



Directorate General of Shipping

SITREP – 35, 1800 Hrs on 24/07/2025

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. MPA Singapore assumed responsibility for further coordination efforts regarding the vessel to proceed to port of refuge. This is the last SITREP since the vessel is well beyond Indian EEZ and there's no concern to the Indian Coast.

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:

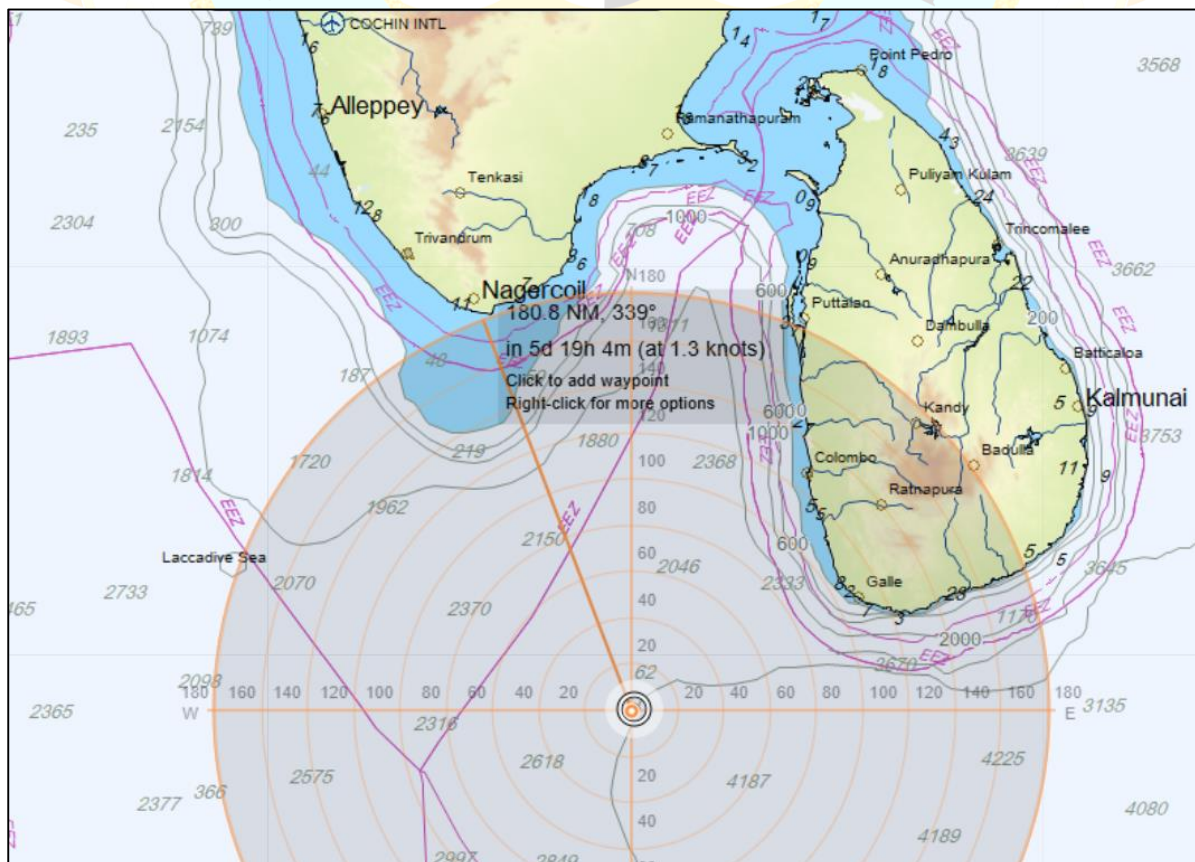


Figure 1: Position of the vessel

As of 24 July 2025, the *Wan Hai 503* remains under tow outside the Indian EEZ, being managed by the tug *Offshore Warrior*. The casualty is currently located approximately **90 nautical miles from the Indian EEZ boundary** and continues to be held in stable tow as preparations are made for further movement under a forward towing connection.

Onboard fire conditions have stabilized considerably. Light smoke continues to emanate from **Bay 29 to Bay 35**, but there is **no evidence of flame** or heat escalation. Temperature measurements across affected cargo holds remain stable and in control, averaging **around 40–41°C**. A complement of approximately **20 salvage personnel**, including the Salvage Master, is currently present onboard *Wan Hai 503*.

Dewatering efforts are ongoing and yielding consistent results. **Cargo Hold Nos. 5 and 6** are being pumped continuously to maintain manageable water levels. The **engine room** level is also stable and is being monitored round-the-clock. This level of dewatering is critical not only for operational access but also for any required inspection or shifting of equipment.

4. Additional Support:

Support vessel operations are being coordinated in tandem with ongoing salvage tasks. The ETV *Water Lily* continues to support **personnel and material transfer** between support tugs and the casualty vessel. The *Virgo*, which temporarily docked at **Galle Harbour** for maintenance, is scheduled to **rejoin operations by the morning of 25 July**. The *Virgo*'s re-engagement is particularly important as it is designated to execute the **forward towing line connection**, a critical requirement for entry into a Port of Refuge.

Other deployed vessels, including *Saksham* and *Nand Saarthi*, remain on standby to support equipment and crew transfers as needed. The **Advantis Libra** has also been confirmed to **join operations by 29 July**, further reinforcing support capability. The vessel is being sent to replace *Virgo* after the forward towing line is connected.

Currently, the **primary coordination responsibility** for managing the incident is being **handed over to the Flag State, Singapore**, and the salvors. The Directorate General

of Shipping (India) has confirmed that India's operational coordination responsibilities will conclude once the vessel re-enters international waters beyond its EEZ, barring any renewed emergency and expects MPA Singapore to coordinate with the owners as well as the salvors for all further actions.

India will, however, continue to provide logistical assistance if requested, and has made arrangements to stand by in the event of any renewed crisis, especially in light of ongoing Southwest Monsoon conditions.

5. Situation Assessment

The situation onboard *Wan Hai 503* is being managed effectively by the salvage team. The fire outbreak has been controlled, and residual smoke is under observation but not currently escalating. Dewatering across multiple compartments has been successful, and structural assessments, confirm the vessel remains afloat and maneuverable under tow.

A key operational milestone is the **establishment of a forward towing connection**, which is essential for the vessel to be accepted into a Port of Refuge. The **Maritime and Port Authority of Singapore (MPA)** has clearly communicated that entry to a port will not be permitted until this forward tow connection is in place. To this end, the salvors have planned to complete the forward towing arrangement by 27–28 July 2025 using *Virgo*.

The MPA has also requested detailed photographic and structural reports, particularly of the port side's damaged sections, to evaluate the vessel's seaworthiness for coastal entry. Once the forward towing connection is confirmed, the salvors will submit updated documentation to the MPA for final review and port clearance.

Meanwhile, the Directorate General of Shipping (India) reiterated its position that any entry into an Indian Port of Refuge remains off the table till all bunkers are removed and till monsoon conditions prevail. DGS also emphasized that if the Port of Refuge clearance is delayed further, the vessel should **continue to be held outside all EEZs**, including in proximity to the India-Sri Lanka-Maldives tri-junction, if safety allows.

In conclusion, while the situation remains weather-sensitive, significant progress has been made in stabilizing the vessel. With towage secure, fire risk reduced, and personnel safely onboard, operations are now entering a decisive phase focused on relocation, compliance, and final port entry clearance.

This is the final SITREP being issued by the Directorate General of Shipping. The organization extends its sincere gratitude to all authorities who have actively participated in the salvage operations thus far. Their efforts were instrumental not only in keeping the vessel away from the Indian coast but also in critically contributing to the successful preservation of the vessel and the marine environment.

6. Navigational Hazards:

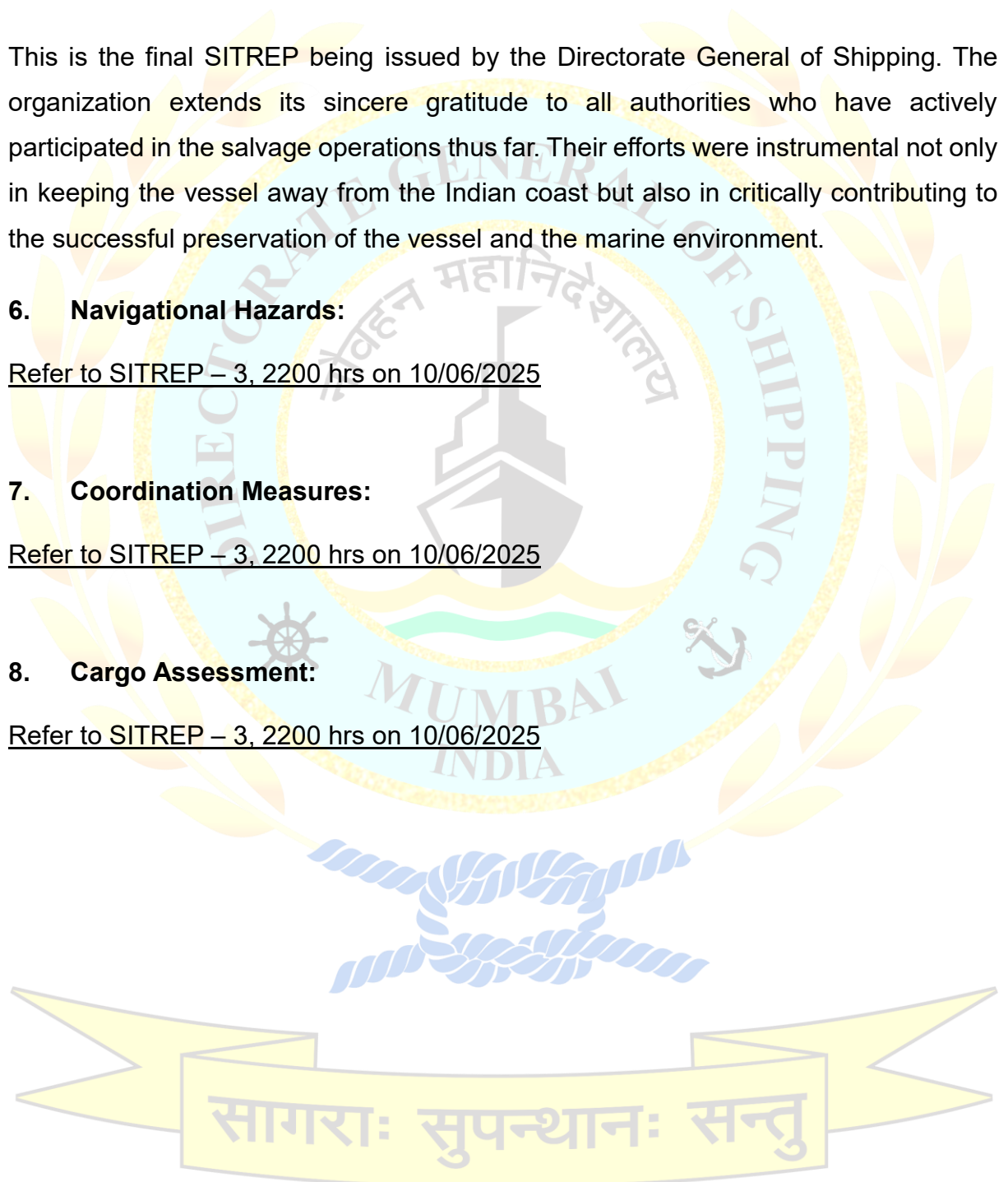
Refer to SITREP – 3, 2200 hrs on 10/06/2025

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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