



Directorate General of Shipping

SITREP – 9, 1800 Hrs on 16/06/2025

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 1200 hrs on 16.06.2025, *WAN HAI 503* remains under controlled tow at position 10°01.88'N, 075°12.02'E, approximately 58 nautical miles west of Azhikod, holding a westerly course at a reduced speed of 0.3 to 0.6 knots.

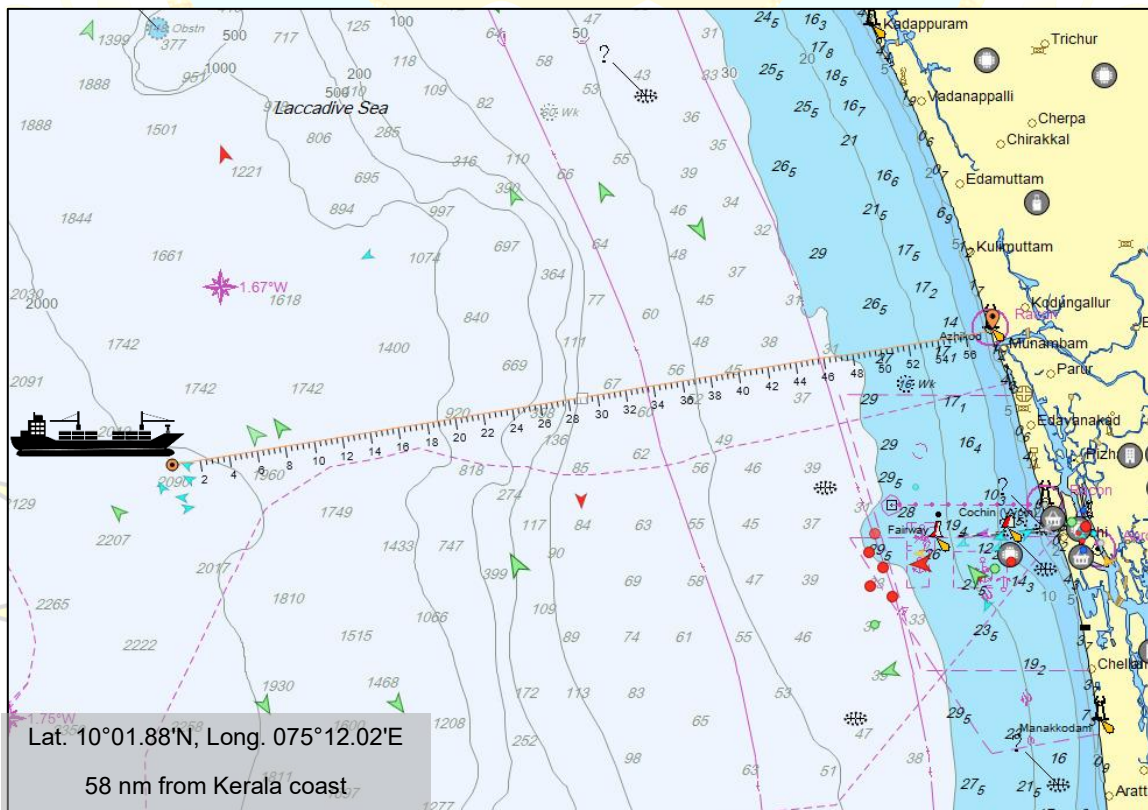


Figure 1: Position of WAN HAI 503 as on 16.06.2025 1200 hrs

The towline remains connected via *Offshore Warrior*, maintaining the vessel's offshore position and preventing further drift towards the Indian coastline or Lakshadweep islands. The vessel remains structurally afloat but continues to present persistent fire hazards in multiple compartments. While boundary cooling operations have successfully suppressed fires at Frames 49–51, where only white and light grey smoke is observed, new flare-ups persist forward near Frame 103–113 and a smaller fire continues near the forecastle on the port side. Dense smoke remains present in the forward starboard section, beneath the container base forward of the accommodation. Overall, fire suppression remains partially effective, but hotspots continue to require constant attention. Weather conditions continue to challenge ongoing operations, with sustained westerly winds of 32–40 knots, intermittent heavy rain, gusts up to 52 knots, and poor visibility.

4. Additional Support

The Directorate has maintained continuous multi-agency deployment to sustain both firefighting and towing operations. Seven tugs — *Offshore Warrior*, *Triton Liberty*, *Boka Winger*, *Saroja Blessing*, *Saksham*, *Garnet*, and *ETV Water Lily* — are deployed on site, executing boundary cooling in rotation, targeting high-risk cargo bays and maintaining the vessel's structural temperature balance.



Figure 2: Tugs conducting fire fighting operation

Offshore Warrior continues to maintain towing control while *Boka Winger* remains prepared to assume towing responsibility when required. Planning for establishing a

second towline remains a key operational priority, with two proposals under consideration: Option A (replacing the soft line using Offshore Warrior) and Option B (laying an independent tow via a separate tug), with the latter option currently being operationally favoured for safety and redundancy.

Firefighting foam supplies are being enhanced after the existing foam showed limited effectiveness; Pyrocool firefighting agent is being mobilised from the US and is being expedited for deployment. Additional firefighting teams continue to arrive, with eight personnel already deployed on-site, twelve more on standby in Kochi, and further reinforcements en route from Europe and the US pending visa clearances. Indian Coast Guard remains actively engaged with one vessel onsite, continuing aerial surveillance and providing mid-sea bunkering support for *Offshore Warrior* at controlled tow speeds of 1.5–2 knots. Indian Navy remains engaged, though operational arrangements are underway for the eventual release of *Triton Liberty* once personnel transfer can be safely executed via alternate tugs as three salvage team personnel are onboard Triton Liberty. The Navy has also offered helicopter winching support, subject to improving weather windows, for personnel transfer or towline operations if required.

Additionally, salvage teams have successfully removed a washed-up container and a lifeboat from coastal areas; these remain under customs control pending transfer to bonded facilities. ITOPF continues to provide shoreline monitoring, environmental modelling, and contingency planning support in coordination with

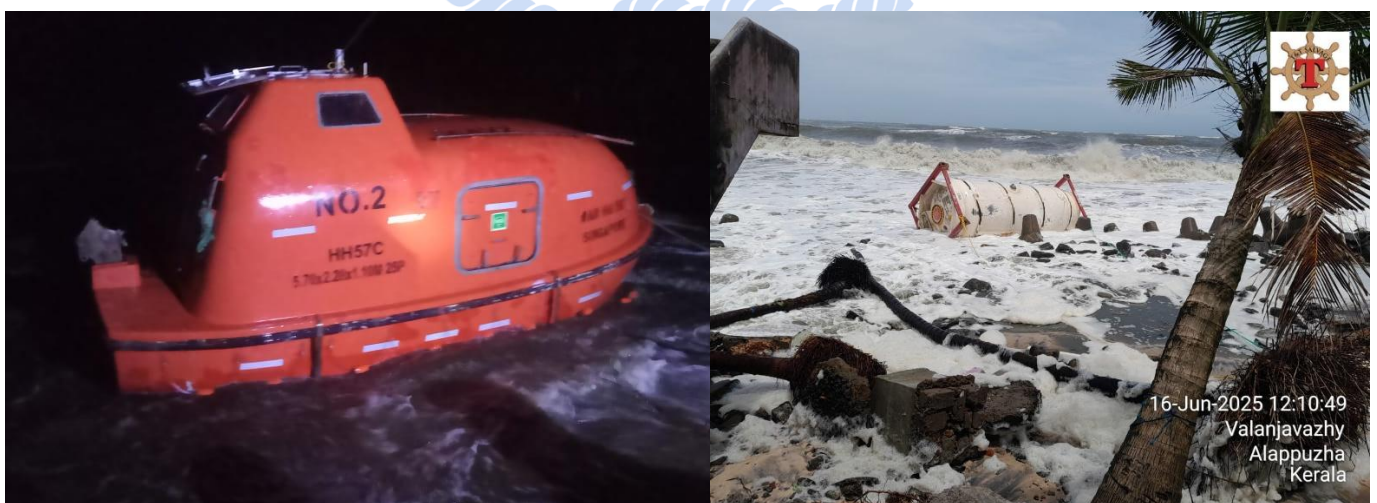


Figure 3: Lifeboat and container landed onshore on late hours on 15 Jun

5. Situation Assessment:

While immediate coastal threat remains contained, *WAN HAI 503* continues to present significant operational, environmental, and safety risks due to its persistent onboard fires, structural vulnerability, and highly volatile cargo composition. Stabilisation has successfully arrested coastal drift; however, current weather forecasts predict continued rough seas, westerly winds of 50–60 kmph, and intermittent heavy rainfall in the region for the next several days, complicating both firefighting and towing operations.

Securing a second towline remains the most critical priority to provide redundancy and improve stability for future long-haul towing, with eventual relocation options being evaluated for potential port of refuge outside Indian EEZ. Simultaneously, discussions continue with Kerala State authorities and shoreline response agencies to ensure readiness in the unlikely event of any rapid drift shift toward Indian waters. ITOPF has advised continued shoreline readiness, even as the vessel is progressively moved further offshore, to account for any container drift or unforeseen environmental spill scenarios.

Medical response efforts continue for the injured crew members, with five crew members still hospitalised including three in Intensive Care Unit (ICU). Ongoing liaison with families is being facilitated by the owners and authorities. At present, real-time coordination remains under the operational leadership of the Directorate General of Shipping, with constant updates provided to the Ministry of Ports, Shipping & Waterways and oversight from the highest levels of government.

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

