



Directorate General of Shipping

SITREP – 7, 2200 Hrs on 14/06/2025

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:

The vessel remains under tow approximately 53 nautical miles west of Kochi Port at position $10^{\circ}04.7'N$, $075^{\circ}19.6'E$. The towing operation was being executed by *Offshore Warrior* at a steady speed of 1.5 in a westerly direction until 2200 hrs on 14 June 2025.

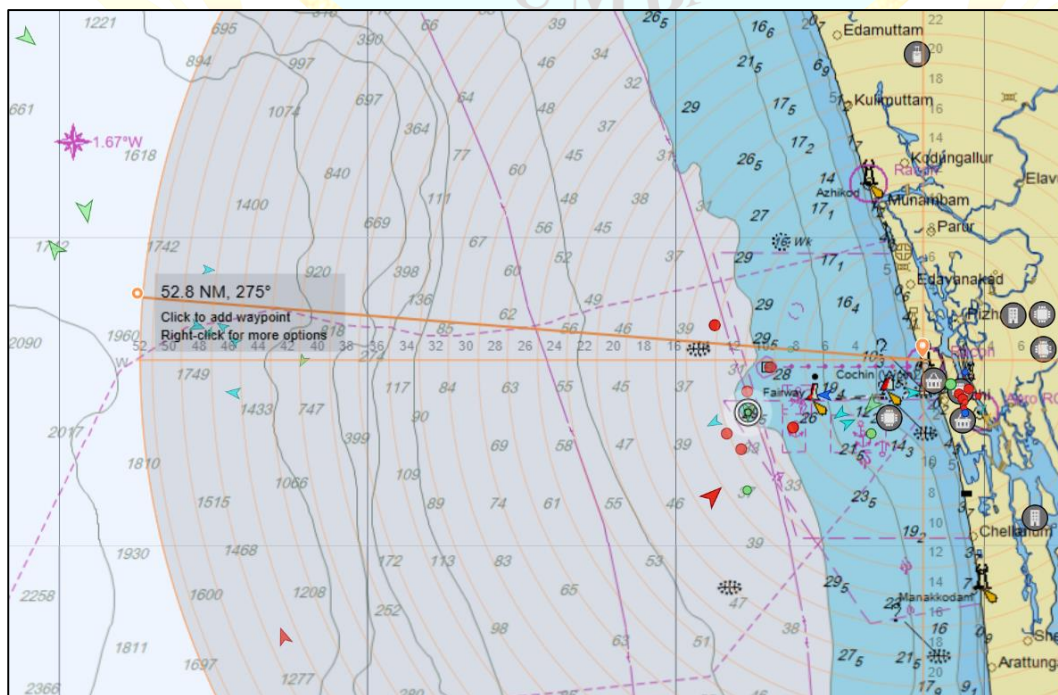


Figure 1: Position of WAN HAI 503 at 2200 hrs on 14 Jun 2025

Salvage operations are ongoing under continuous monitoring, with weather and sea state remaining challenging but manageable at this stage. Fire continues to persist in the midship section, specifically around Bay 35, while boundary cooling is being actively maintained around Bays 49 and 51 to prevent further escalation. Chemical fumes continue to emanate from the burning cargo, though major flare-ups have been contained for now.

A second towline was being considered to be attached to *Garnet* or *Triton Liberty*, however, due to rough weather conditions, the operation is not being prioritised. The current sea state was reported to be Level 4 or 5. The tug *Garnet* has successfully arrived on station and *ETV Water Lily*, which departed Kochi at 0142 hrs, has also arrived at the location at 0830 hrs and is engaged in the firefighting operations.

Offshore Warrior was able to establish connection for at-sea bunkering with great difficulty due to prevailing weather conditions at about 1535 hrs and received 65 KL MGO fuel from **ICG Saksham** in the afternoon today.



Figure 2: Offshore warrior receiving Fuel from ICG 22 (ICG Saksham) at 1550 hrs and with tow line at 1800 hrs on 14 Jun

4. Additional Support

The towing and firefighting operation continues to receive multi-agency support. Multiple tugs have been deployed, including *Offshore Warrior*, *Triton Liberty*, *Saroja Blessing*, *Garnet*, and *ETV Water Lily*. *Boka Winger* with 200T bollard pull capacity is also being mobilised to strengthen towing capabilities. Indian Naval asset (P 55) along with Salvors attempted winching down on WAN HAI 503 to connect the second tow line however the attempt was not successful and same will be made on 15 June. Same is being done to ensure secondary backup to the first tow line that is being used by 'Offshore Warrior'. *Garnet*, *Water Lily* and *Triton Liberty* are being used for firefighting operations. '**Saroja Blessing**' and '**Boka Winger**' will reach WAN HAI 503 at 1100 hours on 15 June.



Figure 3: Offshore Warrior with tow line at 1800 hrs and 1915 hrs on 14 Jun 2025

Boarding operations continue to be planned with extreme caution due to prevailing rough weather conditions with wind speeds of 30–35 knots and swells of 2.5 to 3 metres. Certified firefighting specialists are awaiting visa clearances for deployment, while interim teams continue firefighting activities with available resources onboard.

Boundary cooling remains ongoing, and all fire suppression measures are focused on preventing spread towards the accommodation block. The Directorate is also facilitating clearance of firefighting equipment being transported from Singapore.

Additionally, drone surveys have been initiated for shoreline monitoring to track drifting containers and any environmental impact. Public advisories have been issued instructing coastal residents not to approach any floating containers that may wash ashore, advising them to maintain a safe distance of 200 meters and report any sightings via emergency contact numbers.

5. Situation Assessment:

While the tow operation has stabilised the vessel's position temporarily stable, the overall situation remains sensitive and weather-dependent. The vessel continues to carry residual hazardous IMDG cargo alongside heavy fuel oil and diesel onboard, presenting significant environmental and safety risks in case of structural failure or uncontrolled drift.

Current operations aim to progressively move the vessel westwards and eventually out of the Indian EEZ to mitigate immediate coastal risks, preferably to areas where the South-eastern weather conditions are not prevalent. However, fluctuating sea conditions and the vessel's lighter displacement post-fire continue to demand constant vigilance.

The establishment of a second towline remains critical to safeguard towing integrity during forecasted adverse weather conditions. IMD forecasts continue to predict extremely heavy rainfall, strong westerlies, and rough seas over the Kerala region in the coming days, which could complicate towing, boarding, and fire suppression efforts.

The Directorate continues to monitor developments in real-time while maintaining full operational coordination with all responding agencies.

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).**