



Directorate General of Shipping

SITREP – 10, 1800 Hrs on 17/06/2025

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 1800 hrs on 17 June 2025, *MV WAN HAI 503* is positioned at 10°03.64'N, 075°00.41'E, approximately 68.5 nautical miles off the Kerala coast, maintaining a slow north westward drift on course 250° at 1.0 knots.

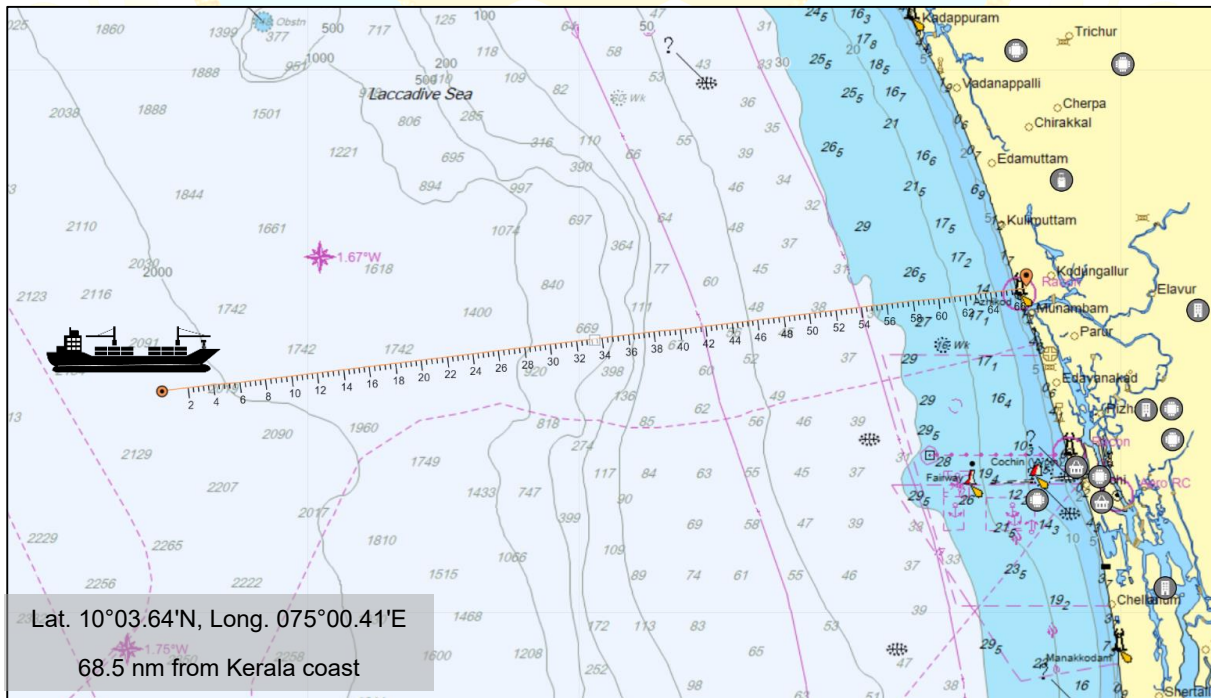


Figure 1: Position of WAN HAI 503 as on 17.06.2025 1800 hrs

The vessel remains connected via a single towline to *Offshore Warrior*, which continues to maintain her offshore position. Weather at the site remains adverse, with

westerly winds between 29–34 knots, gusting up to 39 knots, intermittent heavy rainfall, and periods of zero visibility, all of which are significantly impeding firefighting and boarding operations.

The condition of the fire onboard continues to show incremental improvement. Grey smoke is still observed in the midship area near Frame 113 (Bay 14) and at Frame 37–39, indicating persistent heat concentration. Light white smoke is intermittently visible forward of the accommodation block at Bay 50 on the starboard side. No naked flames have been reported in the accommodation or aft sections. Boundary cooling is being effectively maintained on deck, and internal compartments are being monitored through thermal imaging. The vessel remains afloat and stable, although her structural condition, particularly in high-heat-exposed zones, remains under close evaluation by the salvage team.

4. Additional Support

Firefighting and boundary cooling efforts continue in rotation with the support of four actively engaged tugs: *Boka Winger*, *Garnet*, *Saksham*, and *ETV Water Lily*, each targeting identified risk zones across the vessel, with emphasis on the midship and forward areas. The operational plan involves continuation of this rotation, ensuring uninterrupted cooling and containment.



Figure 2: Tug 'Boka Winger' conducting fire operation

Offshore Warrior remains in command of towing and is also receiving bunkering support from the Indian Coast Guard to sustain operations, though the bunkering operations to further replenish the vessel were not successful owing to adverse weather conditions. While *Triton Liberty* has been released for redeployment by the Indian Navy, *Saroja Blessing*, which returned to port for engine repairs, is expected to be operational by midnight and may be tasked with laying the second towline, subject to prevailing conditions. Additional international salvage personnel including Dutch, Filipino, and Indian, are scheduled to board, along with specialised firefighting resources and equipment, including SCBAs and thermal cameras.

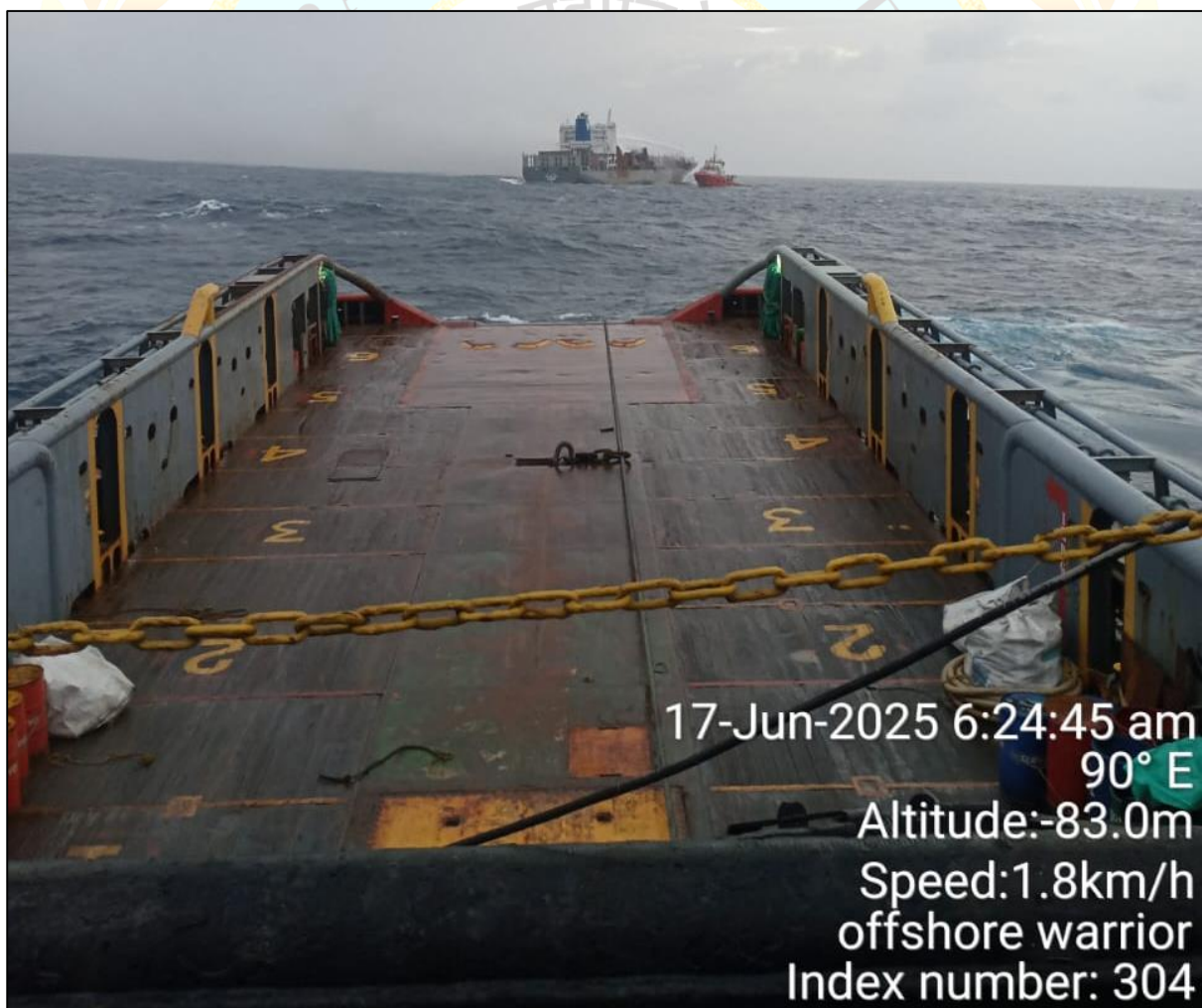


Figure 3: Towline connected to Offshore Warrior

MERC and SpillTech are now jointly managing the shoreline response mechanism, operating a 24x7 unit for container recovery and HAZMAT handling. Coordination for the mobilisation and visa facilitation of SpillTech's experts is ongoing. Environmental

support continues through ITOFF, and efforts are underway to assess and expedite high-capacity salvage tugs from regional hubs, including Sri Lanka and Singapore.

5. Situation Assessment:

The firefighting operation has achieved partial containment, with a noticeable reduction in visible flames and smoke intensity across most zones. Persistent smoke at multiple frames (particularly 113 and 37–39) and the history of internal flare-ups require sustained firefighting pressure, especially under continuing adverse weather. The vessel's reduced speed and maintained offshore trajectory are positive developments; however, the absence of a second towline remains a vulnerability. Establishing towline is crucial, given the dynamic sea state and the structural stresses already endured by the vessel.

Stability assessments suggest the vessel is operating within 90% of acceptable seagoing conditions, but targeted hull strength evaluations, especially near high-heat zones such as Bay 3 and forward sections, remain a priority.

Contingency discussions for a Port of Refuge continue, with Jebel Ali under primary consideration, subject to complete fire suppression, structural integrity assessments, and regulatory permissions. Alternatives in Bahrain, Sri Lanka, Malaysia, and Qatar are also under review. Identification of a body reportedly washed ashore near the Kerala coast is currently under verification, with support from local authorities.

The Directorate General of Shipping continues to lead the real-time coordination of all stakeholders, with regular operational briefings being submitted to the Ministry of Ports, Shipping and Waterways and reviewed at the highest levels of government. Efforts remain focused on fire suppression, structural safety, and safe relocation of the vessel out of Indian waters under controlled tow.

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



**Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno
Campus, Kanjurmarg (East), Mumbai - 400 042 (India)**