



Directorate General of Shipping

SITREP – 30, 1800 Hrs on 11/07/2025

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 1200 hrs on 11 July 2025, the container vessel *MV Wan Hai 503* continues to be towed safely by *Offshore Warrior*, maintaining position outside the Indian Exclusive Economic Zone (EEZ), currently located at 07° 41.02'N, 074° 41.29'E.



Figure 1: Position of the vessel on 11.07.2025 1200 hrs

The vessel is making slow headway with a course of 080° and a speed of 2.3 knots. Weather remains moderately challenging, with prevailing winds from 285° at 22–25 knots and moderate to rough seas. The vessel stability has been sustained, and towing operations are continuing smoothly.

There is light white smoke emanating from cargo hold Bay Nos. 33 to 37. This smoke is consistent with residual smouldering and heat retention in cargo hold No. 4, which has shown persistent elevated temperatures. However, there are no reports of visible flame or escalation of fire at this stage. The on-board salvage team has confirmed that five pumps are operational and that continuous dewatering efforts are ongoing. The engine room water level is now below the floor plate, and preparations are underway to inspect the suspected ingress path through the pipe duct as water levels allow.

4. Additional Support:

The salvage operations continue to be supported by a coordinated fleet of response assets. **Offshore Warrior** is engaged in towing operations and continues to hold the casualty steady in open seas. The tow remains secure and effective despite swell conditions.



Figure 2: Condition of the vessel on 11th July 2025

Advantis Virgo is on standby near the casualty, equipped with Pyrocool, firefighting resources, and thermal imaging equipment. The vessel remains prepared for immediate deployment should any escalation occur or localized flare-up be detected.

Water Lily is actively engaged in logistical support, including personnel transfers, movement of firefighting material, delivery of provisions, and standby for assisting salvage operations. Salvage personnel were rotated and resupplied via *Water Lily* during the early hours of the day.

Saksham is positioned in proximity for fire watch and possible reboarding, particularly in anticipation of inspections or firefighting action. The tug is also prepped for salvage assistance and has previously delivered equipment including SCBA sets and high-capacity pumps

In addition, *Nand Saarthi* is scheduled to reach Kochi on 13 July and is expected to relieve *Water Lily* on site by 14 July evening. This transition is crucial to free the ETV *Water Lily* for potential redeployment during the ongoing southwest monsoon season, where its availability may be urgently required elsewhere.

5. Situation Assessment

The firefighting and dewatering strategy is yielding gradual but consistent progress. Thermal imaging has shown a downward trend in the overall heat signatures, particularly in cargo holds Nos. 2, 4, and 5. Cargo hold No. 4, previously the site of recurring flare-ups and suspected plastic resin cargo combustion, now shows temperatures stabilizing in the 90–100°C range, though localized hotspots remain under observation.

Hold No. 5 continues to retain residual heat despite the prior release of CO₂, due to the compartment being sealed with limited ventilation. This containment has prevented complete dissipation of superheated gases. Temperatures in Hold No. 5 remain elevated (~130°C), and further cooling measures are under review. Hold Nos. 1, 2, and 6 are currently assessed to be within acceptable thermal limits, indicating no active combustion.

No significant flames have been reported in the past 48 hours. CO monitoring levels remain elevated around some cargo holds, and salvors are using portable sensors and spot-checks to manage atmospheric conditions. Due to container collapse and obstructed access, full inspection of tunnel spaces and enclosed sections has not yet been completed. Entry into such areas is subject to formal risk assessments and weather permitting.

Dewatering operations are progressing positively. The use of multiple pumps, including submersibles, hydraulic units, and air-operated devices, has led to a steady reduction in the engine room water level. Once completely drained, inspection of the suspected ingress route from cargo hold No. 3 will commence. At present, cargo holds No. 3 and 5 continue to show retained water, and soundings will be repeated after further drainage.

Port of Refuge coordination continues. A formal document package has been submitted and is under review. The Directorate has reiterated the importance of progressing toward a definitive operational conclusion, either through approved entry into a Port of Refuge or positioning into a more sheltered and secure zone beyond the EEZ.

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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