



Directorate General of Shipping

SITREP – 12, 1800 Hrs on 19/06/2025

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 19 June 2025, *MV WAN HAI 503* is positioned at 09°40.74'N, 075°04.96'E, approximately 72 nautical miles off the Kerala coast, on a south-southeast drift course of 150° at a speed of 1.6 knots.

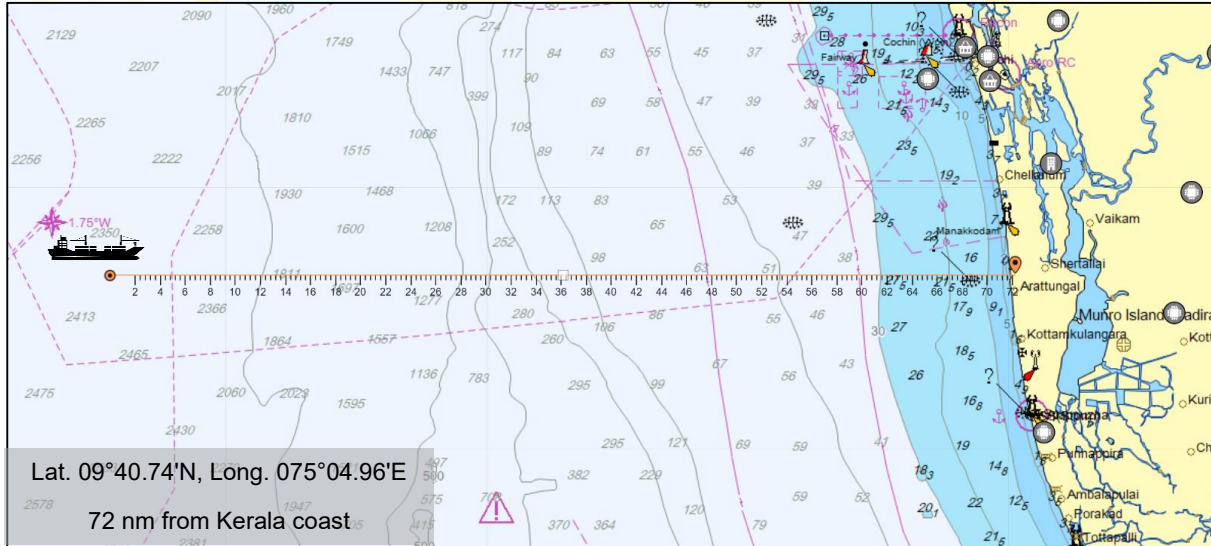


Figure 1: Position of WAN HAI 503 as on 19.06.2025 0600 hrs

Weather conditions have marginally improved, with westerly winds ranging from 12 to 17 knots and reduced rainfall, offering relatively stable conditions for the ongoing operation. The vessel is currently emitting white smoke from the forecastle through the midship area, while light grey smoke persists near the starboard side of the accommodation block. No flames have been observed on the port side. These

developments indicate a gradual reduction in fire intensity, although localised smouldering remains in isolated compartments.



Figure 2: Aerial assessment indicates only white smoke, no flames sighted

Firefighting and boundary cooling operations are being carried out in rotation by Saksham and ETV Water Lily, with firefighting teams maintaining continuous fire watch across critical zones. Towing responsibilities were successfully transferred from Offshore Warrior to Boka Winger, which is now maintaining the vessel's position offshore. The transition was completed at 0932 hrs with assistance from ETV Water Lily. Offshore Warrior has departed for Kochi to replenish fuel, provisions, and onboard supplies and is expected to return to station upon completion of turnaround.

4. Additional Support

Reinforcement efforts continue to be executed in a phased manner, both at sea and from port. *Saroja Blessing*, having completed bunkering and crew replacement, has

been redeployed and is en route to re-join the site operations. The vessel is being specifically tasked with supporting the connection of the second towline. *Garnet* has been temporarily released to Kochi and may return for drone-based thermal imaging and logistics support. Simultaneously, a 13-member firefighting team has boarded *Offshore Warrior* and is scheduled to attempt stern boarding of the casualty once the vessel returns to station. The plan is to utilise non-helicopter means for boarding where possible, though ICG support remains on standby for winching operations if required.



Figure 3: Condition of the WAN HAI 503 on 19 Jun

Efforts are underway to install two 125kVA generators aboard the casualty using tug-based transfer, to restore onboard emergency power for firefighting equipment and internal access systems. Onshore, the Directorate has coordinated with port and customs authorities to expedite vessel clearances and facilitate immigration procedures for incoming international salvage personnel. Discussions are also being held with local agencies to enable flexible vessel use for returning salvage crew, minimising procedural delays.

5. Situation Assessment:

Fire containment continues to progress steadily, with a marked reduction in heat signatures as recorded by thermal imaging. Temperatures within affected zones have dropped below 175°C, and visible fire activity remains isolated to smoke emissions, suggesting successful boundary cooling. Nonetheless, the structural integrity of the fire-impacted areas, particularly around the midship and forward compartments,

remains a concern. Sustained FiFi operations remain critical in this window to suppress residual heat and prevent re-ignition as weather conditions fluctuate.

Towing stability is currently being maintained by *Boka Winger* with the aim of positioning the vessel further offshore in anticipation of monsoonal weather patterns. The establishment of a second towline remains a high priority to ensure redundancy. *Saroja Blessing* has been tasked with this responsibility, and a messenger-wire-based approach is under consideration for safer and more durable wire rope deployment. Contingency plans for replacing the existing towline—suspected to have degraded—are also under active evaluation.

Strategic discussions regarding a Port of Refuge continue. *Hambantota* (Sri Lanka) has emerged as the preferred destination due to WAN HAI's prior commercial association with the terminal operator, a relatively short transit distance (approx. 480 NM), and preliminary willingness expressed by the port operator. However, formal clearance from Sri Lankan authorities remains pending. Jebel Ali and Bahrain are being evaluated as alternative options. Criteria being assessed include fire suppression capacity, structural inspection infrastructure, scrap cargo handling ability, and waste/water disposal facilities. Additionally, geopolitical and navigational factors such as avoidance of the Strait of Hormuz and monsoonal exposure are being carefully weighed.

Search and rescue operations for the four missing crew members have concluded as per protocol. Kochi Police have now requested that WHL provide the profiles of the missing crew members to facilitate identification. Additionally, they have asked for DNA and fingerprint data to support further investigation. At present, the identification of the recovered body has not yet been confirmed or completed. Though local police have informed that a body recovered ashore shows a high probability of being linked to one of the missing Indonesian crew. Confirmation is awaited through further identification measures being coordinated by the shipowner with the family. The P&I Club is in the process of establishing a single contact window for claims processing and has assured continued support to affected parties.

The Directorate General of Shipping continues to coordinate the multi-agency emergency response, providing operational leadership, resolving procedural delays,

and ensuring resource availability, while maintaining regular communication with MoPSW and all concerned authorities.

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

