



## **Directorate General of Shipping**

**SITREP – 26, 1800 Hrs on 04/07/2025**

### **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 continues to be held in position outside the Indian Exclusive Economic Zone (EEZ) through towing operations conducted by Offshore Warrior. The vessel was located at latitude 07° 45.83'N and longitude 074° 50.98' E as on 04.07.2025, 0600 hrs, with a course of 280° and an average speed of 1.0 knots.

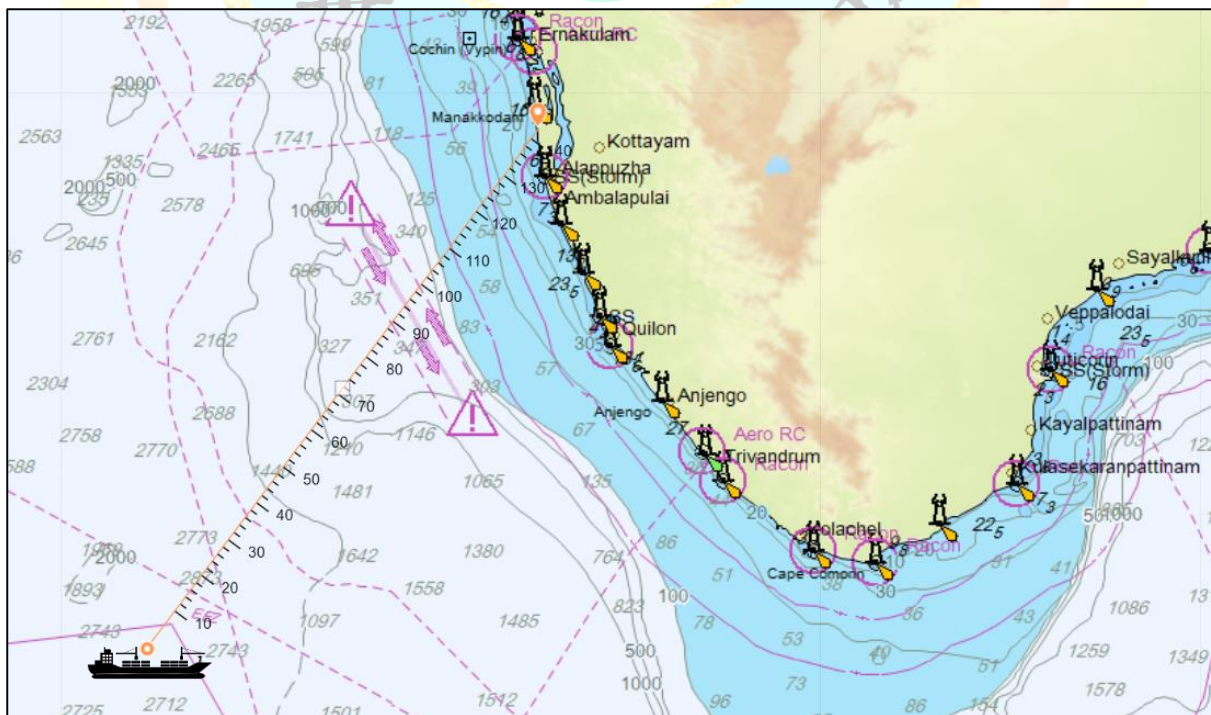


Figure 1: Position of the vessel on 04.07.2025 0600 hrs

The condition of the vessel remains under continuous monitoring. Visible light grey smoke persists from Bay 29 to 35, indicating ongoing smouldering in cargo hold no. 4, which remains the primary zone of concern. Wind conditions have been fluctuating, with increased gusts observed during the day, exacerbating the smouldering fire and complicating localized firefighting efforts. Despite attempts, Pyrocool application was aborted due to high winds and unstable deck conditions, making precise deployment unsafe and ineffective at sea.



Figure 2: Condition of the vessel as on 03.07.2025

Dewatering operations in the engine room were temporarily halted due to malfunction of the power pack essential for pump operations. Repairs are underway to restore continuous dewatering. Notably, the stern draft has increased, suggesting successful prior dewatering, though updated soundings are awaited. Recent temperature surveys indicate elevated readings in cargo hold no. 4, peaking at approximately 92°C, while temperatures in hold no. 5 have shown slight reduction, though residual heat persists due to the compartment being sealed with CO<sub>2</sub>.

The vessel remains under tow by Offshore Warrior, holding position outside the Indian EEZ with a controlled speed. Salvage teams have boarded as weather permitted, performing structural assessments, temperature checks, and continuous search for the missing crew member in accessible areas. No signs have been found to date.

Meanwhile, Saksham has returned to Kochi Port for crew rotation and equipment adjustments.

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

The salvage response continues to be supported by a multi-vessel arrangement. Offshore Warrior maintains towage and position control, utilizing approximately 75% power capacity. Water Lily is engaged in personnel and equipment transfers between Offshore Warrior, Wan Hai 503, and other support units. Advantis Virgo remains on standby for firefighting operations and carries approximately 11,000 litres of Pyrocool onboard. An additional 15,000 litres of Pyrocool are scheduled to arrive in Singapore, with contingency plans for airlifting to India, subject to Port of Refuge outcomes.

SCI Panna continues to provide fire watch and boundary cooling assistance as required. The Maritime and Port Authority of Singapore has emphasized the need for effective localized cooling and access to sheltered waters to allow for safer and comprehensive fire suppression.

#### **5. Situation Assessment**

The primary threat stems from smouldering in cargo hold no. 4, exacerbated by strong winds, damaged deck infrastructure, and inaccessible zones. With on-deck Pyrocool application restricted by sea conditions, comprehensive firefighting remains dependent on securing Port of Refuge access or reaching a more sheltered area.

Dewatering of the engine room remains a priority, with planned resumption once power pack repairs are completed. Tunnel connections between cargo hold no. 3 and the engine room remain a possible ingress point for water, complicating stability efforts. Full structural assessments, especially of ballast and bunker tanks, are pending.

The Indian Coast Guard has recommended repositioning the vessel approximately 200 nautical miles (Lat. 04°43'N, Long. 077°03'E) southeast to the India–Sri Lanka–Maldives tri-junction, balancing safety, operational flexibility, and minimizing regional

environmental risk. Final clearance for Port of Refuge is awaited, with Wan Hai Lines actively engaging in documentation and negotiations.

Continuous monitoring, cautious firefighting, and phased salvage actions remain in effect to prevent escalation.

**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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