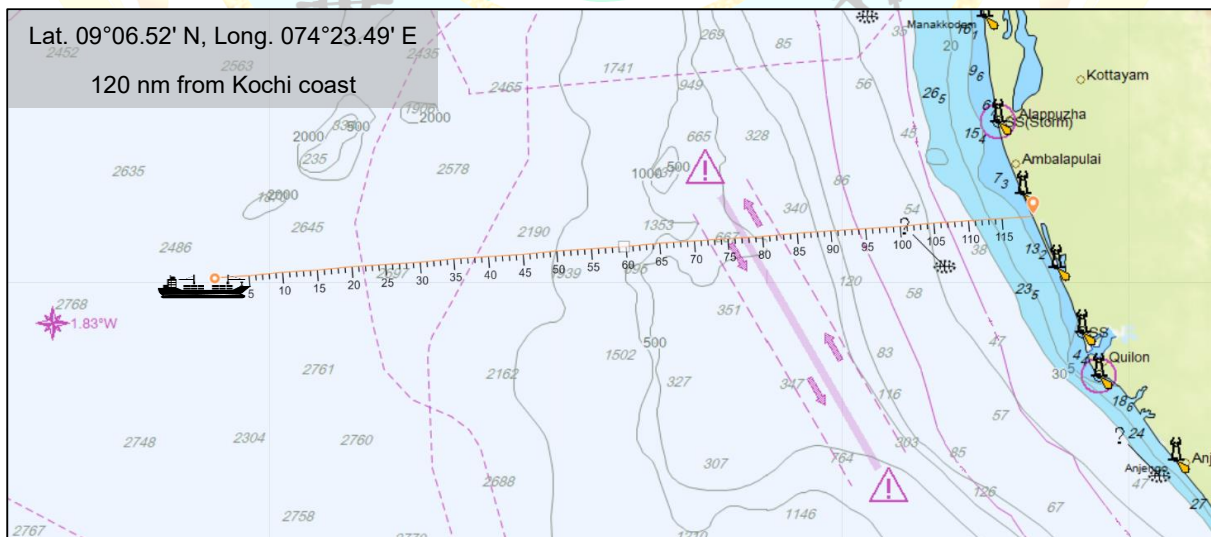


Figure 1: Position of WAN HAI 503 as on 27.06.2025 1800 hrs

Offshore Warrior continues towing operations with approximately 75% power utilisation, amending course as required to facilitate boundary cooling and other critical response efforts.

The salvage team, comprising the Salvage Master, firefighters, and support personnel, successfully boarded the vessel this morning under a temporary window of improved weather. Emergency generator power has been restored with the installation of new batteries, enabling limited onboard operations. Two wire pennants have been secured to the vessel's bollards, reinforcing towline arrangements.

CO₂ has been released into cargo hold no. 5 following verification of procedures and system integrity. Grey smoke remains visible on the starboard side between Bays 33-35. No further remains of the missing crew have been located despite repeated inspections. Water ingress in the engine room has increased to cylinder head level, with minimal water detected in the steering gear room, suspected to have entered via the upper deck access door.

4. Additional Support

Tug Saksham is alongside the casualty vessel facilitating salvage gear and personnel transfer, while Water Lily is engaged in the transfer of personnel and the Voyage Data Recorder (VDR), which has now been shifted to Water Lily for transport to Kochi Port. Offshore Warrior maintains towing operations aimed at moving the vessel out of the Indian Exclusive Economic Zone (EEZ), with approximately 82 nautical miles remaining to exit Indian jurisdiction.

Saroja Blessings is currently enroute to the casualty location with critical firefighting and pumping equipment, including independent pumps, compressors, and shallow-water diving apparatus. Additionally, Tug SCI Panna is scheduled to depart post bunkering at 2000 hours on 27th June to replace Saroja Blessing, while Atlantis Virgo is expected on-site by 30th June with additional salvage materials, including Pyrocool fire suppressant.

Equipment has been prioritised for rapid deployment, including submersible pumps, pneumatic and hydraulic pumps, generator-supported systems, and safety apparatus for hazardous entry. Water sampling and safety assessments are being arranged

before diving operations can be approved within the flooded engine room, considering potential chemical contamination from cargo ingress.

5. Situation Assessment:

The operational environment remains challenging, with heavy swell and rolling conditions limiting safe access to the casualty for comprehensive firefighting and dewatering efforts. The vessel's draft has increased but remains within permissible parameters, and structural stability assessed at 75.9% of allowable sea forces. However, the presence of unknown cargo—over 280 containers with incomplete declarations—continues to pose uncertainty regarding fire escalation risks and crew safety.



Figure 2: Condition of the vessel on 27 Jun 2025

The partial collapse of deck structures over cargo hold no. 4 has compromised containment, with wind-driven air ingress fuelling smouldering fires, particularly in containers suspected to hold plastic resin. While boundary cooling is ongoing via available tugs, direct internal firefighting remains constrained until access is viable.

Dewatering of the engine room is deemed a critical immediate priority to mitigate stability concerns and enable safer ongoing operations. The restored emergency generator allows for essential power supply to pumps, with supplementary systems staged for rapid deployment. CO₂ suppression in cargo hold no. 5 has been

completed, with caution exercised regarding potential pipeline damage across the vessel's compromised structure.

The vessel is projected to exit the Indian EEZ within the next 24-36 hours, weather permitting. Coordination with authorities for potential Port of Refuge entry at a port remains active, with efforts supported by the flag state and salvage representatives. Contingency planning for alternative ports in the Far East remains under consideration.

The Directorate has reinforced directives for expedited dewatering, continuous towing beyond the EEZ, and sustained firefighting readiness. Replacement plans for the ETV Water Lily are progressing, with final timelines subject to weather and operational requirements. The Directorate is closely monitoring all developments to ensure environmental protection, navigational safety, and continued risk mitigation in coordination with all stakeholders.

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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