



Directorate General of Shipping

SITREP – 29, 0800 Hrs on 10/07/2025

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:

As of 0600 hours on 10 July 2025, MV *Wan Hai 503* remains under tow by Offshore Warrior, maintaining a controlled heading of 319° at a speed of 0.3 knots. The vessel's current position is 07° 49.79'N, 074° 43.51'E, situated beyond the Indian EEZ. The prevailing weather consists of winds from 305° at 20–22 knots, with moderate to rough sea conditions and high swells affecting operations.

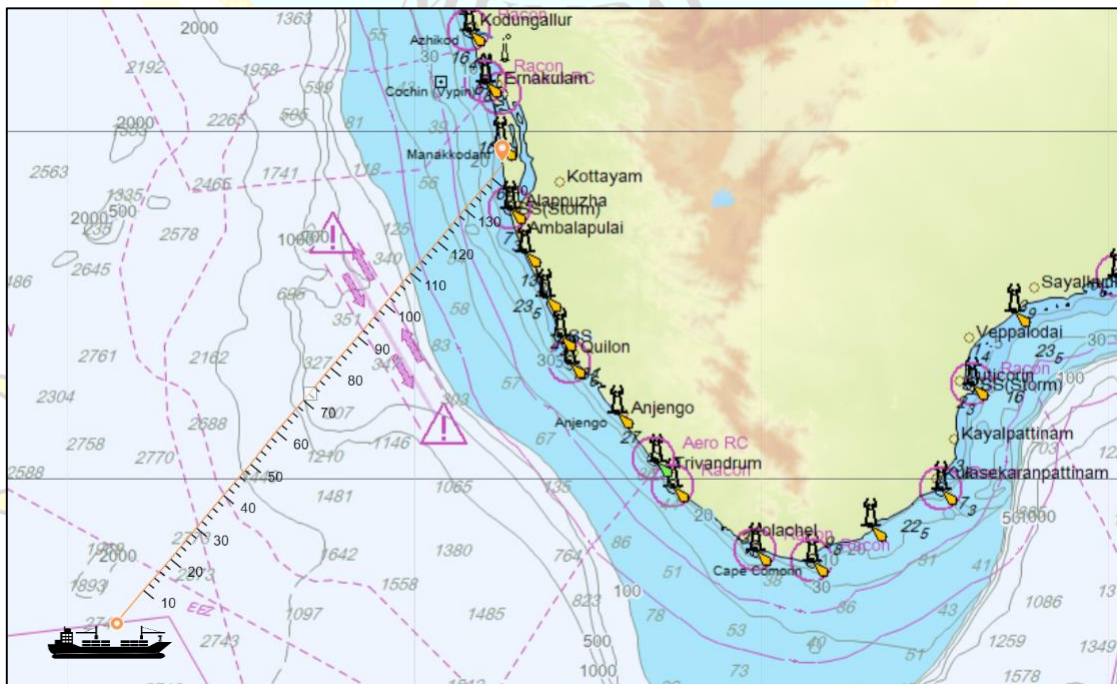


Figure 1: Position of the vessel on 10.07.2025 0600 hrs

Onboard, light grey smoke is still observed emanating between Bay 33 to Bay 38, corresponding to cargo hold no. 4, where residual smouldering continues. No active flames have been reported, and the situation remains stable. Thermal imaging continues to be employed for monitoring heat levels across affected compartments.

Dewatering of the engine room has progressed significantly. As of last evening, five onboard pumps had reduced the water level to approximately 0.3 metres (1 foot), improving accessibility for ongoing inspection and stability recovery efforts. The vessel's name and port of registry are now visible, indicating improved external visibility.

4. Additional Support:

The salvage operations continue to be supported by a coordinated fleet of response assets. SCI Panna remains stationed on site and continues to conduct fire watch duties. Water Lily is actively engaged in personnel and material transfers between support vessels and the casualty vessel. Despite swell-related boarding challenges, critical movements were maintained to sustain onboard salvage efforts.



Figure 2: Condition of the vessel

Advantis Virgo is on standby for immediate fire-fighting (FiFi) or boundary cooling if required. Saksham, having departed Kochi, is expected to reach the casualty site to

augment salvage efforts and may participate in inspection or pump deployment, subject to weather permitting.

Onboard the casualty, salvage teams are operating pumps in round-the-clock shifts. The engine room water level has been reduced to approximately 0.3 meters (1 foot), following overnight dewatering. Inspection of hold no. 4 has commenced, and options are being explored for possible pump installation to expedite hold water removal. The team is also evaluating whether a second release of CO₂ in hold no. 5 is warranted based on ongoing thermal observations.

5. Situation Assessment

The overall onboard situation is stable and improving, with active measures in place to mitigate fire risks and address flooding. While no new fire escalation has been reported, smoke persists, and thermal surveys confirm elevated readings, especially in the starboard section of cargo holds 4 and 5. Temperature readings of 130–140°C were previously recorded but have shown a declining trend over the last 48 hours.

Structural access remains limited and tunnel access areas are unsafe for entry due to heat and possibility of hazardous gases. Salvors are exercising extreme caution and will conduct further enclosed space entries only after formal risk assessments are complete.

The engine room is now accessible, and work continues to trace the suspected leak path, likely originating from cargo hold no. 3. However, further pump installation and complete compartment soundings remain contingent on weather improvement and reduced internal heat.

The Port of Refuge issue remains unresolved. Discussions have been ongoing with the Harbour Master, and document submissions have been made by WAN HAI Lines and T&T Salvage. Simultaneously, contingency options are being pursued in coordination with the Maritime and Port Authority (MPA).

The Directorate has reiterated that the vessel cannot remain in its current location in the absence of confirmed Port of Refuge clearance; relocation southward must be

undertaken. The vessel is currently at the India–Sri Lanka–Maldives tri-junction area, and should be shifted 200 NM south off Sri Lanka for this purpose. The ETV Water Lily will be released once Saksham or another private tug (e.g., Nand Sarthi) arrives to take over operational responsibilities.

The Directorate has emphasized the need for finalisation of PoR permissions within the next 2–3 days, failing which the vessel must be moved if such a move is necessitated.

The Indian Coast Guard continues aerial and maritime surveillance of the site and has confirmed that no new debris or pollution has been observed drifting toward the Indian coastline.

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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