



Directorate General of Shipping

SITREP – 22, 1800 hrs on 13/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The offshore diving operations onboard SEAMAC III have completed capping and plugging of all identified fuel oil tanks. As of 12 June 2025, there is no evidence of oil leakage in the vicinity of the wreck following the successful capping of No. 22 HFO sounding pipe. Daily visual surveys continue to monitor any potential seepage. In addition to previously capped tanks, plugging of Tanks 16 and 17 was completed at 1226 hrs local time. Missing sounding pipe of Tank 24 has been plugged. Capping has also been completed at the poop deck vents of Tanks 20, 22, 25, 26, 27, and the incinerator. The sounding pipe of No. 14 Centre P was located and sealed with epoxy, polyester bag and clamp, though no leakage was observed.

Nr.	Tank number	Fuel Type	Sounding cap	Airvent	Remarks
1	7	FO Overflow tank		Airvent	capping completed
2	22	HFO	Sounding		Oil leaking out, capping completed
3	23	HFO	Sounding		Oil leaking out, capping completed
4	11	Sludge tank		Airvent	capping completed
5	12	Sludge tank		Airvent	capping completed
6	24	HFO	Sounding		Cap missing, capping completed
7		Incinerator's Fuel Tank		Airvent	capping completed
8	22	HFO		Airvent	capping completed
9	25	LO - ST ME		Airvent	capping completed
10	26	LO-Cyl. Oil Storage		Airvent	capping completed
11	27	LO - LO ST ME		Airvent	capping completed
12	20	Settl. Bilge Water		Airvent	capping completed
13	14 CP	HFO	Sounding		capping completed
14	14 CS	HFO	Sounding		capping completed

Figure 1: List of tanks capped as submitted by the Salvors on 12.06.2025

Recovery efforts for the Voyage Data Recorder (VDR) continue was not successful during the air diving operations. SEAMAC III has returned to Kochi and is alongside since 0930 hrs for conversion to saturation diving. The conversion process is expected to take three days. Most equipment and gases have arrived, with remaining shipments under customs clearance. Salvors have submitted an updated oil recovery plan estimating 24–26 days for extraction work across 15 identified tanks.

Onshore, MERC reported that 58 containers have been delivered to port with one small container piece recovered today. Hydraulic oil barrels have also been secured. Cleanup operations continue across Kollam (91 volunteers), Trivandrum (188 volunteers), and Kanyakumari (120 volunteers). At Rameshwaram, 22 personnel are currently deployed, with additional teams expected shortly. Nurdle recovery continues, though replenishment is ongoing due to wave action. Temporary storage sites have been identified and coordinated with Customs for both Kollam and Kanyakumari. A beach-cleaning vacuum unit from Bangalore is en route for field trials.

4. Situation Assessment:

The oil containment measures completed thus far have temporarily stabilised the situation. However, full risk mitigation is contingent on the successful commencement of saturation diving to extract remaining trapped fuel oil. Delays in mobilisation of saturation diving equipment have already shifted the initial operational timelines. An estimated timeline has been provided by the salvors for hot tapping and oil extraction - 24 days (Weather permitting). Given monsoon weather conditions, DGS has directed the salvors to submit two revised schedules: one optimistic, assuming good weather, and one realistic, accounting for monsoon disruptions.

The overall volume of nurdles recovered remains significant, requiring continued large-scale manpower engagement. ITOPF has recommended further increasing volunteer deployment to accelerate shoreline recovery. Meanwhile, MERC continues to maintain daily site-wise cleanup activities across affected districts.

The Directorate continues to lead daily inter-agency coordination meetings to monitor and direct both offshore and onshore activities. A claims desk remains operational under the supervision of P&I Club in coordination with DGS and State Authorities to address financial claims related to livelihood loss, pollution damage, and operational costs.

The ongoing offshore operations remain highly sensitive due to limited weather windows, operational complexity of hot tapping, and high-risk working conditions. Authorities continue to monitor operational progress closely, with further enforcement action under active consideration if timelines continue to slip.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken



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