



## **Directorate General of Shipping**

**SITREP – 32, 1800 Hrs on 16/07/2025**

### **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:**

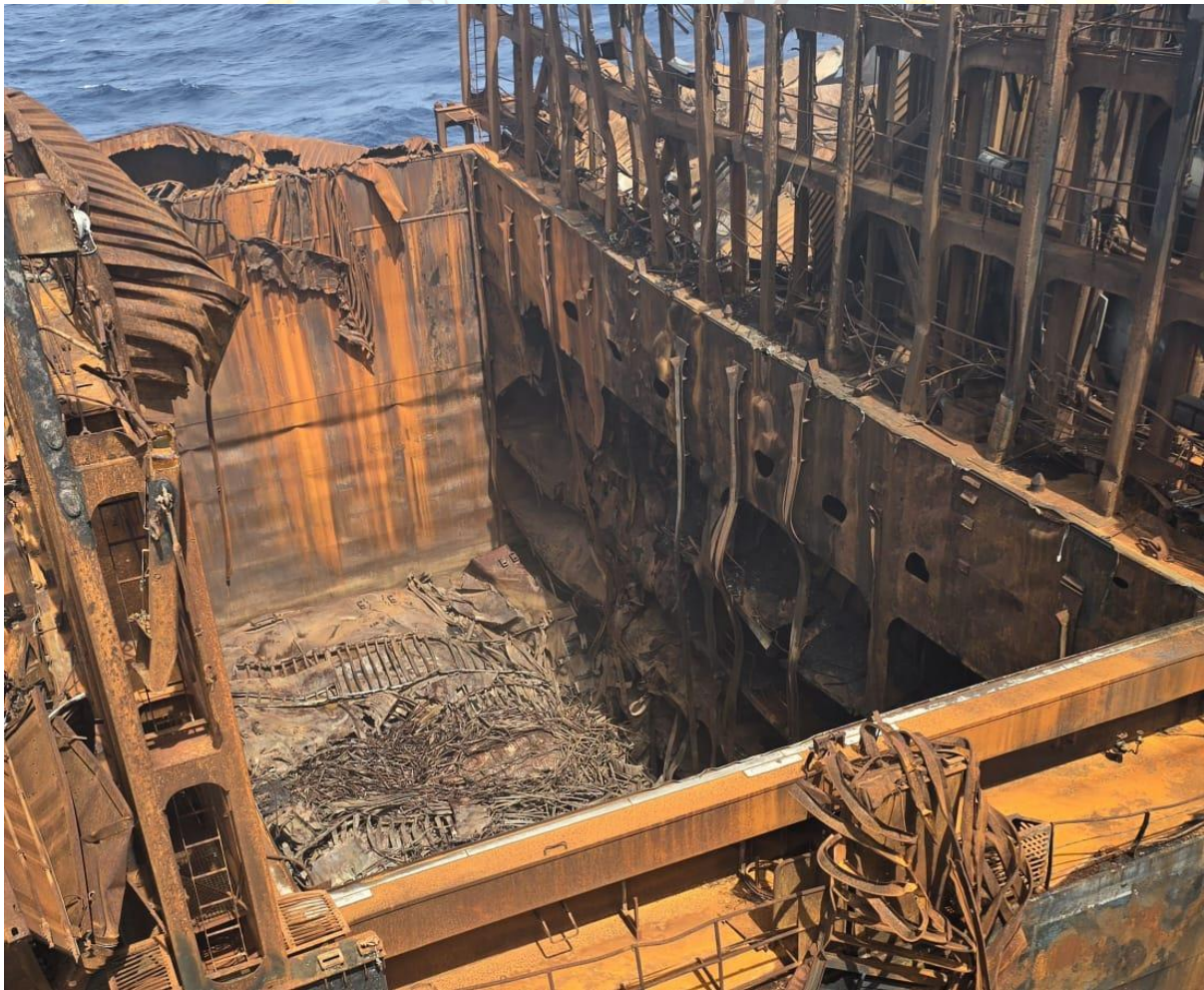


*Figure 1: Condition of the vessel*

As of 16 July 2025, the situation onboard MV Wan Hai 503 has shown further stabilization. The vessel is currently being towed by Advantis Virgo, following a successful handover from Offshore Warrior, which is now en route to port for bunkers and resupply. Towing operations are being conducted in rough seas and heavy swell conditions. Displacement has reduced by approximately 9,000 tonnes due to

extensive dewatering, leading to an increased freeboard and improved visibility of draft marks, including the transom stern, where the aft draft is estimated at 14.0 meters.

The engine room is nearly dry, with water levels reduced to 70 cm through continuous pumping. Cargo Holds No. 2 and No. 3 are reported to be significantly dewatered, while Hold No. 6 has seen a reduction in water level from 7.5 to 5 meters. Cargo Hold No. 7 remains dry but is emitting hydrogen sulphide ( $H_2S$ ), indicating potential hazardous gas presence and the need for further ventilation and chemical treatment.



*Figure 2: Cargo Hold No 2/3*

Light grey smoke continues to emanate from Bays 33 to 37, but there are no visible flames. Hotspot temperatures remain steady, and no escalation has been observed. Cargo hold temperature readings, taken over the past week, confirm a plateau in heat levels, suggesting the fire is under control. Structural monitoring is ongoing, with no immediate threats reported. The engine room is accessible, but poor weather and high



freeboard have made boarding operations difficult. At present, six salvage personnel remain onboard and will stay until sea conditions improve.

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

Several vessels remain actively engaged in supporting salvage operations. Advantis Virgo has assumed the primary towing role and is standing by with Pyrocool for localized application, while Water Lily continues to manage personnel and equipment transfers. Saksham is currently in port for bunkering and collection of additional fire suppression supplies. Nand Saarthi remains onsite, assisting with logistics.

Port of Refuge coordination efforts are progressing. Phase 1 of the salvage plan, detailing safe towage to port, has already been submitted to the authorities, and Phase 2, concerning cargo discharge and disposal, is nearing completion. Constructive engagement has been undertaken with port authorities, and the MPA (Singapore) is also actively supporting discussions to facilitate safe access.

Structural and stability assessments are underway with DNV ERS, which is receiving updated data on cargo hold and tank soundings, as well as draft readings. Due to the significant improvement in vessel condition, the salvage team is approaching completion of Phase 1 readiness, which would deem the vessel safe for entry into sheltered waters for final remediation and cargo operations.

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

The vessel is now in a more controlled and safer condition. All visible flames are extinguished, and thermal readings across cargo holds suggest a cooling trend. With successful dewatering of engine room, Cargo Holds No. 2, 3, and partial reduction in Hold No. 6, the vessel's trim and list have been improved. Despite rough weather, the vessel has not exhibited any signs of instability.

Challenges remain in safely transferring personnel due to heightened freeboard and rough sea state. The presence of H<sub>2</sub>S gas in Cargo Hold No. 7 presents a hazardous environment that must be ventilated before any entry. Additionally, concerns regarding

potential water absorbed in cargo within containers persist, possibly explaining discrepancies in displacement and draft calculations.

Soundings of bunker tanks are incomplete, though preliminary estimates suggest approximately 2,400 tonnes of fuel remain onboard. No signs of oil leakage or migration into cargo spaces have been observed. Once structural stability and draft criteria are verified, either a green or amber signal for port entry will be pursued.

The salvage team's focus is now on completing tank soundings, verifying longitudinal strength, and finalizing preparations for the Port of Refuge entry. Weather permitting, Saksham will return with Pyrocool and critical equipment to enable final phase stabilization.

**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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