



## Directorate General of Shipping

SITREP – 11, 1800 Hrs on 18/06/2025

### 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 0600 hrs on 18 June 2025, MV WAN HAI 503 is positioned at 09°52.70'N, 074°58.23'E, approximately 75 nautical miles off the Kerala coast, moving southwest at a course of 245° at a speed of 1.0 knot.

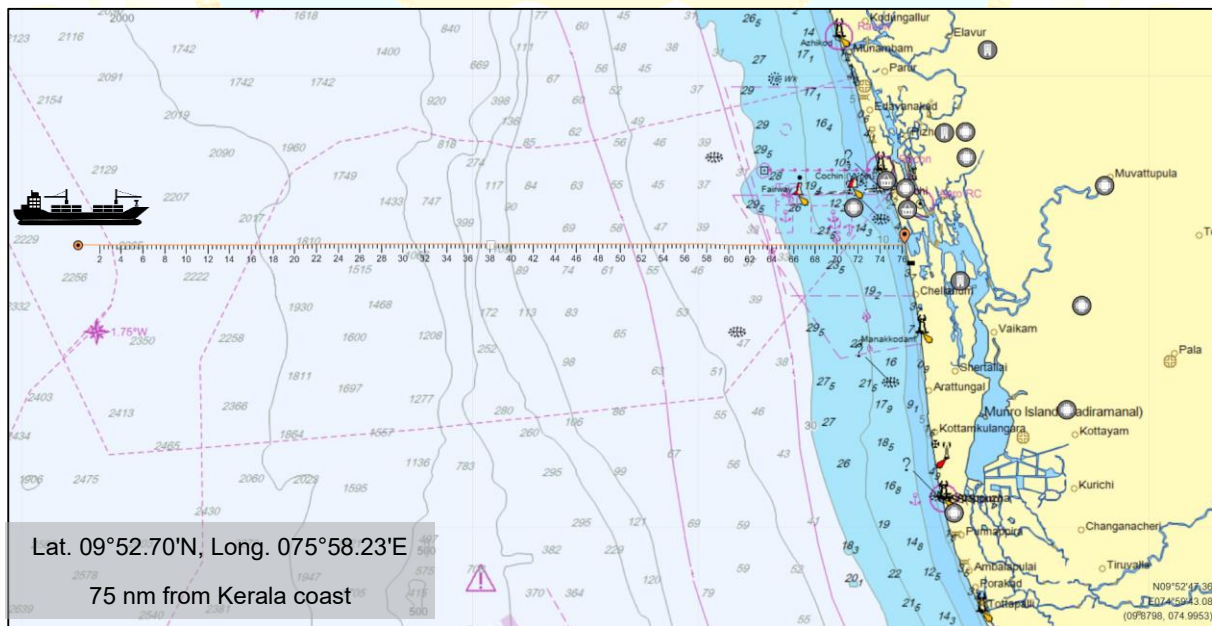


Figure 1: Position of WAN HAI 503 as on 17.06.2025 0600 hrs

The weather remains challenging, with westerly winds ranging between 22–24 knots and gusting up to 30 knots, accompanied by intermittent rain and poor visibility. Visible fire onboard has continued to subside; white smoke is now observed at midship, grey

smoke forward of the accommodation block, and a minor active flame is noted on the starboard side. No fire is currently visible on the port side of the casualty. Firewatch operations are being maintained onboard through visual surveillance and thermal detection.

Towline control was successfully transferred from Offshore Warrior to Boka Winger at 0932 hrs with the assistance of ETV Water Lily. The transition was undertaken smoothly and has enabled Offshore Warrior to return to Kochi for urgent refuelling and provisioning. Firefighting and boundary cooling operations are being undertaken in rotation by Boka Winger, Saksham, and ETV Water Lily, all of which continue to maintain deck and structural cooling to prevent re-ignition.

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

The salvage team has expanded its operations with firefighting force now prepared to join operations. Eight firefighters will be deployed from Garnet. A second team of 11 salvors is awaiting mobilisation aboard Saroja Blessing, which remains in port due to issues with the vessel's master. Efforts are underway to resolve this and redeploy Saroja as soon as possible. Triton Liberty, which was previously released, may be requested again to provide interim support if deployment delays persist.



*Figure 2: Tug conducting fire operation*

Further operational enhancement is expected with the planned mobilisation of two high-capacity salvage tugs — GH Voyager from Singapore (210-tonne bollard pull) and Virgo from Sharjah. These are under technical inspection, and contractual arrangements have been initiated. In addition, a specially procured batch of 15 drums of Pyrocool, a specialised firefighting agent, has been dispatched from the United States and is expected to reach Dubai by 21 June. Once onboarded onto a support vessel, it is scheduled to reach the site before 25 June. The salvage team is also securing high-performance synthetic tow ropes from Singapore, which are pending customs clearance and will be used for improved towing reliability.



*Figure 3: Ongoing Towing and Firefighting operations*

Shoreline response operations continue under the supervision of MERC and SpillTech, who are actively monitoring the coast for drifting containers or hazardous debris. A human body suspected to be linked to the casualty has been recovered near the Kerala coast and is currently under verification by local authorities. Shipowners have confirmed they are in coordination with police and their legal advisors to manage the identification process with due sensitivity, given the emotional condition of the surviving crew.



## 5. Situation Assessment:

The firefighting operations have made steady progress, with a visible decline in active flames and a shift from dark to lighter smoke, suggesting the effectiveness of boundary cooling and surface suppression. However, the presence of residual hotspots, particularly near the starboard midship and forward accommodation zones, requires continued attention. The current holding position at 75 NM from the Indian coastline is considered operationally ideal for logistical access while minimising nearshore risk. The Directorate has advised that holding at this range is optimal to ensure day-return operations for supplies and personnel, without straining support logistics.

Despite progress, the absence of a second towline continues to pose a critical risk, particularly with the onset of the southwest monsoon. Tandem towing using a secured chain or wire remains the goal, with plans to undertake the second towline connection once *Saroja Blessing* is deployed or an alternate asset becomes available. Sea conditions have improved slightly, with swells around 3–3.5 metres, enabling safer transitions between vessels. The salvage master continues to assess the best strategy for secure long-range towing.

Discussions regarding the Port of Refuge are ongoing. Jebel Ali and ports in the UAE remain primary candidates, though monsoon-related risks for westward passage are under evaluation. Ports in Sri Lanka, Malaysia, and Singapore are also being considered. The selection will depend on vessel stabilisation, fire extinguishment, and the receiving port's willingness and readiness to manage damaged cargo, hazardous waste, and structural inspections. A comprehensive criteria matrix is being developed by the salvage team to facilitate formal submissions to the identified ports.

Environmental risk remains moderate at this stage, with no visible oil sheen or spill observed. ITOPF continues to support shoreline risk modelling, while P&I Club representatives are coordinating with local authorities for potential claims processes related to cleanup and third-party damages. The Directorate remains in continuous coordination with all relevant stakeholders and is actively supervising the evolving operational plan to ensure that stabilisation, firefighting, and safe relocation of the vessel remain on track.

**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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