



## **Directorate General of Shipping**

**SITREP – 6, 1830 Hrs on 13/06/2025**

### **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:**

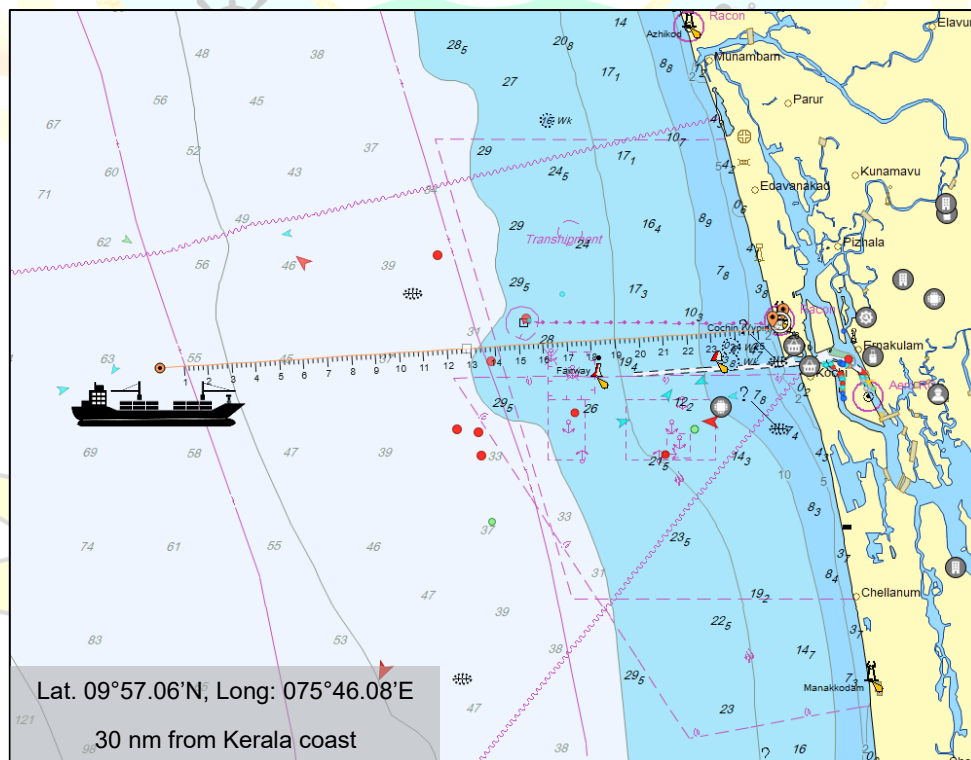


Figure 1: Location of the vessel as on 1630 hrs

The vessel remains afloat but continues to drift closer towards the Kerala coast due to highly dynamic weather and sea conditions. As per the latest observations, the vessel is presently located approximately 30 nautical miles off the Kerala coastline and about 24–25 nautical miles from the shallow coastal contour. The vessel's drift speed has been consistently maintained between 1.2 to 1.8 knots, while its drift direction continues to fluctuate due to varying wind and current patterns, with a present heading approximately northeast (070°). The changing weather has complicated operational predictability, requiring constant real-time monitoring of both position and projected drift trajectory. The fire onboard remains active, primarily located in the midship section of the vessel, and continues to generate dense chemical fumes. Although much of the cargo has been consumed by fire, making the vessel lighter, this reduction in weight further increases the risk of rapid drift or uncontrolled movement towards shallower waters, particularly under high wind conditions.

Salvors and Indian Coast Guard (ICG) teams remain actively engaged at the site. In a significant development, three personnel have successfully boarded the vessel as of 1747 hours and connected the towline to *Tug Offshore Warrior*.

All efforts are currently concentrated on securing the towline before sunset, as failure to do so could severely limit operational options during nightfall and in worsening weather conditions. The vessel's position and heading are being continuously tracked to assess any potential approach towards the vulnerable sectors of the Kerala coastline.



Figure 2: Towline connected on Offshore Warrior as on 1830 hrs

Additionally, Tug Triton Liberty is also at the location with a standby rope to connect with the ship. An attempt will be made during morning hours on 14<sup>th</sup> June 2025 to connect the tow line of Triton Liberty to WAN HAI 503 as well.

Tug Water Lily had arrived at Port of Kochi to clear her fouled propeller and has been instructed to carry additional fuel for Offshore Warrior to sustain the towing operation. ETV Water Lily is expected to depart Kochi after completion of bunkering. The propeller of ETV has been cleared and she is now expected to depart at about 0400 hours on 14 June and will reach the incident site at 1100 hours on same day.

Tug Garnet is expected to arrive the incident site at 2330 hours on 13 June 25 to further augment the towing effort. The Shipping Corporation of India has also been issued a notice to release their *Tug SCI Panna* to be deployed for the emergency response operation and she will also be available for towing operations from afternoon of 14 June 2025.

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

In view of the vessel's precarious condition and proximity to the Indian coastline, a multi-layered and reinforced deployment of salvage and support assets has been maintained.

Smaller tugs have also been strategically positioned closer to the shoreline to address any emergency containment requirements, particularly to suppress the spread of noxious fumes should the vessel drift into coastal proximity or run aground. Intermittent flare-ups have been observed in some containers during recent firefighting operations, requiring continuous boundary cooling to prevent escalation.

Foam and DCP stocks have been replenished and pre-positioned for immediate use at sea and onshore, ensuring uninterrupted firefighting capability. Simultaneously, all local authorities along the Kerala coast are considering to maintain hospital readiness, keep ambulance services on standby, and pre-position fire tenders at designated coastal locations. These arrangements are designed to ensure rapid response should the vessel drift into coastal waters and grounding occurs. Based on current estimates, if the vessel moves to within 10–15 kilometres of the coastline, approximately 7–8



hours of notice would be available before potential grounding, allowing for timely deployment of emergency measures.

## 5. Situation Assessment:

The overall situation continues to remain sensitive and volatile, with multiple risk factors now converging as the vessel continues to drift under deteriorating weather conditions. While the present drift shows temporary movement away from the Kochi coast, any shift in wind, current or sea state can quickly alter the vessel's trajectory towards the shoreline. The identified risk zone remains concentrated between Kochi and Alleppey sectors.



Figure 3: WAN HAI 503 at 1615 hrs 13 Jun 2025

Forecasts from IMD and KSDMA indicate worsening conditions, with extremely heavy rainfall, strong westerly winds ranging from 50 to 60 kmph, and rough seas predicted between 14–16 June 2025 across the Kerala and Lakshadweep region. This severely limits the operational window available for securing the vessel and stabilising its position at sea. The probability of uncontrolled drift and grounding will significantly

increase in case the towing is not effective with Offshore Warrior alone. The vessel's lightened weight post-fire, combined with shallow coastal bathymetry, allows very little margin for manoeuvre once the vessel is closer to shore.

Accordingly, the Directorate is maintaining continuous coordination with the Government of Kerala to finalise emergency coastal protection plans, designate controlled grounding zones if necessary, and prepare evacuation and public safety advisories for coastal communities. Immediate advisory alerts will be issued through the State administration if any reversal in drift pattern is detected.

**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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