



Directorate General of Shipping

SITREP – 24, 1800 Hrs on 02/07/2025

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:

The vessel remains positioned safely outside the Indian Exclusive Economic Zone (EEZ), under continuous tow by Offshore Warrior. Salvage operations have made steady progress, with critical dewatering and firefighting measures currently underway.



Figure 1: Condition of the vessel

Following a brief improvement in weather conditions earlier in the day, a 16-member salvage team successfully boarded the vessel. Their immediate priorities included

conducting a thorough search for the missing crew member within accessible areas of the casualty. Unfortunately, no signs of the missing person were discovered.

The salvage team has activated five pumps onboard, dewatering both the engine room and the affected cargo holds. This has led to a significant reduction in engine room water levels, by approximately 3.5 metres, reducing the vessel's overall draft and providing a safer operational environment.

The visible fire onboard has largely been contained, with only light smoke emanating forward of the accommodation block and from cargo hold no. 4. No active flames have been observed in the most recent operations.

Continuous hull and hold temperature monitoring is being carried out using thermal imaging to assess structural heat stress and potential flare-ups. Additionally, the application of approximately 9000 litres of Pyrocool firefighting agent has been completed, effectively reducing hotspot temperatures, particularly in cargo hold no. 4, where maximum recorded temperatures have now fallen to 64°C on the port side and 68°C on the starboard side.

4. Additional Support:

Offshore Warrior remains the primary towing platform, maintaining the vessel's position outside the EEZ. Saroja Blessings, Saksham, Water Lily, SCI Panna, and the recently deployed tug Virgo are engaged in critical support operations including boundary cooling, material transfer, thermal imaging, and personnel rotation. The firefighting team has shifted focus to localised boundary cooling operations using hatch-cover mounted arrangements to target specific heat-affected zones.

Approximately 6000 litres of Pyrocool remain in reserve for any escalation, with an additional supply pre-positioned in Singapore for rapid deployment. CO₂ injection into cargo hold no. 5 has been initiated to suppress internal smouldering, with two further CO₂ discharges kept ready if required. In parallel, the salvage team has commenced ventilation of starboard side tunnels to reduce hazardous gas concentrations, allowing safer forward access and potential operations on the bow.



Figure 2: Pyrocool Application

Preparations are ongoing to rig a Dyneema towline on the bow as an alternative towing arrangement, providing flexibility should existing tow connections be compromised. Furthermore, replacing the current soft towlines with steel or Dyneema ropes remains a high priority, subject to operational windows and prevailing sea conditions. SCI Panna continues to provide coastal support within India's jurisdictional limits.

5. Situation Assessment

Cargo hold no. 4 continues to have elevated temperatures (approx. 64°C port side, 68°C starboard side) and ongoing smouldering of cargo, including plastic resin containers. Hold no. 5 starboard side shows localized high temperatures but remains contained following CO₂ release. The engine room remains partially flooded, with water ingress suspected from cargo holds. Pumping efforts are steadily reducing water levels, and full dewatering is a prioritised, weather permitting. The missing crew search remains ongoing in accessible areas.

High winds and swells are intermittently limiting operations; however, salvage crews have maximized available weather windows for critical tasks. A detailed Port of Refuge proposal is under preparation for submission. Vessel stability assessments, bunker

and ballast soundings, and ventilation of enclosed spaces continue in parallel to ensure readiness for further movement.

The situation requires continued focus on dewatering, fire containment and formalizing safe entry into a Port of Refuge. All government agencies, remain engaged in ensuring environmental protection, safety of life, and mitigation of escalation risks.

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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