



Directorate General of Shipping

SITREP – 8, 2200 Hrs on 15/06/2025

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 *WAN HAI 503* remains under controlled tow in the open sea, currently positioned at 10°08.45'N, 075°11.18'E, which is approximately 57 nautical miles (nm) from the Kerala coastline and 266 degrees 57 nm west of Azhikode. The vessel's movement remains minimal, with a westward course of 275° at a very slow speed of 0.3 knots, allowing salvage teams to stabilize its position. While the main structural drift towards the Indian coast has been controlled for now, the vessel continues to remain highly vulnerable due to persistent adverse sea and weather conditions that demand continuous course correction and real-time adjustments.

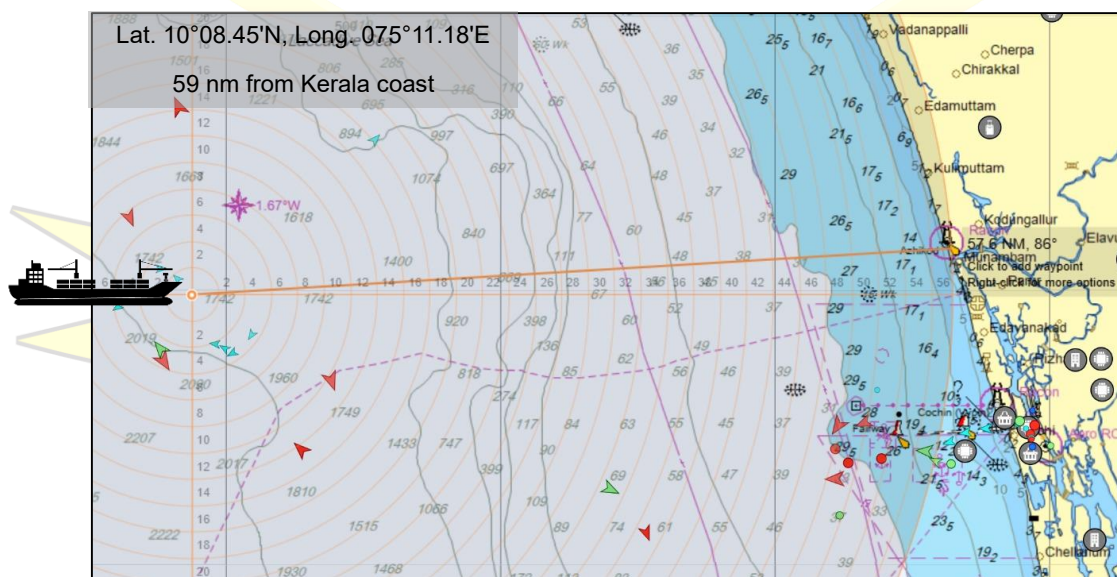


Figure 1: Position of WAN HAI 503 as on 15.06.2025 2100 hrs

Firefighting efforts have been considerably successful in suppressing major fires. No active fire is now visible at Frames 49–51, where only light grey and white smoke continue to rise. However, isolated fire pockets persist, particularly near the forecastle on the port side, while dense smoke continues to emit from Frames 93 to 103. The primary zone of ongoing combustion remains concentrated in the forward section near Frame 113, which continues to require close firefighting attention to prevent flare-ups and ensure containment of chemical fumes. These residual fires, though significantly reduced, continue to release hazardous fumes that require close monitoring for the safety of personnel and for any potential environmental impact.



Figure 2: Smoke emitting from the vessel

At present, the weather remains a major operational constraint. Sea conditions continue to deteriorate with swells averaging 3.5 to 4 metres. Winds remain strong at 38 knots, with gusts reaching up to 57 knots, accompanied by intermittent periods of very heavy rainfall and near-zero visibility, which significantly limits both firefighting and towing operations. These conditions are directly impacting the ability to conduct safe boarding, internal fire assessment, and crew transfer operations onboard.

4. Additional Support

The salvage operation is being sustained by a comprehensive multi-agency deployment working continuously under the operational coordination of the Directorate General of Shipping. Tugs including *Boka Winger*, *Garnet*, *Saksham*, *Triton Liberty*, and *ETV Water Lily* are engaged in rotation to conduct continuous boundary cooling on critical bays identified earlier, including 35, 49, and 51. Each vessel is taking turns to maintain thermal balance on the vessel and prevent any reignition or structural escalation.



Figure 3: Vessel Deployment for Emergency Response

Offshore Warrior continues to maintain primary towline control and position stability. However, to strengthen towing stability given the sea conditions, preparations are ongoing to transfer towing duties to *Boka Winger*, which has superior bollard pull capacity (200 Tons). This transfer remains weather-dependent but is critical for long-term secure towing. Additional firefighting resources have been mobilised, including specialised teams and equipment from Singapore, which are in the process of clearance and expected to be deployed once conditions permit. Onsite drone

surveillance remains suspended due to prevailing weather, but satellite and environmental modelling support continues to monitor the vessel and its surroundings remotely.

Indian Coast Guard assets remain in close proximity, positioned within 100 metres of the vessel to provide immediate firefighting reinforcement, emergency towing, and rescue support if needed. Indian Navy vessels continue to remain operationally available with aerial deployment of Chetak helicopters on the Naval Ship. In parallel, shoreline monitoring and environmental surveillance is being maintained by ITOPF teams, who are working closely with state and central agencies to track possible drifting debris and anticipate shoreline risks.

Local civil authorities remain on heightened readiness as a precautionary measure. Public awareness campaigns continue to instruct coastal residents to avoid contact with any floating containers or debris that may reach the shoreline, maintaining a minimum safe distance of 200 metres and reporting sightings immediately to emergency services.

5. Situation Assessment:

While immediate drift towards the Indian coast has been stabilised for now, the overall situation remains extremely delicate and susceptible to rapid change. The vessel continues to carry a combination of heavy fuel oil, diesel oil, and partially burned IMDG-class hazardous cargo, all of which continue to pose a serious environmental and safety threat in case of structural failure or uncontrolled movement. The forward draft is 9.5 metres now and the draft indicates loss of cargo weight due to the fire, which, while helping to stabilise trim, makes the vessel more susceptible to wind-driven surface drift under rough weather.

The present operational priority remains to establish and secure second towing arrangements with *Boka Winger* as lead tug, to ensure towing stability as sea conditions continue to worsen. IMD forecasts indicate ongoing heavy rainfall, persistent westerly winds in the 50–60 kmph range, and rough sea states over Kerala for the next several days, further narrowing the available operational window for stabilisation. Parallel discussions are actively underway with relevant agencies to

secure approval for eventual long-haul towing towards a port of refuge in the Middle East, contingent upon achieving full firefighting control and stabilisation offshore.

Contingency planning with the Kerala State Government remains fully active in the event of any shift in the vessel's drift pattern towards the coast. Emergency response protocols, including public safety advisories and shoreline pollution containment measures are being kept on standby should the situation escalate.

The Directorate General of Shipping continues to lead real-time coordination with all operational agencies, ensuring continuous multi-agency readiness and direct reporting to the Ministry of Ports, Shipping & Waterways for further strategic oversight.

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).**