

From: [REDACTED]
Sent: Fri, 16 May 2025 02:18:34 +0000
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]

Subject: RE: Investigation - IVT14016 - Woodside Energy (Victoria) Pty Ltd - Minerva Decommissioning and Field Management
Attachments: Notifiable Incident Form NFI-00003791 (Signed).pdf, DEECA Minerva Monthly Recordable 16 April-2 May submitted 9 May.pdf, Lost Saddle Register WC 9 May 2025.xlsx, field trial saddle retention nets.JPG
Importance: High

You don't often get email from [REDACTED]@woodside.com. [Learn why this is important](#)
Hi [REDACTED]

Thank you for the call this morning to set up a time for the investigation early next week.

Tuesday 20th May would be preferred as a number of key people are out of the office today and [REDACTED] is travelling back from Melbourne this afternoon after meeting with Beach Patrol this morning.

As discussed on the phone, since our update last Friday we have formally notified DEECA via a monthly recordable attached (sent 9 May 2025) and have submitted a notifiable incident form to VIC EPA (sent 15 May 2025).

Attached is an updated register as at 9 May 2025, this register is the basis of the 186kg figure in the MOC, DEECA report and VIC EPA report.

The seven sisters vessel has concluded field trials with the lobster nets and is currently in Victoria Dock. There are no plans to return to the field this weekend.

Regards,
[REDACTED]

[REDACTED]



Woodside Energy
Mia Yellagonga
Karlak, 11 Mount Street
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f t in y @



I acknowledge the Whadjuk Noongar people as the traditional custodians of the land on which I choose to live and work.
Creating a safe and inclusive working environment is everyone's responsibility.

From: [REDACTED]@nopsema.gov.au
Sent: Friday, May 16, 2025 10:03 AM
To: [REDACTED]@woodside.com>
Cc: [REDACTED]@nopsema.gov.au>
Subject: Investigation - IVT14016 - Woodside Energy (Victoria) Pty Ltd - Minerva Decommissioning and Field Management

Good morning [REDACTED]

Thanks for your time on the phone earlier. As discussed, NOPSEMA wishes to meet with Woodside to gather further information as part of the investigation into the piggyback clamps lost to the marine environment during the Minerva pipeline decommissioning activity. At this stage, [REDACTED] and I are able to meet at the Woodside office at the following times:

- Today, Friday 16 May: between 1300–1600
- Monday 19 May: between 1400–1700
- Tuesday 20 May: between 1030–1300.

I anticipate we will require ~1.5 h for the meeting.

Kind Regards,



Decommissioning Specialist

[\[REDACTED\]@nopsema.gov.au](mailto:[REDACTED]@nopsema.gov.au)



NOPSEMA

Australia's offshore
energy regulator

National Offshore Petroleum Safety and Environmental Management Authority

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Acknowledgement of Country

NOPSEMA recognises the First Peoples of this nation and their ongoing connection to land and sea Country. We acknowledge First Nations Peoples as the Traditional Owners, Custodians and Lore Keepers of the world's oldest living culture and pay respects to their Elders past, present and emerging.

Notifiable incident form

Environment Protection Act 2017

General Information and Instructions

This form must be completed and submitted to EPA to fulfill your reporting obligations under section 32 of the Environment Protection Act 2017 (EP Act). It must be returned to EPA within **five** business days of the immediate notification date.

Information must be provided to the extent that it is known at the time of writing. Under section 33(3) of the EP Act, if any information required is not known at the time the notification is made, that information must be provided to EPA immediately it is known.

A person must make the notification even though the notification might incriminate the person. However, the notification is not admissible in evidence against the person for an offence. This does not relate to any evidence obtained following or as a result of the notification.

Please complete all required fields and submit by replying to the same email the form was attached.

Notifier details

Immediate
notification

Reference ID: NFI-00003791

Duty holder details

Name: Woodside Energy (Victoria) Pty Ltd.

ACN: 006466486

Business address: 11 Mount St, Perth, WA, 6000, Australia

Industry type: 1701

Person submitting
details

Name: [REDACTED]

Position title: [REDACTED]

Telephone: [REDACTED]

Email: feedback@woodside.com.au

Notifiable incident form

EPA permission ID

Permission ID: *If the duty holder also holds an EPA permission, please provide*

Date and location of the incident

When
did the
incident
occur?

Date:

Woodside commenced decommissioning of the Minerva field on 4 January 2025 which included structure removal and deburial of the pipeline.

Time:

Plastic clamp losses have been recorded between 12 January 2025 and 2 May 2025. The cumulative total over this period is approximately 186kg (see **Table 1**)

Cutting and recovery of the Minerva pipeline in Commonwealth Waters commenced on 4 March 2025 and concluded on the 2 April 2025. Cutting and recovery activities occurred for a total of 6 days.

Cutting and recovery of the Minerva pipeline in Victorian State Waters commenced on 16 April 2025 and concluded on the 2 May 2025. Cutting and recovery occurred for a total of 5 days.

Place or
premises
where
the

Address: 7-9 Old Great Ocean Road, Port Campbell, Victoria, 3269, Australia

The closest street address from the offshore Minerva Pipeline Bundle is Crown Allotment 20 Section 6 Parish of Paaratte, Two Mile Bay.

Notifiable incident form

incident
occurred

Location details or description:

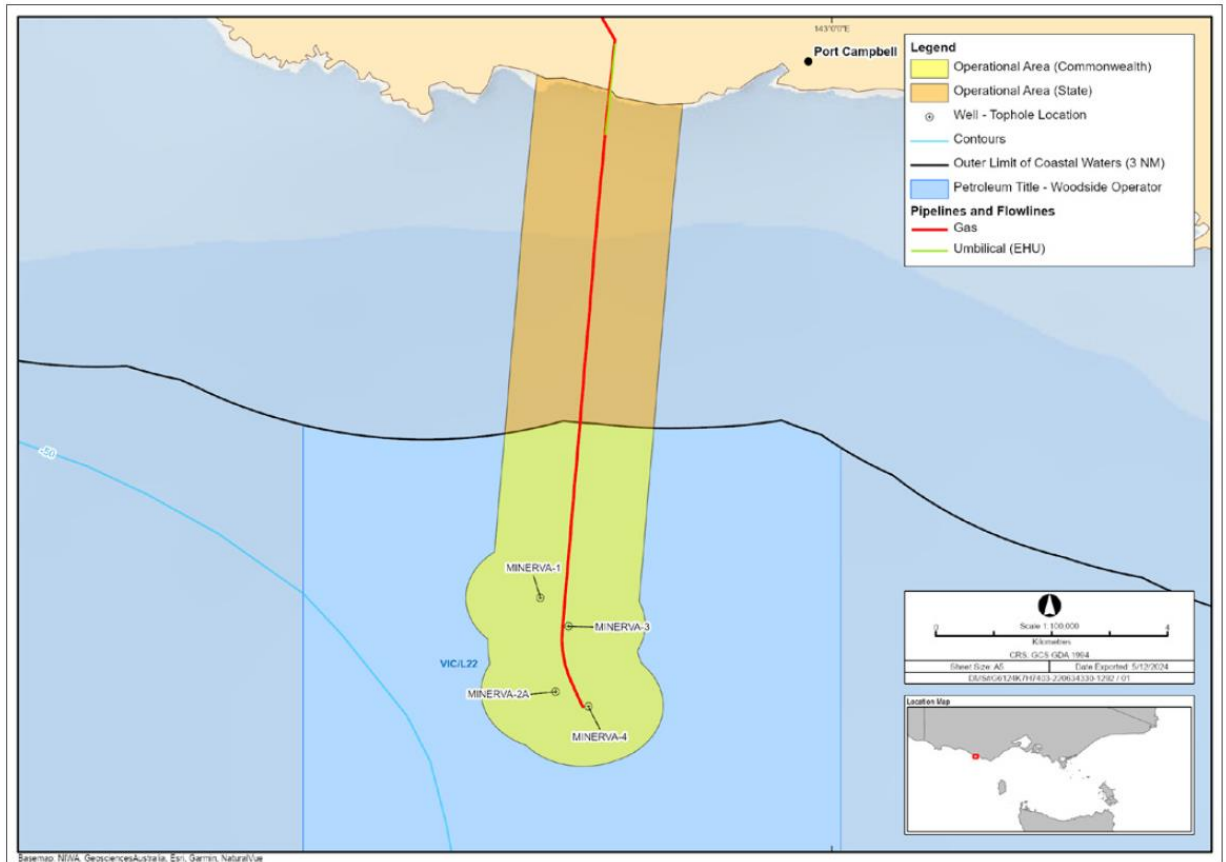


Figure 1: Minerva Pipeline Decommissioning Operational Area

The Minerva pipeline bundle is approximately 10km long with half of the pipeline in Commonwealth Waters and the other half in Victorian State waters. The pipeline is located offshore in the Otway Basin approximately 1.7 - 10.45 kms south-southwest of Port Campbell, Victoria, in water depths ranging from 15–60 m.

The Minerva pipeline decommissioning is include in the following environmental approval documents:

- Minerva Decommissioning and Field Management (Commonwealth) Environment Plan accepted by NOPSEMA on 14 October 2024. This Commonwealth EP includes Minerva pipeline decommissioning removal activities in Commonwealth waters in Pipeline Licence VIC/PL33
- Minerva Decommissioning and Field Management (State) Environment Plan accepted by DEECA on 27 November 2024. This State EP includes Minerva pipeline decommissioning removal activities in State waters in Pipeline Licence VIC/PL33(v)



Figure 2: Photos of piggyback clamps during the installation process

The pipeline comprises of a 10-inch concrete coated rigid-steel flowline, bundled with an electrohydraulic umbilical and two 2-inch steel chemical injection lines and stabilisation materials (Figure 2). The Minerva pipeline bundle is secured together with polypropylene piggyback clamps spaced 6m apart. The Minerva pipeline has approximately 1600 clamps and each clamp is approximately 400 x 400mm in size. The piggyback clamps consist of 7 separate components that are held together with two stainless steel straps (Figure 3). The Minerva pipeline was laid in 2003, and the clamps have now reached the end of their 20-year design life.

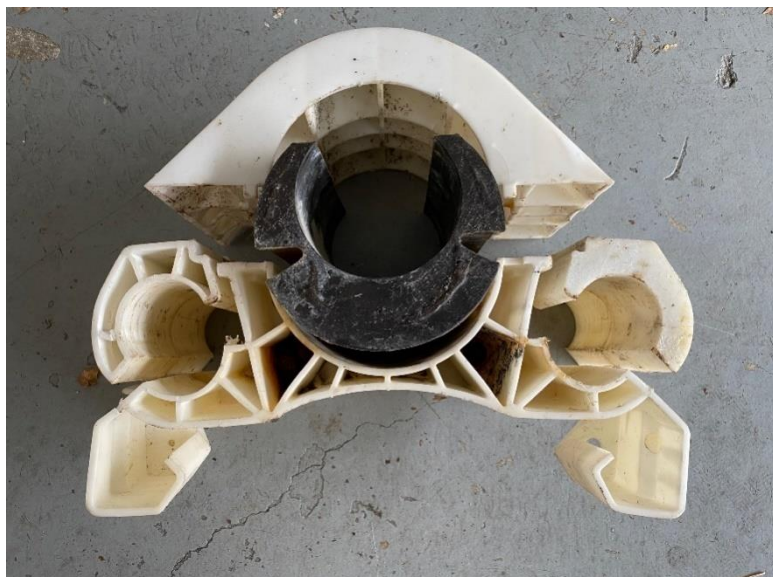


Figure 3: Piggyback clamp separate components

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As of 9 May 2025, Minerva pipeline removal activities are sitting at 45% complete, 4.5km of the pipeline has been removed. Decommissioning operations to date have removed approximately 1385 tonnes of infrastructure and equipment from the Minerva field. This includes 4.5 tonnes of plastic clamps.

The total estimated cumulative release of piggyback clamp pieces to the marine environment is estimated to be 186 kg. The piggyback clamp releases predominately occurred as a result of pipeline recovery activities which commenced on 4 March. Preparatory / de-burial activities commenced in January and two incidences were reported internally of a clamp piece being lost. Refer Table 1 for a detailed breakdown of releases.

While most of the plastic clamps from the Minerva field have been successfully recovered intact to the vessel undertaking the decommissioning works, beach walks have been conducted to look for and collect any clamps or fragments of clamps that washed ashore, as well as other unrelated general waste or plastics.

Two coastal surveys were conducted by Woodside in April and May (a combined total of 5 days). During those surveys, plastic clamp pieces have been retrieved from beaches 100km either side of the Minerva pipeline from Yambuk to Johanna Beach. A local contractor was engaged on the 8 May to continue the beachside plastic recovery, with in-field (beach) retrieval activities commencing on the 12 May 2025. As of 15 May 2025, approximately 15kg of plastic clamp pieces have been recovered.

Pipeline removal activities have been suspended while techniques are trialled to reduce the risk that plastic materials are released when pipeline is removed.

Regulators (NOPSEMA and DEECA) have been informed of the unplanned release of the plastic clamps and the measures being taken in response. Consultation is being conducted (face to face, where practicable) to inform key stakeholders in Warrnambool and the surrounding area.

Nature of the incident

Nature of the incident select one	Fire ☐	Spill ☐	Escape ☐
	Explosion ☐	Leak ☐	Other ☒

Nature of contaminants select all relevant	Solids ☒	Gas or vapour ☐	Nutrients ☐
	Liquid chemical ☐	Hydrocarbons ☐	Other ☐

Description:

The piggyback clamps are predominately made of plastic – polypropylene (PP). PP has densities that are lower than seawater so dispersed material is expected to float on or near the water surface and be dispersed by wind, waves and currents. Dispersion modelling indicates that the piggyback clamps are forecast to contact the Victorian coastline, potentially fragmenting into smaller pieces as they move along the coast.

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The plastic clamps were used to 'bundle' external components of the pipeline and have not been exposed to hydrocarbons.

SDS polypropylene: Not a dangerous substance.

Volume:

Released in Victorian State Waters: 99 kg, 269 pieces (estimated)

Released in Commonwealth Waters: 87 kg, 160 pieces (estimated)

Total: 186kg, 429 pieces (estimated)

Table 1: Detailed breakdown of release dates and weights

Pipe cut and recovery campaign	Cwlth or State Waters	No of days conducting cutting and recovery works	Length of pipeline recovered	No of clamp components released	Total weight of clamp components released
Pipe deburial	Cth	0 days (2 internally reported clamp losses between 12 Jan – 27 Feb)	No pipe recovered, deburial using mass flow excavator	2	0.26kg
1a	Cth	1 day (4 March)	308m	1	0.1kg
1b	Cth	2 days (9-10 March)	638m	29	14.6kg
2	Cth	2 days (24-25 March)	803m	58	27.95kg
3	Cth	2 days (28-29 March)	781m	43	25.2kg
4	Cth	1 day (2 April)	418m	27	18.8kg
Total in Commonwealth Waters		6 days	2.95km	160	87kg
5	State	2 days	418m	76	32.2kg

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		(16 -17 April)			
6	State	1 day (19 April)	330m	79	21.8kg
7	State	2 days (1-2 May)	715m	114	45.3kg
Total in State Waters		5 days	1.46km	269	99 kg

Incident details

Details of the incident During decommissioning of the Minerva pipeline, near Port Campbell in Victoria, some plastic clamps were released to the marine environment during pipeline decommissioning and removal operations.

The Seven Sisters vessel commenced decommissioning of the Minerva field on the 4 January 2025. Works were initially focused on structure removal and de-burial of the pipeline. Cutting and recovery of the Minerva Pipeline bundle in Commonwealth Waters commenced on 4 March 2025.

In accordance with the Commonwealth EP, Woodside reported to NOPSEMA on 15 April 2025, in the monthly environmental incident notification, that approximately 150 individual components from plastic piggyback clamps, weighing approximately 65 kilograms had been released in Commonwealth Waters, over a period from 4 March 2025 to 31 March 2025. The report included corrective actions taken to minimise the loss of plastic clamps, and mitigations to minimise adverse environmental impacts. NOPSEMA advised on 22 April 2025 that it had raised an investigation with regards to incident. Since the first notification an additional estimated 18.8 kg and 27 individual pieces were released in Commonwealth Water, this has been reported to NOPSEMA through the investigation.

The Seven Sisters vessel commenced cutting and recovery of the Minerva Pipeline bundle in Victorian State Waters on 16 April 2025. Woodside reported to DEECA on 9 May in the monthly environmental incident notification, that 269 individual components from plastic clamps, weighing approximately 99 kilograms had been released in Victorian State Waters, over a period from 16 April to the 2 May.

The cumulative total from the 12 January to the 2 May is approximately 186kg or 429 individual clamp pieces (see Table 1).

Released in Victorian State Waters: 99 kg, 269 pieces

Released in Commonwealth Waters: 87 kg, 160 pieces

The total cumulative volume of 186kg was reported to both regulators on 9 May 2025.

Table 1: Detailed breakdown outlining number of clamp components released

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Pipe cut and recovery campaign	Cwlth or State Waters	No of days conducting cutting and recovery works	Length of pipeline recovered	No of clamp components released	Total weight of clamp components released
Pipe deburial	Cth	0 days (2 internally reported clamp losses between 12 Jan – 27 Feb)	No pipe recovered, deburial using mass flow excavator	2	0.26kg
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Total in State Waters		5 days	1.46km	269	99 kg

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Circumstances in which the incident occurred

During pipeline bundle decommissioning cutting and recovery activities a proportion of plastic piggyback clamps were inadvertently dislodged and released to the marine environment. Some of the ROV footage during pipeline cutting with the hydraulic shears, observed fragments of piggyback clamps being dislodged and floating to the surface. Stored energy held within the uncoiled 2-inch injection lines is released following cutting, placing lateral stress on the piggyback clamps which is understood to have resulted in the release of plastic piggyback clamp components (in particular the weaker side components of the clamp) to the marine environment.

The unplanned discharge/accidental discharge of plastic piggyback clamps was not identified as a hazard as part of the Environmental Hazard Identification (ENVID) workshop conducted for these EPs. This is because ROV surveys conducted prior to decommissioning works had determined the clamps to be in good condition and to be in place, holding umbilical and chemical injection lines onto the pipeline.

Actions taken in response to the incident

Initial action taken in March 2025 in response to the incident:

Work Stoppage and Initial Assessment:

Operations were paused upon identification and confirmation of the incident. Recovery efforts were initiated, accompanied by an assessment of safety and practicality.

Incident Investigation:

An internal investigation was commenced by Woodside to determine root causes and contributing factors.

Recovery Measures:

Initiated procurement of telescopic poles with nets as an immediate recovery measure.

Reinforced instructions to vessel personnel to remain vigilant and report any sightings of marine debris or foreign objects floating in the water or observed on ROV footage during pipeline cutting.

Procedural Enhancements:

Undertook a procedural review of the cutting methodology to cut at least 0.5 m either side of each clamp, to minimise the release of stored energy and reducing stress exerted on the bundle clamps.

Corrective:

Following the losses experienced in March, an assessment was carried out by Woodside to quantify the potential impact. This included mobilisation of Environmental Advisors to the vessel during pipe cutting and retrieval operations. Woodside Environmental Advisors also conducted a review of the pipe recovered from Commonwealth Waters during March at the onshore AusDecom yard to quantify the number of clamps potentially lost during recovery.

A detailed tracking process for piggyback clamp condition was implemented, with assessments conducted on each pipe and clamp as they were recovered onto the vessel deck. This allows for evaluation of clamp integrity and identification of lost or damaged components.

In parallel, the shear cutting methodology was revised. Adjustments included targeting cuts at field joints to reduce the number of cuts and the associated stress on both the pipe bundle and clamps. The closure of the shear gap enabled cleaner cuts, which should further minimised stress on the pipe bundle clamps.

Continual actions being taken in response to additional losses in April:

Hydrodynamic Drift Modelling

Hydrodynamic drift modelling has been conducted to inform potential shoreline contact and recovery. A number of modelling runs have been conducted for each instance of clamp component loss identified to support an understanding of potential dispersion patterns over the period from 12 January through to the 2 May 2025.

Fate and Transport Analysis:

Assess the final resting locations and conditions of the released clamps to determine how hydrodynamic and environmental factors influenced their movement post-release.

Coastal Survey:

Woodside conducted an initial targeted coastal survey from the 10-11 April 2025 and a secondary broader coastal survey from the 23rd to 25th of April to identify and retrieve dislodged piggyback clamps. These coastal surveys utilised a combination of visual inspections from lookout locations using binoculars and beach inspection where access is safe, focusing on likely landing locations from the drift trajectories as determined by hydrodynamic modelling. Over the next 6 weeks Woodside has engaged a local contractor to continue performing coastal surveys along the coastline based on updated drift modelling. Plastic clamps washed up on the beaches will be recovered and disposed of, along with other miscellaneous, unrelated plastic pieces collected by the contractor.

Environmental Risk Assessment:

An environmental risk assessment was undertaken to review the risk from unplanned release of plastic piggyback clamps to the marine environment. The risk assessment includes a review of ecological effects resulting from the presence, movement, or degradation of the released clamps within the marine and coastal environment.

The assessment includes consideration of the available controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was not considered suitable. The assessment demonstrates that the impacts and risks are reduced to ALARP and are of an acceptable level.

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A management of change (**MOC**) has been developed and submitted to the regulators in response to the unplanned release of plastic piggyback clamps to the marine environment during decommissioning of the Minerva pipeline. The MOC to the Commonwealth and State Environment Plans, addresses the impacts and risks from the floating plastic debris of plastic piggyback clamps, with additional control measures incorporated into the Minerva Environmental Commitment and Assessment Register.

Stakeholder engagement:

Regulators (NOPSEMA and DEECA) and the joint venture participant on this project have been informed of the issue and the measures being taken in response.

Consultation is being conducted to inform key stakeholders in Warrnambool and the surrounding area (on a face-to-face basis, where practicable) including:

- Traditional Owners: Eastern Maar Aboriginal Corporation (EMAC) and the Gunditj Mirring Traditional Owners Aboriginal Corporation (GMTOAC) proposed for the 21 May 2025
- AMSA
- Warrnambool Surf Life Saving Club
- Local, State and Commonwealth MPs
- Victorian Fisheries Authorities
- Beach Patrol

Waste generation and disposal

Recovered plastic clamps will be initially collected by a beach recovery contractor and then transported to the Ausdecom yard in Laverton Victoria, where it can be recorded through a chain of custody process. The clamps are typically recycled (where practicable).

Incident impacts

Environmental receptors select all relevant

Water ☒

Air ☐

Groundwater ☐

Land ☒

Odour ☐

Other ☐

Likely or actual impacts to human health and the environment

Environment

The plastic clamps pose a potential impact to the environment from the long-term degradation of the plastic clamps (including potentially into microplastics and from the release of antioxidants and stabilisers in the plastic clamps) and a short-term ingestion risk to nearby marine fauna. In the long-term components of the clamps not retrieved may, over time, become microplastics and pose a potential ingestion risk.

No short-term significant impacts are likely to occur to any sensitive receptors in the vicinity of the pipeline (e.g. sediment macrofauna/infauna; benthic habitats/fouling communities; benthic fish assemblages; demersal and pelagic fishes targeted by recreational and commercial fishers) and the nearby coastline on which the plastic clamps are washing onto shore. Physical or biological degradation of the polypropylene clamps will not result in the short-term release of

contaminants that could potentially become bioavailable and bioaccumulate in protected species that utilises the waters in the vicinity of the pipeline (e.g. pygmy blue whales, southern right whales, marine turtles, sharks, seabirds). Decline in water quality from degradation of the polypropylene will not impact on physical or ecological values of the Otway Basin, or of KEFs in the region.

Absorption of microplastics has been demonstrated in phytoplankton (Bhattacharya et al. 2010, Long et al. 2015). Research has shown that microplastics are readily ingested by several zooplankton taxa. Consequently, this represents a route whereby microplastic and associated chemicals could enter the food web and transfer up the trophic levels (Botterell et al. 2019).

Due to the proximity to land and the overlap of a number of seabird foraging BIA's the impact of microplastics on seabirds needs to be considered. Seabirds, in particular, albatrosses and petrels are the species with the highest known ingestion rates of plastics and other marine rubbish/debris (Gall and Thompson 2015). These seabirds feed on small prey near the water surface, where microplastics may be concentrated making them more likely to consume microplastics which they mistake for food items.

The United Nations Environment Program define marine debris (or marine litter) as any persistent, manufactured or processed solid material discarded, disposed of, or abandoned in the marine and coastal environment (Macfadyen et al. 2009). Marine debris may cause injury or death through drowning, injury through entanglement and internal injuries, or starvation following ingestion. Marine debris that causes injury and fatality through entanglement and ingestion was recognised in 2003 as a key threatening process for marine vertebrates under the EPBC Act. In response, the Threat Abatement Plan for the impacts of marine debris on the vertebrate wildlife of Australia's coasts and oceans 2018 (Marine Debris TAP) was developed.

Marine Debris Threat Abatement Plan (Commonwealth of Australia, 2018)

Marine debris is defined under the Marine Debris TAP, consists of:

- land-sourced garbage
- fishing gear from recreational and commercial fishing abandoned or lost to the sea, and
- vessel-sourced, solid, non-biodegradable floating materials disposed of or lost at sea.

Based on this definition the inadvertently released plastic piggyback clamps would be classed as marine debris (other than items that are collected and removed from the marine environment) but have a low entanglement risk (given the large size of the fragments).

The Threat Abatement Plan for the Impacts of Marine Debris on the Vertebrate Wildlife of Australia's Coasts and Oceans (Commonwealth of Australia, 2018): Ingestion of plastic by cetaceans can cause internal damage and the blocking of the digestive tract which can lead to starvation. Ingestion may result in the loss of reproductive fitness or mortality. It therefore has the potential for impeding the recovery of populations if these consequences are impacting a sufficiently large number of individuals. The Marine Debris TAP noted that it would be unlikely for southern right whales to ingest marine debris in Australian coastal waters given whales are less likely to be feeding.

National Recovery Plan Southern Right Whales (Commonwealth of Australia, 2024)

Microplastics are ingested by marine animals in a range of ways, such as up the food web via trophic transfer and of particular concern for baleen whales, directly consumed in large volumes of water while foraging (Zantis et al. 2022). Ingestion of marine debris, however, is thought to be unlikely for southern right whales in Australian coastal waters given whales are less likely to be feeding. In Australia coastal waters, southern right whales are typically engaged in reproductive behaviours and do not feed, such that their energy stores decline.

Plastics often float and can travel large distances in the ocean currents, and as they not biodegradable they can remain in the environment for long time periods. Marine debris are found in areas where oceanographic features promote their concentrations such as enclosed seas or inside gyres which can trap marine debris like the sub-tropical gyre of the South Pacific Ocean (Barnes, 2009).

Human health

No impacts are expected to human health from the polypropylene clamps, with the main risk being potential aesthetic and reputation risk from the plastic clamps washing up on beaches on the Otway coastline. The impacts to human health from microplastics associated with this incident are expected to be low.

References

Barnes DKA, Galgani F, Thompson RC, Barlaz M (2009) Accumulation and fragmentation of plastic debris in global environments. *Philosophical Transactions of the Royal Society of London. Series B, Biological Sciences* 364:1985–1998.

Bhattacharya, P., Lin, S., Turner, J.P. and Ke, P.C. (2010) Physical adsorption of charged plastic nanoparticles affects algal photosynthesis. *The Journal of Physical Chemistry*.114/39.

Botterell, Z.L.R., Beaumont, N., Dorrington, T., Steinke, M., Thompson, R.C., Lindeque, P.K. (2019). Bioavailability and effects of microplastics on marine zooplankton: A review. *Environmental Pollution*.

Commonwealth of Australia (2024) National Recovery Plan for the Southern Right Whale (*Eubalaena australis*). Australian Government Department of Climate Change, Energy, the Environment and Water. [national-recovery-plan-southern-right-whale.pdf](#)

Commonwealth of Australia (2008) Threat abatement plan for the impacts of marine debris on vertebrate marine life. Australian Government Department of the Environment, Water, Heritage and the Arts, Canberra. [tap-marine-debris-2018.pdf](#)

Gall, S.C. and Thompson, R.C. (2015). The impact of debris on marine life. *Marine Pollution Bulletin*. 92, pp. 170-179.

Long, M. Moriceau, B., Gallinari, M. Lambert, C., Huvet, A., Raffray, J. and Soudant, P. (2015). Interactions between microplastics and phytoplankton aggregates: impact on their respective fates. *Marine Chemistry*, 175: 39-46.

Macfadyen G, Huntington T & Cappell R (2009) Abandoned, Lost or Otherwise Discarded Fishing Gear. UNEP Regional Seas Reports and Studies, No. 185; FAO Fisheries and Aquaculture Technical Paper, No. 523, Rome. <https://www.fao.org/publications/card/en/c/b1c2166f-78d5-5c21-b678fe30cd51b154/>.

Zantis LJ, Bosker T, Lawler F, Nelms SE, O'Rourke R, Constantine R, Sewell M & Carroll EL (2022) Assessing Microplastic Exposure of Large Marine Filter-Feeders. *Science of The Total Environment* 818, 151815. DOI: <https://doi.org/10.1016/j.scitotenv.2021.151815>.

Notifiable incident form

Additional Information

Any additional
information

Please include any additional relevant information

Supporting documents

Appendix A: Recordable Incident Report to NOPSEMA

Appendix B: Recordable Incident Report to DEECA

Declaration

By signing this form, I declare that the information is true and correct and to the best of my knowledge at the time of making this notification. I am aware that it is an offence under the Environment Protection Act 2017 to provide information or make a statement that is false or misleading, or that conceals any materially relevant information.

I declare that I am the person who is engaging or has engaged in the activity that has resulted in the notifiable incident, or I have authorisation to make this notification on behalf of that person.

Signature:



Date: 15 May 2025

Name:



Other Information

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Woodside Energy Monthly Recordable Environment Incident Notification



Please check the following boxes if applicable to this report						Nil Incident Report: ☐	Final report for this activity: ☐
RMS Assessment: 7780							
Titleholder name:	Woodside Energy (Victoria) Pty Ltd	Titleholder business address:	Mia Yellagonga, 11 Mount St Perth WA 6000	Title of environment plan for the activity:	Minerva Decommissioning and Field Management (State) Environment Plan		
Activity type: (e.g. drilling, seismic, production)	Decommissioning	Month, Year:	April 2025	Facility name and type: (e.g. MODU, Seismic Vessel, FPSO)	Minerva Pipeline (VIC/L22)		
Contact person:	[REDACTED]	Email:	[REDACTED]@woodside.com	Phone:	[REDACTED]		
Incident date	All material facts and circumstances (including release volumes to environment if applicable)	Performance outcome(s) and/or standard(s) breached	Action taken to avoid or mitigate any adverse environmental impacts of the incident	Corrective action taken, or proposed, to stop, control or remedy this incident	Action taken, or proposed, to prevent a similar incident occurring in future		
16/04/2025	The Seven Sisters was decommissioning the Minerva Pipeline bundle in State Waters from 16 April to the 2 May 2025. The Minerva pipeline bundle comprises of approximately 4.9 km of 10-inch concrete coated rigid-steel flowline, bundled with an electro-hydraulic umbilical and two 2-inch steel chemical injection lines in Pipeline Licence VIC-PL33. The Minerva pipeline bundle is secured together with polypropylene piggyback clamps spaced 6m apart and secured together with two stainless steel	PS 9.2 Debris greater than 300 mm x 300 mm created during Minerva subsea infrastructure removal will be recovered where practicable.	Work Stoppage and Initial Assessment: Operations were immediately halted upon identification of the incident. Recovery efforts were initiated, accompanied by an assessment of safety and practicality. Incident Investigation: A formal investigation was commenced to determine root causes and contributing factors. Recovery Measures: Initiated procurement of telescopic poles with nets as an additional recovery measure.	Following the additional losses experienced in Commonwealth Waters March, a comprehensive assessment was carried out by Woodside to quantify the potential impact including mobilisation of Environmental Advisors to the vessel during pipe cutting and retrieval operations. Woodside Environmental Advisors also conducted a review of all pipe recovered from Commonwealth Waters during March at the onshore AusDecom yard to quantify	Hydrodynamic Drift Modeling [REDACTED] Hydrodynamic drift modeling has been conducted to inform potential shoreline contact and recovery. A number of modelling runs have been conducted for each instance of clamp component loss identified, ensuring a comprehensive understanding of potential dispersion patterns over the period from losses between 16/04/2025 until 02/05/2025. [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]		

	tensioned straps. The pipeline was laid in 2003 and the clamps have now reached the end of their 20 year design life. It has been observed on ROV footage during pipeline cutting with the hydraulic shears, fragments of piggyback clamps being dislodged and floating to the surface. Stored energy held within the 2-inch injection line and 5-inch umbilical is released placing stress on the piggyback clamps resulting in the breaking of stainless steel straps and releasing piggyback clamp components to the marine environment. The piggyback clamps consist of 11 separate components that are held together with two stainless-steel straps (see Figure 3, Appendix A). It has been estimated that approximately 269 individual components have been lost in State Waters in April and May, resulting in the release of approximately 99 kilograms of polypropylene into the marine environment over the period from the 16/04/2025 to 02/05/2025. Whilst the dimensions of some of the individual components are below PS 9.2 debris criteria of 300 mm x 300 mm, this report includes all components lost as a		Reinforced instructions to vessel personnel to remain vigilant and report any sightings of marine debris or foreign objects floating in the water or observed on ROV footage during pipeline cutting. Procedural Enhancements: Undertook a procedural review of the cutting methodology to cut at least 0.5 m either side of the clamp, to minimise the release of stored energy and reducing stress exerted on the bundle clamps.	the number of clamps lost during recovery. A detailed tracking process for piggyback clamp condition was implemented, with assessments conducted on each pipe and clamp as they were recovered onto the vessel deck. This allows for evaluation of saddle integrity and identification of any lost or damaged components. In parallel, the shear cutting methodology was revised. Adjustments included targeting cuts at field joints to reduce the number of cuts and the associated stress on both the pipe bundle and clamps. The closure of the shear gap enabled cleaner cuts, which should further minimised stress on the pipe bundle clamps.	Fate and Transport Analysis: Assess the final resting locations and conditions of the lost components to determine how hydrodynamic and environmental factors influenced their movement post-release. Coastal Survey Woodside conducted an initial targeted coastal survey was conducted on the 10th April and a secondary broader coastal survey from the 23rd to 25th of April to identify and retrieve any dislodged piggyback clamps. These coastal surveys utilised a combination of visual inspections from lookout locations using binoculars and beach inspection where access is safe, focusing on likely landing locations from the drift trajectories as determined by hydrodynamic modeling. Further coastline surveys will be conducted in the week commencing 12/05/2025. Woodside have seconded SCAADA, a local environmental consultancy service and emergency response team to conduct these surveys across the south-western Victorian coastline in response to current and continual drift modelling. Environmental Risk Assessment: An environmental risk assessment was undertaken to review the risk from unplanned release of plastic piggyback clamps to the marine environment, in response to this incident. The risk assessment includes a review of ecological effects resulting from the presence,
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Woodside Energy Monthly Recordable Environment Incident Notification



	cumulative total during April and May 2025. Refer to Appendix A for images and descriptions of the plastic piggyback clamps. As of 8 May 2025, total progress for the Minerva Pipeline cutting and removal is sitting at 45% complete. It has been estimated that approximately 429 individual components have been released from Commonwealth and Victorian State Waters, resulting in a release of 186 kg of polypropylene into the marine environment over the period from the 12 January until the 2 May 2025. This equates to an overall release rate of approximately 2.6% of the piggyback saddles over the 4.5km of Minerva pipeline bundle recovered to date. As of 8 May 2025, current estimated releases in Commonwealth and Victorian State Waters (under the two EPs) are: • Commonwealth: 160 individual components weighing 87 kg of polypropylene, over a period from 12 January until 24 April 2025				movement, or degradation of the lost components within the marine and coastal environment. The assessment includes consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was not considered suitable. The assessment demonstrates that the impacts and risks are reduced to ALARP and are of an acceptable level. The Environmental Risk Assessment will be included in a Management of Change to the Minerva Decommissioning and Field Management (State) EP, with additional control measures incorporated into the Environmental Commitment and Assessment Register. This incident has also been reported to NOPSEMA (the Commonwealth regulator for the Minerva Decommissioning and Field Management (Cth) EP) on 15/04/2025 for plastic losses between 12/01/2025 and 30/3/2025 (Appendix B).
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	• Victorian State Waters: 269 individual components weighing 99 kg of polypropylene, over a period from 16 April until 2 May 2025.				
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Appendix A:

Figure 1: Piggyback clamp



Figure 2: Piggyback clamp during construction/installation



Figure 4: Piggyback clamp being recovered to deck using pool scoop.

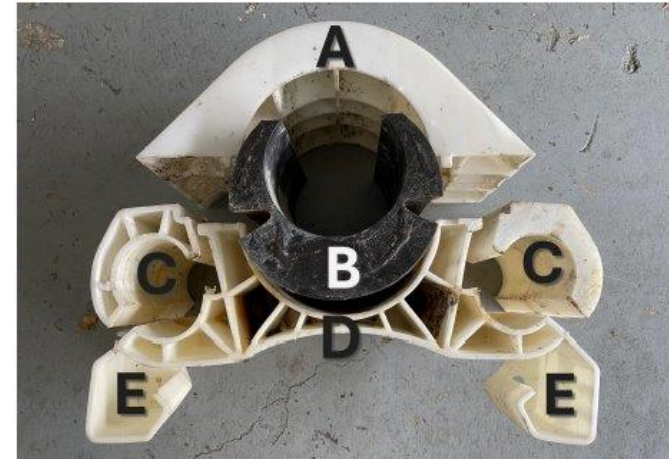


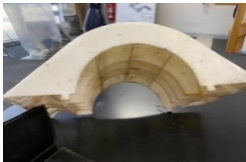
Figure 3: Labelled piggyback clamp

Description	#	Code	Weight (g)	Float	Dimensions (mm)
Top saddle	1	A	958	Yes	337 L x 150 W x 200 D
Black Rubber	1	B	2538	Yes	223 L x 160 W x 1800 D
Two Inch Saddle	4	C	172 x 4 = 688	Yes	120 L x 100 W x 70 D
Base Plate (with bolts)	1	D	1876	Yes	400 L x 200 W x 200 D
Separate Wing	4	E	88 x 4 = 352	Yes	100 L x 90 W x 65 D
Steel Strap	2		422 x 2 = 844	No	Approx 100 L x 32 W

Infrastructure	Quantity	Approximate Dimensions	Weight	Primary Materials	Current Status and Condition ¹	Removal under this EP?
Piggyback Clamps	821	360 x 446 x 400 mm	3.1 Te	Polypropylene Nickel-based alloy	Current Status: Design life of 20 years. Clamps still holding piggybacked lines onto the pipeline. Burial: Predominately buried. Condition: Good condition.	Yes Victorian coastal waters component only.

Figure 5: Description of piggyback clamp from EP



			A  Weight grams Dimensions 958 337 L x 150mm W x 200 D Top Saddle NumberWeight grams	
Cwth	Reported and estimated from WSR photos	12 Jan 25 - 09:30	0	0
		27-Feb.-25	0	0
		4 March 25 - 15:14	0	0
		9 March 25 - 00:36	1	958
		9 March 25 - 9:32:00 AM	0	0
		9 March 25 - 16:50	0	0
		9 March 25	1	958
		10 March 25 - 01:13	1	958
Cwth	Pipe Load 2 24-25 March taken from SS7 Cargo manifest	Pipe no. 90 KP1.416-1.405	1	958
		Pipe No : 108 KP1.262 to KP1.251	1	958
		Pipe no. 112 KP1.220 to KP1.210	0	0
		Pipe no. 122 KP1.097 to KP1.086	1	958
		Pipe No : 129 KP1.023 to KP1.013	1	958
		Pipe no. 144 KP01.527 to KP01.538	0	0
		Pipe No : 137 KP01.48 to KP01.137	1	958
		Pipe no. 140 KP01.473 to KP01.485	1	958
		Pipe no. 143 KP01.515 to KP01.527	0	0
		Pipe no. 156 KP01.657 to KP01.669	1	958
		Pipe no. 157 KP01.669 to KP01.680	0	0
Cwth	Pipe Load 3 28-29 March taken from Dailys	Pipe no. 165 KP01.756 to KP01.767	1	958
		Pipe no. 178 KP01.894 to KP01.904	0	0
		Pipe no. 179 KP01.904 to KP01.915	0	0
		Pipe no. 190 KP02.016 to KP02.027	0	0
		Pipe no. 194 KP02.070 to KP02.080	0	0
		Pipe no. 196 KP02.091 to KP02.102	0	0
		Pipe no. 223 KP02.407 to KP02.419	1	958
		Pipe no. 227 KP02.454 to KP02.467	1	958
		Pipe no. 228 KP02.467 to KP02.479	1	958
		Pipe no. 229 KP02.479 to KP02.490	0	0
Cwth	Pipe Load 4 2 April	Pipe no. 241 KP2.686 to KP2.698	0	0
		Pipe no. 248 KP2.765to KP2.772	0	0
		Pipe no. 253 KP2.821 to KP2.833	1	958
		#268 KP0.372 to KP0.383	1	958

		Pipe no. 257 KP2.870 to KP2.883	1	958
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State	Pipe Load 5 16 April	Pipe no. 270	1	958
		Pipe no. 272	0	0
		Pipe no. 274	0	0
		Pipe no 275	0	0
		Pipe no. 276	0	0
		Pipe no. 278	0	0
		Pipe no. 279	0	0
		Pipe no. 280	0	0
		Pipe no. 273	1	958
		Pipe no. 277	0	0
		Pipe no. 282	0	0
		Pipe no. 285	0	0
		Pipe no. 290	0	0
		Pipe no. 291	0	0
		Pipe no. 294	0	0
		Pipe no. 295	0	0

State	Pipe Load 5 17 April	# 296	0	0
		# 297	1	958
		# 298	0	0
		# 299	0	0
		# 300	0	0
		# 301	0	0
		# 302	1	958
		# 303	0	0
		# 304	0	0
		# 305	0	0
		# 306	0	0

State	Pipe Load 6 19 April	# 309	0	0
		# 310	0	0
		# 311	0	0
		# 312	0	0
		# 313	0	0
		# 314	0	0
		# 315	0	0
		# 318	0	0
		# 319	0	0
		# 320	0	0
		# 321	0	0
		# 322	0	0
		# 323	0	0
		# 324	0	0
		# 325	1	958
		# 328	0	0
		# 329	0	0

	# 330	0	0
	# 331	0	0
	# 332	0	0

State	1-May	KP7.860	0	0
		KP7.927	0	0
		#341 KP8.901 to KP8.914	0	0
		#338 KP8.833 to KP8.841	0	0
		KP7.884	0	0
		#342 KP8.056-8.048	0	0
		#343 KP8.048-8.036	0	0
		#344 KP8.036-8.023	0	0
		#345 KP8.010 to KP8.023	0	0
		#346 KP7.998 to KP8.010	0	0
		#347 KP7.986 to KP7.998	0	0
		#349 KP7.960 to KP7.974	0	0
		#350 KP7.948 to KP7.960	1	958
		#352 KP7.925 to KP7.936	0	0
		#353 KP7.912 to KP7.925	0	0
		#354 KP7.898 to KP7.912	0	0
		#355 KP7.887 to KP7.898	0	0
		#356 KP7.874 to KP7.887	1	958
		#360 KP7.826 to KP7.838	0	0

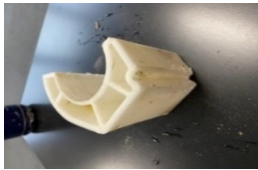
	<i>Pipeline Bundle #5 (Pipe no. 361, KP 7.812 to KP 7.826)</i>	0	0
	<i>Pipeline Bundle #6 (Pipe no. 362, KP 7.800 to KP 7.812)</i>	0	0
	<i>Pipeline Bundle #7 (Pipe no. 363, KP 7.788 to KP 7.800)</i>	0	0
	<i>Pipeline Bundle #9 (Pipe no. 365, KP 7.764 to KP 7.776)</i>	0	0
	<i>Pipeline Bundle #1 (Pipe no. 366, KP 7.752 to KP 7.764)</i>	0	0
	<i>Pipeline Bundle #2 (Pipe no. 368, KP 7.727 to KP 7.739)</i>	0	0
	<i>Pipeline Bundle #3 (Pipe no. 369, KP 7.715 to KP 7.727)</i>	0	0
	<i>Pipeline Bundle #4 (Pipe no. 375, KP 7.332 to KP 7.347)</i>	0	0
	<i>Pipeline Bundle #5 (Pipe no. 400, KP 7.347 to KP 7.358)</i>	0	0
	<i>Pipeline Bundle #6 (Pipe no.399, KP 7.358 to KP 7.370)</i>	0	0
	<i>Pipeline Bundle #7 (Pipe no. 398, KP 7.370 to KP 7.382)</i>	0	0

State	2-May	Pipeline Bundle #3 (Pipe no. 384, KP 7.541 to KP 7.553)	0	0
		Pipeline Bundle #4 (Pipe no. 383, KP 7.553 to KP 7.565)	0	0
		Pipeline Bundle #6 (Pipe no. 380, KP 7.591 to KP 7.603)	0	0
		Pipeline Bundle #7 (Pipe no. 379, KP 7.603 to KP 7.615)	0	0
		Pipeline Bundle #10 (Pipe no. 376, KP 7.640 to KP 7.652)	0	0
		Pipeline Bundle #2 (Pipe no. 394, KP 7.418 to KP 7.430)	0	0
		Pipeline Bundle #3 (Pipe no. 393, KP 7.430 to KP 7.443)	0	0
		Pipeline Bundle #4 (Pipe no. 392, KP 7.443 to KP 7.454)	0	0
		Pipeline Bundle #5 (Pipe no. 391, KP 7.454 to KP 7.468)	0	0
		Pipeline Bundle #6 (Pipe no. 390, KP 7.468 to KP 7.481)	0	0
		Pipeline Bundle #8 (Pipe no. 388, KP 7.493 to KP 7.505)	0	0
		Pipeline Bundle #1 (Pipe no. 351, KP 7.936 to KP 7.948)	2	1916
		Pipeline Bundle #2 (Pipe no. 367, KP 7.739 to KP 7.752)	0	0
		Pipeline Bundle #6 (Pipe no. 373, KP 7.677 to KP 7.689)	0	0
		Pipeline Bundle #7 (Pipe no. 372, KP 7.689 to KP 7.702)	0	0
		Pipeline Bundle #8 (Pipe no. 371, KP 7.702 to KP 7.710)	0	0
		Pipeline Bundle #9 (Pipe no. 370, KP 7.710 to KP 7.715)	0	0

26

24,908

Lost Saddle Clamp Assessment

B		C		D	
					
2538		172		1876	
223mm L x 160mm W 1800 D		120mm L x 100mm W x 70mm D		400mm L x 200mm W x 200 D	
Black Rubber		Two Inch Saddle		Base Plate (with bolts)	
Number	Weight grams	Number	Weight grams	Number	Weight grams
0	0	1	172	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	2538	4	688	0	0
0	0	1	172	0	0
0	0	3	516	0	0
1	2538	4	688	1	1700
0	0	4	688	1	1700
1	2538	4	688	1	1700
0	0	2	344	0	0
0	0	2	344	0	0
1		3	516	1	1700
0	0	4	688	1	1700
0	0	0	0	0	0
0	0	4	688	1	1700
1	2538	4	688	1	1700
0	0	0	0	0	0
0	0	4	688	1	1700
0	0	0	0	0	0
1	2538	4	688	1	1700
0	0	0	0	0	0
0	0	1	172	0	0
0	0	0	0	0	0
0	0	1	172		0
0	0	1	172	0	0
1	2538	4	688	1	1700
1	2538	4	688	1	1700
1	2538	4	688	1	1700
0	0	1	172	0	0
0	0	1	172	0	0
0	0	2	344	0	0
1	2538	3	516	1	1876
1	2538	4	688	1	1876

1	2538	4	688	1	1876
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1	2538	8	1376	1	1876
0	0	1	172	0	0
0	0	1	172	0	0
0	0	5	860	0	0
0	0	6	1032	0	0
0	0	4	688	0	0
0	0	2	344	0	0
0	0	2	344	0	0
1	2538	4	688	1	1876
0	0	2	344	0	0
0	0	2	344	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	3	516	0	0
0	0	4	688	0	0

0	0	3	516	0	0
1	2538	5	860	1	1876
0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	172	0	0
0	0	0	0	0	0
1	2538	5	860	1	1876
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	4	688	0	0
0	0	1	172	0	0
0	0	4	688	0	0
0	0	3	516	1	1876
0	0	5	860	0	0
0	0	4	688	0	0
0	0	6	1032	0	0
0	0	1	172	0	0
0	0	3	516	0	0
1	2538	4	688	1	1876
0	0	7	1204	0	0
0	0	6	1032	0	0

0	0	1	172	0	0
0	0	7	1204	0	0
0	0	8	1376	1	1876

0	0	1	172	0	0
0	0	0	0	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	3	516	0	0
0	0	4	688	0	0
0	0	1	172	0	0
0	0	3	516	0	0
0	0	1	172	0	0
0	0	4	688	0	0
0	0	3	516	0	0
0	0	1	172	0	0
1	2538	4	688	1	1876
0	0	4	688	0	0
0	0	2	344	1	1876
0	0	1	172	0	0
0	0	1	172	1	1876
1	2538	4	688	1	1876
0		2		0	

0	0	2	344	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	3	516	0	0
0	0	1	172	0	0
0	0	3	516	0	0
0	0	3	516	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0

0	0	1	172	0	0
0	0	2	344	0	0
0	0	1	172	1	1876
0	0	0	0	1	1876
0	0	1	172	0	0
0	0	2	344	0	0
0	0	3	516	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	1	172	0	0
0	0	1	172	0	0
2	5076	8	1376	2	3752
0	0	1	172	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
0	0	2	344	0	0
21	50,760	307	52,460	30	54,168

E



88

7.476

100mm L x 90mm W x 65mm D

Separated Wing

Number	Weight grams	Weight grams	Number
0	0	172	1
1	88	88	1
1	88	88	1
2	176	4360	8
0	0	172	1
0	0	516	3
2	176	6060	9
2	176	3522	8
		14,978	32
2	176	6060	9
0	0	1302	3
0	0	344	2
2	176	3350	8
2	176	3522	8
1	88	88	1
2	176	3522	8
2	176	6060	9
1	88	88	1
2	176	3522	8
1	88	88	1
		27,946	58
2	176	6060	9
0	0	0	0
0	0	172	1
2	176	176	2
0	0	172	1
0	0	172	1
2	176	6060	9
2	176	6060	9
2	176	6060	9
1	88	260	2
		25,192	43
0	0	172	1
0	0	344	2
2	176	6064	8
0	0	6060	7

2	176	6236	9
		18,876	27
2	176	6924	13
0	0	172	1
1	88	260	2
0	0	860	5
0	0	1032	6
0	0	688	4
0	0	344	2
0	0	344	2
0	0	6060	7
0	0	344	2
0	0	344	2
0	0	172	1
0	0	172	1
0	0	172	1
0	0	516	3
0	0	688	4
		19,092	56
0	0	516	3
0	0	6232	8
0	0	0	0
0	0	0	0
0	0	172	1
0	0	0	0
0	0	6232	8
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
		13,152	20
0	0	344	2
0	0	344	2
0	0	344	2
0	0	344	2
0	0	344	2
0	0	688	4
0	0	172	1
0	0	688	4
0	0	2392	4
0	0	860	5
0	0	688	4
0	0	1032	6
0	0	172	1
0	0	516	3
0	0	6060	7
0	0	1204	7
0	0	1032	6

0	0	172	1
0	0	1204	7
0	0	3252	9

21,852 79

0	0	172	1
0	0	0	0
0	0	172	1
0	0	172	1
0	0	516	3
0	0	688	4
0	0	172	1
0	0	516	3
0	0	172	1
0	0	688	4
0	0	516	3
0	0	172	1
0	0	6060	7
0	0	688	4
0	0	2220	3
0	0	172	1
0	0	2048	2
0	0	6060	7
0	0	0	0

21,204 47

0	0	344	2
0	0	172	1
0	0	172	1
0	0	516	3
0	0	172	1
2	176	692	5
0	0	516	3
2	176	520	4
0	0	344	2
0	0	344	2
0	0	344	2

0	0	172	1
0	0	344	2
0	0	2048	2
0	0	1876	1
0	0	172	1
0	0	344	2
1	88	604	4
0	0	172	1
0	0	172	1
0	0	172	1
1	88	260	2
0	0	12120	14
0	0	172	1
0	0	344	2
0	0	344	2
0	0	344	2
0	0	344	2
47	4,136	24,140	67

	kg	#
State Total	99	269
		216
Cwth Total	87	160
Grand Total	186	429

Notes

Updated as C

Based on photo of recovery grab

Based on photo of recovery grab

Based on photo of pipe on deck

Based on photo of pipe on deck. Assumed 2 wings separated

Only black plastic remaining in grab photo. Assumed 2 wings separated

Assumed 2 wings separated

Difficult to tell # from Engineer report - 1 broken, 2 white remaining

Eng strap missing therefore 2 C will be missing

1 saddle lost (only B remaining) some recovered from sea

Eng notes not clear - "1xA, 1xE, 1xD 1x strap missing"

All lost except for B assume 2 wings separated

All lost except for B assume 2 wings separated

All lost except for B assume 2 wings separated

Whole saddle broke in rack and fell in water. Lost to sea

Broken saddle, E & C lost

Broken saddle, C

2 x E missing

1 x C Missing

1 x C Missing

Whole saddle missing

Whole saddle missing

Whole saddle missing

Missing 1 x C, 1 x E

1 - Lost to sea and recovered. 1- C missing

1 strap missing, 2C missing - **Cutting on Field Joint**

1 broken. 1C present, all others missing - **Cutting on Field Joint**

1 strap broken - Cutting on Field Joint

1 strap remaining, rest gone. 4-off C missing

1 broken in rack, 1-off C lost to sea

1-off C, 1-off E missing

1 missing 2-offC, 1 missing 3-off C

1 missing 4-offC, 1 missing 2-off C

4-off C missing

Completely missing may have been in construction or missed but no clamp 6m fr
Not recorded by SS7

Not recorded by SS7

3 Cs missing

1 Complete missing and one C missing

2 clamps complete both cuts on field joint

2 clamps complete both cuts on field joint

2 clamps complete except for 1 C

2 clamps complete both cuts on field joint

1 full missing and 1 C missing. FJ cut on end with missing clamp

2 clamps complete both cuts on field joint

2 clamps complete one cut on on field joint other missed

2 clamps complete both cuts on field joint

2 clamps complete both cuts on field joint umbilical separated from bundle

2-off C missing

2-off C missing

2-off C missing

2-off C missing

2-off C missing

4-off C missing

1-off C missing

4-off C missing

3-off C & 1-off D missing

5-off C missing

4 C missing

6 C missing

1 C missing

3 C missing

1 complete set missing

7 c & 1 band missing

6 c missing

1 c missing
7 c missing
8 c & 1 e missing

Subsea - Part C detached and floated away. Another part C is loose but hanging on. Whole saddle appears to be loose.
Subsea - Part C detached. ROV recovered the part.

Subsea – saddle broken. Part A, B, C and E floated away.

3-off C missing
4-off C missing
1-off C missing
3-off C missing
1-off C missing
4-off C missing
3-off C missing
1-off clamp (full set) missing
4-off C missing
2-off C & 1-off D missing
1-off C missing
1-off C & 1-off D missing
1-off clamp (full set) missing
2-off C missing

2-off C missing

1-off C missing

1-off C missing

3-off C missing

1-off C missing

3-off C + 2-off D missing

3-off C missing

2-off C + 2-off E missing

1-off C + 1-off E missing

2-off C missing

1-off C missing

2-off C missing

2-off C missing

1-off C & 1-off D missing

1-off D missing

1-off C missing

2-off C missing

3-off C & 1-off E missing

1-off C missing

1-off C missing

1-off C missing

1-off C & 1-off E missing

Both clamps are missing

1-off C missing

2-off C missing

2-off C missing

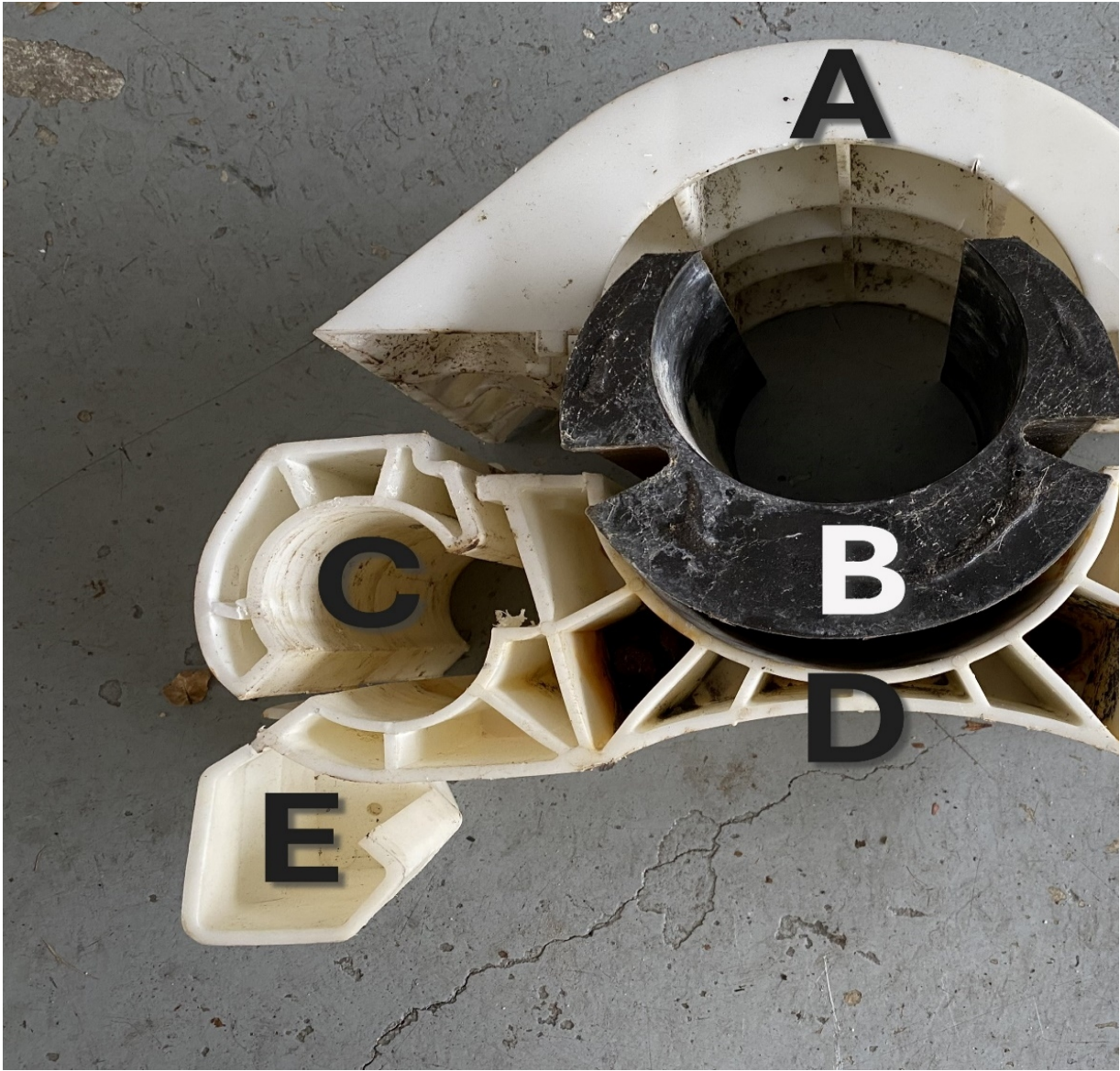
2-off C missing

2-off C missing

12 field joint cuts w

rom other

with 20 lost components





Manifest Date		Pipe Numbers		
Cwth	5/3/2025	a	1	28
	11/3/2025	b	29	86
	25/3/2025	c	87	159
	29/3/2025	d	160	230
	2/4/2025	e	231	268

State	16/4/2025	f	270	295
	17/4/2025	f	296	306
	19/4/2025	f	307	336
	1/5/2025	g	337	360
	2/5/2025	g	361	401

Number of pipes Recovered	Number of clamps	Number of Components	Weight Known Components Lost	Known Number of Components Lost
28	48	333		
58	99	690	14,978	32
73	124	869	27,946	58
71	142	994	25,192	43
38	65	452	18,876	27
268	476.9	3,338	86,992	160

27	54	378	19,092	56
11	22	154	13,152	20
30	60	420	21,852	79
24	48	336	21,204	47
41	82	574	24,140	67
133	266	1,862	99,440	269

Assume 2 clamps per pipe and each separated into 7 comp

743
5553.9204
429

Percentage
Components Lost Notes

3.1
6.7
4.3
6.0
4.8

14.8
13.0
18.8
14.0
11.7
14.4

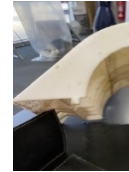
onents

Pipe cut and	Cwlt h or St	No of days	Length of p
Pipe deburi	Cth	0 days	No pipe rec
		(2 reported clamp losse	
1a	Cth	1 day	0
		(4 March)	
1b	Cth	2 days	0
		(9-10 March)	
2	Cth	2 days	0
		(24-25 March)	
3	Cth	2 days	0
		(28-29 March)	
4	Cth	1 day	418m
		(2 April)	
Total in Commonwealth W		6 days	2.95km
5	State	2 days	418m
		(16 -17 April)	
6	State	1 day	330m
		(19 April)	
7	State	2 days	715m
		(1-2 May)	
Total in State Waters		5 days	1.46km

No of clamp	Total weight of clamp components released
2	0.26kg
es between 12 Jan – 27 Feb)	
1	0.1kg
29	14.6kg
58	27.95kg
43	25.2kg
27	18.8kg
160	87kg
76	32.2kg
79	21.8kg
114	45.3kg
269	99 kg



A



Weight grams
Dimensions

95

337 L x 150m
Top Si
Number

Cwth	Reported and estimated from WSR photos	12 Jan 25 - 09:30	0
		27-Feb.-25	0
		4 March 25 - 15:14	0
		9 March 25 - 00:36	1
		9 March 25 - 9:32:00 AM	0
		9 March 25 - 16:50	0
		9 March 25	1
		10 March 25 - 01:13	1

Below Mani

5/3/2025	40ft Flat Rack B	Pipe #1 (Pipe no. 1 KP0.032-0.041)	
		Pipe #2 (Pipe no. 2 KP0.041-0.052)	
		Pipe #3 (Pipe no. 3 KP0.052-0.062)	
		Pipe #4 (Pipe no. 4 KP0.062-0.073)	
		Pipe #5 (Pipe no.5 KP0.073-0.083)	
		Pipe #6 (Pipe no.6 KP0.083-0.094)	
		Pipe #7 (Pipe no. 7 KP0.0115-0.125)	
	40ft Flat Rack C	Pipe #1 (Pipe no. 8 KP0.125-0.136)	
		Pipe #2 (Pipe no. 9 KP0.136-0.146)	
		Pipe #3 (Pipe no. 10 KP0.146-0.157)	
		Pipe #4 (Pipe no. 11 KP0.157-0.167)	
		Pipe #5 (Pipe no. 12 KP0.178-0.188)	
		Pipe #6 (Pipe no. 13 KP0.188-0.198)	
		Pipe #7 (Pipe no 14 KP0.198-0.208)	
	40ft Flat Rack D	Pipe #8 (Pipe no. 15 KP0.208-0.219)	
		Pipe #1 (Pipe no 16 KP0.219-0.229)	
		Pipe #2 (Pipe no.17 KP0.229-0.240)	
		Pipe #3 (Pipe no. 18 KP0.240-0.250)	
		Pipe #4 (Pipe no. 19 KP0.250-0.261)	
		Pipe #5 (Pipe no. 20 KP0.261-0.271)	
		Pipe #6 (Pipe no 21 KP0.271-0.281)	
		Pipe #7 (Pipe no. 22 KP0.281-0.291)	
		Pipe #8 (Pipe no. 23 KP0.291-0.301)	
		Pipe #9 (Pipe no. 24 KP0.301-0.312)	
		Pipe #1 (Pipe no. 25 KP 0.312-0.322)	

	40ft Flat Rack E	Pipe #2 (Pipe no. 26 KP0.322-0.333) Pipe #3 (Pipe no 27 KP0.333-0.343) Pipe #4 (Pipe no 28 KP0.343-0.354)	
	40ft Flat Rack A	Pipeline Bundle #1 (Pipe no. 29 KP1.495-1.504) Pipeline Bundle #2 (Pipe no. 30 KP0.016-0.025) Pipeline Bundle #3 (Pipe no. 31 KP0.094-0.104) Pipeline Bundle #4 (Pipe no. 32 KP0.104-0.115) Pipeline Bundle #5 (Pipe no. 33 KP0.167-0.178) Pipeline Bundle #6 (Pipe no. 34 KP0.354-0.362) Pipeline Bundle #7 (Pipe no. 35 KP0.383-0.393)	
	40ft Flat Rack B	Pipeline Bundle #1 (Pipe no. 36 KP0.393-0.404) Pipeline Bundle #2 (Pipe no. 37 KP0.404-0.414) Pipeline Bundle #3 (Pipe no. 38 KP0.414-0.425) Pipeline Bundle #4 (Pipe no. 39 KP0.425-0.435) Pipeline Bundle #5 (Pipe no. 40 KP0.435-0.446) Pipeline Bundle #6 (Pipe no. 41 KP0.446-0.456) Pipeline Bundle #7 (Pipe no. 42 KP0.456-0.466)	
	40ft Flat Rack C	Pipeline Bundle #1 (Pipe no. 43 KP0.466-0.476) Pipeline Bundle #2 (Pipe no. 44 KP0.476-0.487) Pipeline Bundle #3 (Pipe no. 45 KP0.487-0.495) Pipeline Bundle #4 (Pipe no. 46 KP0.495-0.506) Pipeline Bundle #5 (Pipe no. 47 KP0.506-0.517) Pipeline Bundle #6 (Pipe no. 48 KP0.517-0.525) Pipeline Bundle #7 (Pipe no. 49 KP0.525-0.535) Pipeline Bundle #8 (Pipe no. 50 KP0.535-0.545)	
	40ft Flat Rack D	Pipeline Bundle #1 (Pipe no. 51 KP0.545-0.555) Pipeline Bundle #2 (Pipe no. 52 KP0.555-0.566) Pipeline Bundle #3 (Pipe no. 53 KP0.566-0.576) Pipeline Bundle #4 (Pipe no. 54 KP0.576-0.587) Pipeline Bundle #5 (Pipe no. 55 KP0.587-0.597) Pipeline Bundle #6 (Pipe no. 56 KP0.597-0.607) Pipeline Bundle #7 (Pipe no. 57 KP0.607-0.618) Pipeline Bundle #8 (Pipe no. 58 KP0.618-0.629) Pipeline Bundle #9 (Pipe no. 59 KP0.629-0.639)	
	40ft Flat Rack E	Pipeline Bundle #1 (Pipe no. 60 KP0.639-0.650) Pipeline Bundle #2 (Pipe no. 61 KP0.650-0.661) Pipeline Bundle #3 (Pipe no. 62 KP0.661-0.671) Pipeline Bundle #4 (Pipe no. 63 KP0.682-0.692) Pipeline Bundle #5 (Pipe no. 64 KP0.713-0.724) Pipeline Bundle #6 (Pipe no. 65 KP0.734-0.745) Pipeline Bundle #7 (Pipe no. 66 KP0.755-0.766) Pipeline Bundle #8 (Pipe no. 67 KP0.766-0.776) Pipeline Bundle #9 (Pipe no. 68 KP0.776-0.787)	
	40ft Flat Rack H	Pipeline Bundle #1 (Pipe no. 69 KP0.808-0.819) Pipeline Bundle #2 (Pipe no. 70 KP0.819-0.829) Pipeline Bundle #3 (Pipe no. 71 KP0.829-0.840) Pipeline Bundle #4 (Pipe no. 72 KP0.840-0.850) Pipeline Bundle #5 (Pipe no. 73 KP0.850-0.861)	

40ft Flat Rack I	11	Pipeline Bundle #6 (Pipe no. 74 KP0.861-0.871)	
		Pipeline Bundle #7 (Pipe no. 75 KP0.871-0.882)	
		Pipeline Bundle #8 (Pipe no. 76 KP0.882-0.892)	
		Pipeline Bundle #9 (Pipe no. 77 KP0.892-0.901)	
		Pipeline Bundle #1 (Pipe no. 78 KP0.901-0.910)	
		Pipeline Bundle #2 (Pipe no. 79 KP0.910-0.920)	
		Pipeline Bundle #3 (Pipe no. 80 KP0.920-0.929)	
		Pipeline Bundle #4 (Pipe no. 81 KP0.929-0.939)	
		Pipeline Bundle #5 (Pipe no. 82 KP0.939-0.950)	
		Pipeline Bundle #6 (Pipe no. 83 KP0.797-0.808)	
		Pipeline Bundle #7 (Pipe no. 84 KP0.787-0.797)	
		Pipeline Bundle #8 (Pipe no. 85 KP0.703-0.713)	
		Pipeline Bundle #9 (Pipe no. 86 KP0.692-0.703)	

Cwth	Pipe Load 2 24-25 March taken from SS7 Cargo manifest	Pipe no. 90 KP1.416-1.405	1
		Pipe No : 108 KP1.262 to KP1.251	1
		Pipe no. 112 KP1.220 to KP1.210	0
		Pipe no. 122 KP1.097 to KP1.086	1
		Pipe No : 129 KP1.023 to KP1.013	1
		Pipe no. 144 KP01.527 to KP01.538	0
		Pipe No : 137 KP01.48 to KP01.137	1
		Pipe no. 140 KP01.473 to KP01.485	1
		Pipe no. 143 KP01.515 to KP01.527	0
		Pipe no. 156 KP01.657 to KP01.669	1
		Pipe no. 157 KP01.669 to KP01.680	0

Cwth	Pipe Load 3 28-29 March taken from Dailys	Pipe no. 165 KP01.756 to KP01.767	1
		Pipe no. 178 KP01.894 to KP01.904	0
		Pipe no. 179 KP01.904 to KP01.915	0
		Pipe no. 190 KP02.016 to KP02.027	0
		Pipe no. 194 KP02.070 to KP02.080	0
		Pipe no. 196 KP02.091 to KP02.102	0
		Pipe no. 223 KP02.407 to KP02.419	1
		Pipe no. 227 KP02.454 to KP02.467	1
		Pipe no. 228 KP02.467 to KP02.479	1
		Pipe no. 229 KP02.479 to KP02.490	0

Cwth	Pipe Load 4 2 April	Pipe no. 241 KP2.686 to KP2.698	0
		Pipe no. 248 KP2.765to KP2.772	0
		Pipe no. 253 KP2.821 to KP2.833	1
		Pipe no. 257 KP2.870 to KP2.883	1

		Pipe no. 270	1
		Pipe no. 2 - 271 - BC1	0
		Pipe no. 272	0
		Pipe no. 274	0

State	Pipe Load 5 16 April	Pipe no 275	0
		Pipe no. 276	0
		Pipe no. 278	0
		Pipe no. 279	0
		Pipe no. 280	0
		Pipe no. 273	1
		Pipe no. 277	0
		Pipe no. 282	0
		Pipe no. 285	0
		Pipe no. 290	0
		Pipe no. 291	0
		Pipe no. 294	0
		Pipe no. 295	0

State	Pipe Load 5 17 April	# 296	0
		# 297	1
		# 298	0
		# 299	0
		# 300	0
		# 301	0
		# 302	1
		# 303	0
		# 304	0
		# 305	0
		# 306	0

State	Pipe Load 6 19 April	# 309	0
		# 310	0
		# 311	0
		# 312	0
		# 313	0
		# 314	0
		# 315	0
		# 318	0
		# 319	0
		# 320	0
		# 321	0
		# 322	0
		# 323	0
		# 324	0
		# 325	1
		# 328	0
		# 329	0
		# 330	0
		# 331	0
		# 332	0

State	22-Apr	#341 KP8.901 to KP8.914	0
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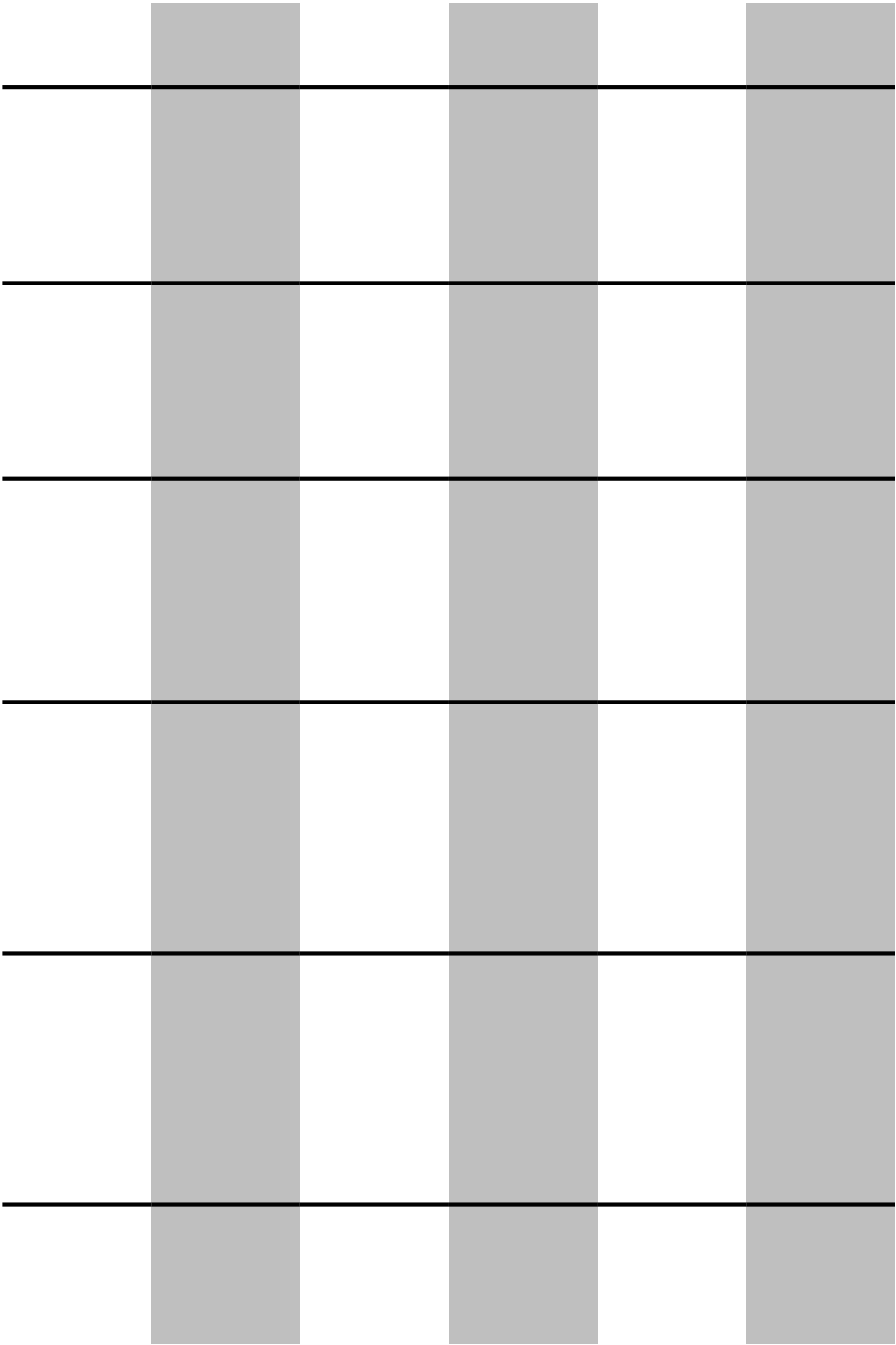
State	23-Apr.	#338 KP8.833 to KP8.841	0
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Cwth	24-Apr.	#268 KP0.372 to KP0.383	1
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State	1-May	KP7.860	0
		KP7.927	0
		KP7.884	0
		#342 KP8.056-8.048	0
		#343 KP8.048-8.036	0
		#344 KP8.036-8.023	0
		#345 KP8.010 to KP8.023	0
		#346 KP7.998 to KP8.010	0
		#347 KP7.986 to KP7.998	0
		#349 KP7.960 to KP7.974	0
		#350 KP7.948 to KP7.960	1
		#352 KP7.925 to KP7.936	0
		#353 KP7.912 to KP7.925	0
		#354 KP7.898 to KP7.912	0
		#355 KP7.887 to KP7.898	0
		#356 KP7.874 to KP7.887	1
		#360 KP7.826 to KP7.838	0

		Pipeline Bundle #5 (Pipe no. 361, KP 7.812 to KP 7.826)	0
		Pipeline Bundle #6 (Pipe no. 362, KP 7.800 to KP 7.812)	0
		Pipeline Bundle #7 (Pipe no. 363, KP 7.788 to KP 7.800)	0
		Pipeline Bundle #9 (Pipe no. 365, KP 7.764 to KP 7.776)	0
		Pipeline Bundle #1 (Pipe no. 366, KP 7.752 to KP 7.764)	0
		Pipeline Bundle #2 (Pipe no. 368, KP 7.727 to KP 7.739)	0
		Pipeline Bundle #3 (Pipe no. 369, KP 7.715 to KP 7.727)	0
		Pipeline Bundle #4 (Pipe no. 375, KP 7.332 to KP 7.347)	0
		Pipeline Bundle #5 (Pipe no. 400, KP 7.347 to KP 7.358)	0
		Pipeline Bundle #6 (Pipe no.399, KP 7.358 to KP 7.370)	0
		Pipeline Bundle #7 (Pipe no. 398, KP 7.370 to KP 7.382)	0
		Pipeline Bundle #3 (Pipe no. 384, KP 7.541 to KP 7.553)	0

State	2-May	Pipeline Bundle #4 (Pipe no. 383, KP 7.553 to KP 7.565)	0
		Pipeline Bundle #6 (Pipe no. 380, KP 7.591 to KP 7.603)	0
		Pipeline Bundle #7 (Pipe no. 379, KP 7.603 to KP 7.615)	0
		Pipeline Bundle #10 (Pipe no. 376, KP 7.640 to KP 7.652)	0
		Pipeline Bundle #2 (Pipe no. 394, KP 7.418 to KP 7.430)	0
		Pipeline Bundle #3 (Pipe no. 393, KP 7.430 to KP 7.443)	0
		Pipeline Bundle #4 (Pipe no. 392, KP 7.443 to KP 7.454)	0
		Pipeline Bundle #5 (Pipe no. 391, KP 7.454 to KP 7.468)	0
		Pipeline Bundle #6 (Pipe no. 390, KP 7.468 to KP 7.481)	0
		Pipeline Bundle #8 (Pipe no. 388, KP 7.493 to KP 7.505)	0
		Pipeline Bundle #1 (Pipe no. 351, KP 7.936 to KP 7.948)	2
		Pipeline Bundle #2 (Pipe no.367, KP 7.739 to KP 7.752)	0
		Pipeline Bundle #6 (Pipe no. 373, KP 7.677 to KP 7.689)	0
		Pipeline Bundle #7 (Pipe no. 372, KP 7.689 to KP 7.702)	0
		Pipeline Bundle #8 (Pipe no. 371, KP 7.702 to KP 7.710)	0
		Pipeline Bundle #9 (Pipe no. 370, KP 7.710 to KP 7.715)	0



0	0	0	5	860	0
0	0	0	6	1032	0
0	0	0	4	688	0
0	0	0	2	344	0
0	0	0	2	344	0
958	1	2538	4	688	1
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	1	172	0
0	0	0	1	172	0
0	0	0	1	172	0
0	0	0	3	516	0
0	0	0	4	688	0

0	0	0	3	516	0
958	1	2538	5	860	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	1	172	0
0	0	0	0	0	0
958	1	2538	5	860	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	4	688	0
0	0	0	1	172	0
0	0	0	4	688	0
0	0	0	3	516	1
0	0	0	5	860	0
0	0	0	4	688	0
0	0	0	6	1032	0
0	0	0	1	172	0
0	0	0	3	516	0
958	1	2538	4	688	1
0	0	0	7	1204	0
0	0	0	6	1032	0
0	0	0	1	172	0
0	0	0	7	1204	0
0	0	0	8	1376	1

0	0	0	1	172	0
---	---	---	---	-----	---

0	0	0	1	172	0
---	---	---	---	-----	---

958	1	2538	4	688	1
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0	0	0	1	172	0
0	0	0	0	0	0
0	0	0	3	516	0
0	0	0	4	688	0
0	0	0	1	172	0
0	0	0	3	516	0
0	0	0	1	172	0
0	0	0	4	688	0
0	0	0	3	516	0
0	0	0	1	172	0
958	1	2538	4	688	1
0	0	0	4	688	0
0	0	0	2	344	1
0	0	0	1	172	0
0	0	0	1	172	1
958	1	2538	4	688	1
0	0		2		0

0	0	0	2	344	0
0	0	0	1	172	0
0	0	0	1	172	0
0	0	0	3	516	0
0	0	0	1	172	0
0	0	0	3	516	0
0	0	0	3	516	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	1	172	0

0	0	0	2	344	0
0	0	0	1	172	1
0	0	0	0	0	1
0	0	0	1	172	0
0	0	0	2	344	0
0	0	0	3	516	0
0	0	0	1	172	0
0	0	0	1	172	0
0	0	0	1	172	0
0	0	0	1	172	0
1916	2	5076	8	1376	2
0	0	0	1	172	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0
0	0	0	2	344	0

24,908

21

50,760

307

52,460

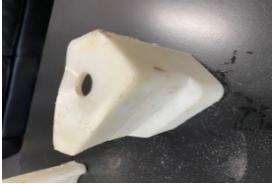
30



76

3mm W x 200 D
with bolts)

E

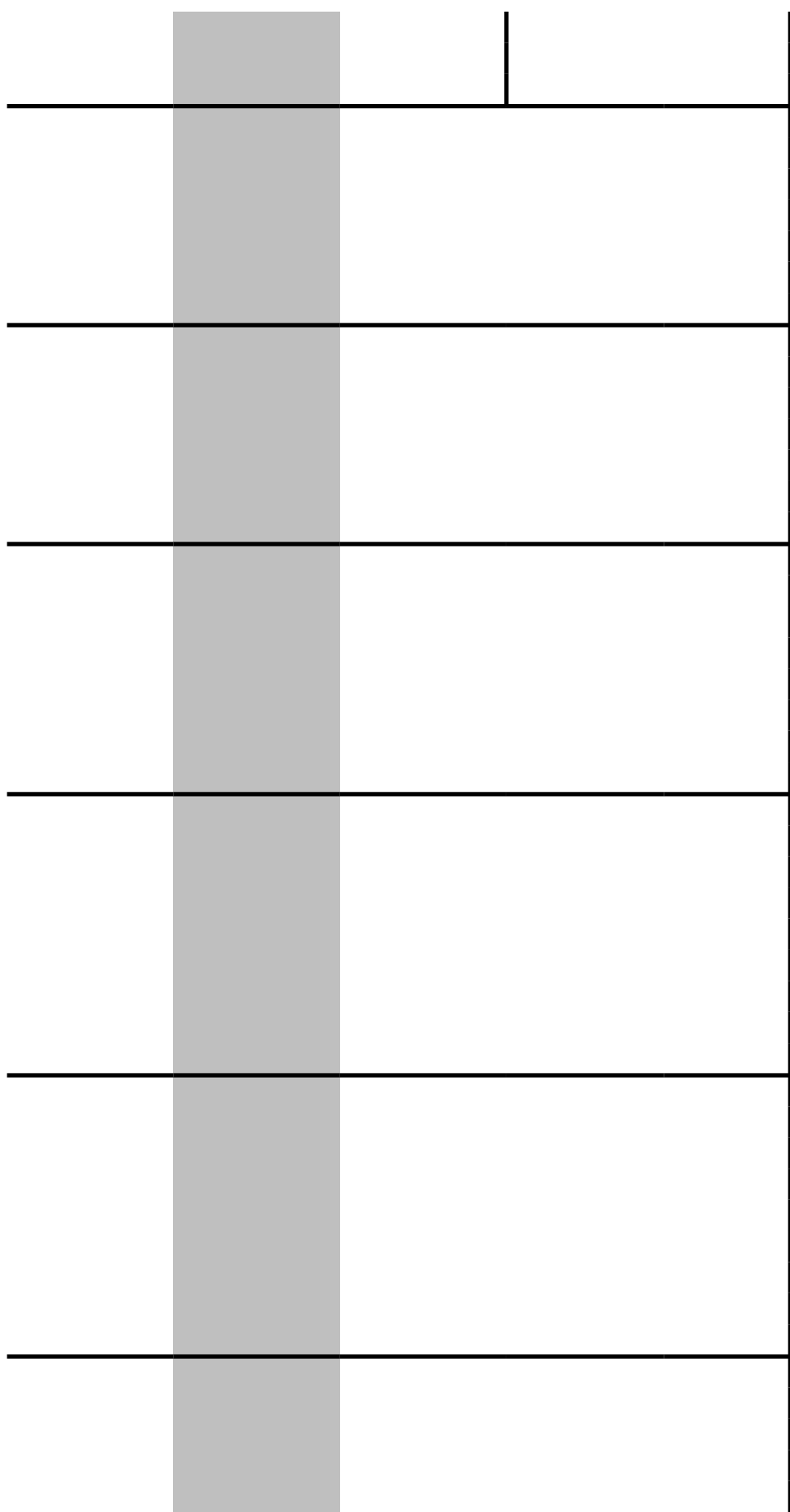


88

100mm L x 90mm W x 65mm D
Separated Wing

Weight grams	Number	Weight grams	Weight grams	Number
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0	0	0	172	1
0	1	88	88	1
0	1	88	88	1
0	2	176	4360	8
0	0	0	172	1
0	0	0	516	3
1700	2	176	6060	9
1700	2	176	3522	8
			14,978	32



0	0	0	860	5
0	0	0	1032	6
0	0	0	688	4
0	0	0	344	2
	0	0	344	2
1876	0	0	6060	7
0	0	0	344	2
0	0	0	344	2
0	0	0	172	1
0	0	0	172	1
0	0	0	172	1
0	0	0	516	3
0	0	0	688	4

19,092 56

0	0	0	516	3
1876	0	0	6232	8
0	0	0	0	0
0	0	0	0	0
0	0	0	172	1
0	0	0	0	0
1876	0	0	6232	8
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

13,152 20

0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
0	0	0	688	4
0	0	0	172	1
0	0	0	688	4
1876	0	0	2392	4
0	0	0	860	5
0	0	0	688	4
0	0	0	1032	6
0	0	0	172	1
0	0	0	516	3
1876	0	0	6060	7
0	0	0	1204	7
0	0	0	1032	6
0	0	0	172	1
0	0	0	1204	7
1876	0	0	3252	9

21,852 79

0	0	0	172	1
---	---	---	-----	---

0	0	0	172	1
			344	2
1876	0	0	6060	7
			6,060	7
0	0	0	172	1
0	0	0	0	0
0	0	0	516	3
0	0	0	688	4
0	0	0	172	1
0	0	0	516	3
0	0	0	172	1
0	0	0	688	4
0	0	0	516	3
0	0	0	172	1
1876	0	0	6060	7
0	0	0	688	4
1876	0	0	2220	3
0	0	0	172	1
1876	0	0	2048	2
1876	0	0	6060	7
	0	0	0	0
			20,860	45
0	0	0	344	2
0	0	0	172	1
0	0	0	172	1
0	0	0	516	3
0	0	0	172	1
0	2	176	692	5
0	0	0	516	3
0	2	176	520	4
0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
0	0	0	172	1

0	0	0	344	2
1876	0	0	2048	2
1876	0	0	1876	1
0	0	0	172	1
0	0	0	344	2
0	1	88	604	4
0	0	0	172	1
0	0	0	172	1
0	0	0	172	1
0	1	88	260	2
3752	0	0	12120	14
0	0	0	172	1
0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
0	0	0	344	2
54,168	47	4,136	24,140	67

	kg	#
State Total	99	269
Cwth Total	87	160
Grand Total	186	429

Notes

Updated as C

Based on photo of recovery grab

Based on photo of recovery grab

Based on photo of pipe on deck

Based on photo of pipe on deck. Assumend 2 wings seperated

Only black plastic remaining in grab photo. Assumend 2 wings seperated

Assumed 2 wings separated

Difficult to tell # from Engineer report - 1 broken, 2 white remaining

Eng strap missing therefore 2 C will be missing

1 saddle lost (only B remaining) some recovered from sea

Eng notes not clear - "1xA, 1xE, 1xD 1x strap missing"

All lost except for B assume 2 wings separated

All lost except for B assume 2 wings separated

All lost except for B assume 2 wings separated

Whole saddle broke in rack and fell in water. Lost to sea

Broken saddle, E & C lost

Broken saddle, C

2 x E missing

1 x C Missing

1 x C Missing

Whole saddle missing

Whole saddle missing

Whole saddle missing

Missing 1 x C, 1 x E

1 - Lost to sea and recovered. 1- C missing

1 strap missing, 2C missing - **Cutting on Field Joint**

1 broken. 1C present, all others missing - **Cutting on Field Joint**

1 strap broken - **Cutting on Field Joint**

1 strap remaining, rest gone. 4-off C missing

1 broken in rack, 1-off C lost to sea

1-off C, 1-off E missing

1 missing 2-offC, 1 missing 3-off C
1 missing 4-offC, 1 missing 2-off C
4-off C missing

Completely missing may have been in construction or missed but no clamp 6m fr
Not recorded by SS7

Not recorded by SS7

3 Cs missing
1 Complete missing and one C missing
2 clamps complete both cuts on field joint
2 clamps complete both cuts on field joint
2 clamps complete except for 1 C
2 clamps complete both cuts on field joint
1 full missing and 1 C missing. FJ cut on end with missing clamp
2 clamps complete both cuts on field joint
2 clamps complete one cut on on field joint other missed
2 clamps complete both cuts on field joint
2 clamps complete both cuts on field joint umbilical separated from bundle

2-off C missing
2-off C missing
2-off C missing
2-off C missing
2-off C missing
4-off C missing
1-off C missing
4-off C missing
3-off C & 1-off D missing
5-off C missing
4 C missing
6 C missing
1 C missing
3 C missing
1 complete set missing
7 c & 1 band missing
6 c missing
1 c missing
7 c missing
8 c & 1 e missing

Subsea - Part C detached and floated away. Another part C is loose but hanging on. Whole saddle appears to be loose.

Subsea - Part C detached. ROV recovered the part.

Subsea – saddle broken. Part A, B, C and E floated away.

3-off C missing

4-off C missing

1-off C missing

3-off C missing

1-off C missing

4-off C missing

3-off C missing

1-off clamp (full set) missing

4-off C missing

2-off C & 1-off D missing

1-off C missing

1-off C & 1-off D missing

1-off clamp (full set) missing

2-off C missing

2-off C missing

1-off C missing

1-off C missing

3-off C missing

1-off C missing

3-off C + 2-off D missing

3-off C missing

2-off C + 2-off E missing

1-off C + 1-off E missing

2-off C missing

1-off C missing

2-off C missing

2-off C missing

1-off C & 1-off D missing

1-off D missing

1-off C missing

2-off C missing

3-off C & 1-off E missing

1-off C missing

1-off C missing

1-off C missing

1-off C & 1-off E missing

Both clamps are missing

1-off C missing

2-off C missing

2-off C missing

2-off C missing

2-off C missing

12 field joint cuts w

rom other

with 20 lost components

Daily 26-Mar.

Damaged / Missing Plastic Saddle Report Last 24 hours	
#137 KP01.48 to KP01.137	Whole saddle missing when returned
#140 KP01.473 to KP01.485	Whole saddle missing when returned
#142 KP01.504 to KP01.515	Broken Saddle 1 x E missing when ret
#143 KP01.515 to KP01.527	Broken Saddle 1 x E missing when ret
#144 KP01.527 to KP01.538	Broken Saddle 1 x E missing when ret
#156 KP01.657 to KP01.669	Broken Saddle 1 x E missing when ret

28-Mar.

Damaged / Missing Plastic Saddle Report Last 24 hours	
#163 KP01.735 to KP01.745	Slightly damaged, no pieces missing
#165 KP01.756 to KP01.767	Whole saddle broke in rack and fell in
#166 KP01.767 to KP01.777	1 saddle broke, recovered from sea
#176 KP01.873 to KP01.884	Saddle broke once onboard – Not lost
#178 KP01.894 to KP01.904	Broken saddle, E & C lost
#179 KP01.904 to KP01.915	Broken saddle, C
#190 KP02.016 to KP02.027	2 x E missing
#194 KP02.070 to KP02.080	1 x C Missing
#196 KP02.091 to KP02.102	1 x C Missing

29-Mar.

Damaged / Missing Plastic Saddle Report Last 24 hours	
#223 KP02.407 to KP02.419	Whole saddle missing
#227 KP02.454 to KP02.467	Whole saddle missing
#228 KP02.467 to KP02.479	Whole saddle missing
#229 KP02.479 to KP02.490	Missing 1 x C, 1 x E

2-Apr. First cuts undertaken on the field joint

Damaged / Missing Plastic Saddle Report Last 24 hours	
# 241 KP2.686-KP2.698	1 - Lost to sea and recovered. 1- C mis

d to deck
d to deck
turned to deck
turned to deck
turned to deck
turned to deck

i water. Lost to sea
t

ssing

Damaged / Missing Plastic Saddle Report Last 24 hours	
# 270 KP 8.056 - 8.066	1 strap remaining, rest gone. 4-off C missing
# 272 HP 8.073 - 8.086	1 broken in rack, 1-off C lost to sea
# 274 KP 8.099 - 8.111	1-off C, 1-off E missing
# 275 KP 8.111 - 8.125	1 missing 2-offC, 1 missing 3-off C
# 276 KP 8.125 - 8.137	1 missing 4-offC, 1 missing 2-off C
# 278 KP 8.149 - 8.161	4-off C missing
# 279 KP 8.161 - 8.173	1 strap missing, 2-off C missing
# 280 KP 8.173 - 8.179	2-off C missing
# 282 KP 8.188 - 8.200	2-off C missing

Damaged / Missing Plastic Saddle Report Last 24 hours 2/05/2025		
Pipe# KP#	Description	No. of saddles per pipe
Pipeline Bundle #5 (Pipe no. 361, KP 7.812 to KP 7.826)	2-off C missing	2
Pipeline Bundle #6 (Pipe no. 362, KP 7.800 to KP 7.812)	1-off C missing	2
Pipeline Bundle #7 (Pipe no. 363, KP 7.788 to KP 7.800)	1-off C missing	2
Pipeline Bundle #9 (Pipe no. 365, KP 7.764 to KP 7.776)	3-off C missing	2
Pipeline Bundle #1 (Pipe no. 366, KP 7.752 to KP 7.764)	1-off C missing	2
Pipeline Bundle #2 (Pipe no. 368, KP 7.727 to KP 7.739)	3-off C + 2-off D missing	2
Pipeline Bundle #3 (Pipe no. 369, KP 7.715 to KP 7.727)	3-off C missing	2
Pipeline Bundle #4 (Pipe no. 375, KP 7.332 to KP 7.347)	2-off C + 2-off E missing	2
Pipeline Bundle #5 (Pipe no. 400, KP 7.347 to KP 7.358)	1-off C + 1-off E missing	2
Pipeline Bundle #6 (Pipe no.399, KP 7.358 to KP 7.370)	2-off C missing	2
Pipeline Bundle #7 (Pipe no. 398, KP 7.370 to KP 7.382)	1-off C missing	2
Pipeline Bundle #3 (Pipe no. 384, KP 7.541 to KP 7.553)	2-off C missing	2
Pipeline Bundle #4 (Pipe no. 383, KP 7.553 to KP 7.565)	2-off C missing	2
Pipeline Bundle #6 (Pipe no. 380, KP 7.591 to KP 7.603)	1-off C & 1-off D missing	2
Pipeline Bundle #7 (Pipe no. 379, KP 7.603 to KP 7.615)	1-off D missing	2
Pipeline Bundle #10 (Pipe no. 376, KP 7.640 to KP 7.652)	1-off C missing	2
Pipeline Bundle #2 (Pipe no. 394, KP 7.418 to KP 7.430)	2-off C missing	2
Pipeline Bundle #3 (Pipe no. 393, KP 7.430 to KP 7.443)	3-off C & 1-off E missing	2
Pipeline Bundle #4 (Pipe no. 392, KP 7.443 to KP 7.454)	1-off C missing	2
Pipeline Bundle #5 (Pipe no. 391, KP 7.454 to KP 7.468)	1-off C missing	2
Pipeline Bundle #6 (Pipe no. 390, KP 7.468 to KP 7.481)	1-off C missing	2
Pipeline Bundle #8 (Pipe no. 388, KP 7.493 to KP 7.505)	1-off C & 1-off E missing	2

Damaged / Missing Plastic Saddle Report Last 24 hours 2/05/2025		
Pipe# KP#	Description	No. of saddles per pipe
Pipeline Bundle #5 (Pipe no. 361, KP 7.812 to KP 7.826)	2-off C missing	2
Pipeline Bundle #6 (Pipe no. 362, KP 7.800 to KP 7.812)	1-off C missing	2
Pipeline Bundle #7 (Pipe no. 363, KP 7.788 to KP 7.800)	1-off C missing	2
Pipeline Bundle #9 (Pipe no. 365, KP 7.764 to KP 7.776)	3-off C missing	2
Pipeline Bundle #1 (Pipe no. 366, KP 7.752 to KP 7.764)	1-off C missing	2
Pipeline Bundle #2 (Pipe no. 368, KP 7.727 to KP 7.739)	3-off C + 2-off D missing	2
Pipeline Bundle #3 (Pipe no. 369, KP 7.715 to KP 7.727)	3-off C missing	2
Pipeline Bundle #4 (Pipe no. 375, KP 7.332 to KP 7.347)	2-off C + 2-off E missing	2
Pipeline Bundle #5 (Pipe no. 400, KP 7.347 to KP 7.358)	1-off C + 1-off E missing	2
Pipeline Bundle #6 (Pipe no.399, KP 7.358 to KP 7.370)	2-off C missing	2
Pipeline Bundle #7 (Pipe no. 398, KP 7.370 to KP 7.382)	1-off C missing	2
Pipeline Bundle #3 (Pipe no. 384, KP 7.541 to KP 7.553)	2-off C missing	2
Pipeline Bundle #4 (Pipe no. 383, KP 7.553 to KP 7.565)	2-off C missing	2
Pipeline Bundle #6 (Pipe no. 380, KP 7.591 to KP 7.603)	1-off C & 1-off D missing	2
Pipeline Bundle #7 (Pipe no. 379, KP 7.603 to KP 7.615)	1-off D missing	2
Pipeline Bundle #10 (Pipe no. 376, KP 7.640 to KP 7.652)	1-off C missing	2
Pipeline Bundle #2 (Pipe no. 394, KP 7.418 to KP 7.430)	2-off C missing	2
Pipeline Bundle #3 (Pipe no. 393, KP 7.430 to KP 7.443)	3-off C & 1-off E missing	2
Pipeline Bundle #4 (Pipe no. 392, KP 7.443 to KP 7.454)	1-off C missing	2
Pipeline Bundle #5 (Pipe no. 391, KP 7.454 to KP 7.468)	1-off C missing	2
Pipeline Bundle #6 (Pipe no. 390, KP 7.468 to KP 7.481)	1-off C missing	2
Pipeline Bundle #8 (Pipe no. 388, KP 7.493 to KP 7.505)	1-off C & 1-off E missing	2

Pipeline Bundle #1 (Pipe no. 351, KP 7.936 to KP 7.948)	Both clamps are missing	2
Pipeline Bundle #2 (Pipe no.367, KP 7.739 to KP 7.752)	1-off C missing	2
Pipeline Bundle #6 (Pipe no. 373, KP 7.677 to KP 7.689)	2-off C missing	2
Pipeline Bundle #7 (Pipe no. 372, KP 7.689 to KP 7.702)	2-off C missing	2
Pipeline Bundle #8 (Pipe no. 371, KP 7.702 to KP 7.710)	2-off C missing	1
Pipeline Bundle #9 (Pipe no. 370, KP 7.710 to KP 7.715)	2-off C missing	1

Damaged / Missing Plastic Saddle Report Last 24 hours 1 May		
KP7.860	Subsea - Part C detached and floated away. Another part C is loose but hanging on. Whole saddle appears to be loose.	
KP7.927	Subsea - Part C detached. ROV recovered the part.	
KP7.884	Subsea – saddle broken. Part A, B, C and E floated away.	
#342 KP8.056-8.048	3-off C missing	
#343 KP8.048-8.036	4-off C missing	
#344 KP8.036-8.023	1-off C missing	
#345 KP8.010 to KP8.023	3-off C missing	
#346 KP7.998 to KP8.010	1-off C missing	
#347 KP7.986 to KP7.998	4-off C missing	
#349 KP7.960 to KP7.974	3-off C missing	
#350 KP7.948 to KP7.960	1-off clamp (full set) missing	
#352 KP7.925 to KP7.936	4-off C missing	
#353 KP7.912 to KP7.925	2-off C & 1-off D missing	
#354 KP7.898 to KP7.912	1-off C missing	
#355 KP7.887 to KP7.898	1-off C & 1-off D missing	
#356 KP7.874 to KP7.887	1-off clamp (full set) missing	
#360 KP7.826 to KP7.838	2-off C missing	

Cargo Manifest Minerva Project																									
PROJECT MANIFEST NO.		MNR-7-DEM-SS-PRD - Rev0																							
PROJECT		Minerva																							
VESSEL		a/s port																							
PLACE OF LOADING		Minerva field																							
PLACE OF DISCHARGING		Victoria Dock, Australia																							
VESSEL AGENT		Qube																							
DATE		25/03/2025																							
From: Consignor SUBSEA7 Vessel "SEVEN SISTERS" To: Consignee Ausdecom, 235 Doherty's Rd, Laverton North, VIC, 3026 Notify @subsea7.com																									
																									
4	1	40ft Flat Rack D	32.9	SEGU7684985 42P3	34.38	31.74	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 112 KPl.220 to KPl.210)			3.30	3.00						2	1 missing strap												
		Pipeline Bundle #2 (Pipe no. 113 KPl.210 to KPl.199)			3.40	3.09						2													
		Pipeline Bundle #3 (Pipe no. 114 KPl.199 to KPl.190)			3.10	2.82						2													
		Pipeline Bundle #4 (Pipe No : 115 KPl.190 to KPl.179)			3.20	2.91						1													
		Pipeline Bundle #5 (Pipe No : 116 KPl.179 to KPl.169)			3.20	2.91						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #6 (Pipe No : 117 KPl.169 to KPl.158)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe No : 118 KPl.158 to KPl.148)			3.40	3.09						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #8 (Pipe No : 119 KPl.127 to KPl.117)			3.20	2.91						2													
		Pipeline Bundle #9 (Pipe No : 120 KPl.117 to KPl.107)			2.70	2.45						1													
5	1	40ft Flat Rack E	33.2	SEGU7684970 42P3	35.48	32.74	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 121 KPl.107 to KPl.097)			3.50	3.18						2													
		Pipeline Bundle #2 (Pipe no. 122 KPl.097 to KPl.086)			3.10	2.82						1	1 saddle lost (only B remaining). 1xC and 2xE pieces recovered from sea												
		Pipeline Bundle #3 (Pipe no. 123 KPl.086 to KPl.076)			3.30	3.00						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #4 (Pipe No : 124 KPl.076 to KPl.065)			3.50	3.18						1													
		Pipeline Bundle #5 (Pipe No : 125 KPl.065 to KPl.055)			3.20	2.91						2													
		Pipeline Bundle #6 (Pipe No : 126 KPl.055 to KPl.044)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe No : 127 KPl.044 to KPl.034)			3.30	3.00						1													
		Pipeline Bundle #8 (Pipe No : 128 KPl.034 to KPl.023)			3.40	3.09						2													
		Pipeline Bundle #9 (Pipe No : 129 KPl.023 to KPl.013)			3.30	3.00						2	1xA, 1xE,1xD 1x strap missing												
6	1	40ft Flat Rack H	42	SEGU7635342 42P3	43.08	39.65	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 142 KP01.504 to KP01.515)			3.80	3.45						0													
		Pipeline Bundle #2 (Pipe no. 144 KP01.527 to KP01.538)			3.90	3.55						2	1xE missing												
		Pipeline Bundle #3 (Pipe no. 145 KP01.538 to KP01.549)			3.50	3.18						1													
		Pipeline Bundle #4 (Pipe no. 146 KP01.549 to KP01.559)			4.30	3.91						1													
		Pipeline Bundle #5 (Pipe no. 148 KP01.571 to KP01.581)			3.20	2.91						1													
		Pipeline Bundle #6 (Pipe no. 149 KP01.581 to KP01.591)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe no. 152 KP01.615 to KP01.626)			3.80	3.45						2	Trial cut piece												
		Pipeline Bundle #8 (Pipe no. 153 KP01.626 to KP01.637)			3.90	3.55						2													
		Pipeline Bundle #9 (Pipe no. 154 KP01.637 to KP01.647)			3.60	3.27						1													

Cargo Manifest Minerva Project																				
PROJECT MANIFEST NO. MNR-7-DEM-SS-PRD - Rev0				PROJECT Minerva				VESSEL a/s port				PLACE OF LOADING Minerva field								
PLACE OF DISCHARGING Victoria Dock, Australia				VESSEL AGENT Qube				DATE 25/03/2025												

Saddle retention nets after recovery to outer



Pipeline Bundle #1 (Pipe no. 351, KP 7.936 to KP 7.948)	Both clamps are missing	2
Pipeline Bundle #2 (Pipe no.367, KP 7.739 to KP 7.752)	1-off C missing	2
Pipeline Bundle #6 (Pipe no. 373, KP 7.677 to KP 7.689)	2-off C missing	2
Pipeline Bundle #7 (Pipe no. 372, KP 7.689 to KP 7.702)	2-off C missing	2
Pipeline Bundle #8 (Pipe no. 371, KP 7.702 to KP 7.710)	2-off C missing	1
Pipeline Bundle #9 (Pipe no. 370, KP 7.710 to KP 7.715)	2-off C missing	1

Damaged / Missing Plastic Saddle Report Last 24 hours 1 May		
KP7.860	Subsea - Part C detached and floated away. Another part C is loose but hanging on. Whole saddle appears to be loose.	
KP7.927	Subsea - Part C detached. ROV recovered the part.	
KP7.884	Subsea – saddle broken. Part A, B, C and E floated away.	
#342 KP8.056-8.048	3-off C missing	
#343 KP8.048-8.036	4-off C missing	
#344 KP8.036-8.023	1-off C missing	
#345 KP8.010 to KP8.023	3-off C missing	
#346 KP7.998 to KP8.010	1-off C missing	
#347 KP7.986 to KP7.998	4-off C missing	
#349 KP7.960 to KP7.974	3-off C missing	
#350 KP7.948 to KP7.960	1-off clamp (full set) missing	
#352 KP7.925 to KP7.936	4-off C missing	
#353 KP7.912 to KP7.925	2-off C & 1-off D missing	
#354 KP7.898 to KP7.912	1-off C missing	
#355 KP7.887 to KP7.898	1-off C & 1-off D missing	
#356 KP7.874 to KP7.887	1-off clamp (full set) missing	
#360 KP7.826 to KP7.838	2-off C missing	

No. of parts per saddle	Total parts	Missing parts	Remaining parts
11	22	2	20
11	22	1	21
11	22	1	21
11	22	3	19
11	22	1	21
11	22	5	17
11	22	3	19
11	22	4	18
11	22	2	20
11	22	2	20
11	22	1	21
11	22	2	20
11	22	2	20
11	22	2	20
11	22	1	21
11	22	1	21
11	22	2	20
11	22	4	18
11	22	1	21
11	22	1	21
11	22	1	21
11	22	2	20

11	22	22	0
11	22	1	21
11	22	2	20
11	22	2	20
11	11	2	9
11	11	2	9

Cargo Manifest

Minerva Project

PROJECT MANIFEST NO.

MNR-7-DEM-SS-PRD - Rev0

PROJECT

Minerva

VESSEL

a/s port

PLACE OF LOADING

Minerva field

PLACE OF DISCHARGING

Victoria Dock, Australia

VESSEL AGENT

Qube

DATE

25/03/2025

From:

Consignor

SUBSEA7

Vessel "SEVEN SISTERS"

To:

Consignee

Ausdecem, 235 Doherty's Rd,

Laverton North, VIC, 3026

Notify

@subsea7.com

subsea7

Cargo Particulars

Manifest item	Quantity	Description	Max Payload	Serial / TAG No'	Total Wt (T)	Corrected Weight	Length (M)	Width (M)	Height (M)	CBM	Vessel	Saddles	Comments
1	1	40ft Flat Rack A	23.4	CXSU1171497 42P3	25.98	24.11	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)
		Pipeline Bundle #1 (Pipe no. 87 KP0.671-0.682)			2.75	2.50						2	
		Pipeline Bundle #2 (Pipe no. 88 KP0.724-0.734)			2.65	2.41						1	
		Pipeline Bundle #3 (Pipe no. 89 KP0.745-0.755)			2.70	2.45						1	
		Pipeline Bundle #4 (Pipe no. 90 KP1.416-1.405)			3.20	2.91						1	Missing saddle
		Pipeline Bundle #5 (Pipe no. 91 KP1.405-1.396)			2.70	2.45						1	
		Pipeline Bundle #6 (Pipe no. 92 KP1.396-1.385)			3.40	3.09						2	
		Pipeline Bundle #7 (Pipe no. 93 KP1.385-1.375)			3.20	2.91						2	
2	1	40ft Flat Rack B	27.2	CXSU1169864 42P3	32.38	29.93	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)
		Pipeline Bundle #1 (Pipe no. 94 KP1.416-1.424)			2.80	2.55						2	
		Pipeline Bundle #2 (Pipe no. 95 KP1.424-1.434)			3.00	2.73						1	
		Pipeline Bundle #3 (Pipe no. 96 KP1.440-1.448)			2.50	2.27						1	
		Pipeline Bundle #4 (Pipe No : 97 KP1.375 to KP1.364)			3.00	2.73						1	
		Pipeline Bundle #5 (Pipe No : 98 KP1.364 to KP1.354)			3.10	2.82						2	
		Pipeline Bundle #6 (Pipe No : 99 KP1.354 to KP1.344)			3.00	2.73						1	
		Pipeline Bundle #7 (Pipe No : 100 KP1.344 to KP1.334)			3.30	3.00						2	
		Pipeline Bundle #8 (Pipe No : 101 KP1.334 to KP1.323)			3.30	3.00						2	
		Pipeline Bundle #9 (Pipe No : 102 KP1.323 to KP1.314)			3.00	2.73						1	
3	1	40ft Flat Rack C	30.5	SEGU7684943 42P3	34.78	32.11	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)
		Pipeline Bundle #1 (Pipe no. 103 KP1.313 to KP1.303)			3.20	2.91						2	
		Pipeline Bundle #2 (Pipe no. 104 KP1.303 to KP1.293)			3.30	3.00						2	
		Pipeline Bundle #3 (Pipe no. 105 KP1.293 to KP1.282)			3.50	3.18						2	
		Pipeline Bundle #4 (Pipe No : 106 KP1.282 to KP1.272)			3.10	2.82						1	
		Pipeline Bundle #5 (Pipe No : 107 KP1.272 to KP1.262)			3.30	3.00						2	
		Pipeline Bundle #6 (Pipe No : 108 KP1.262 to KP1.251)			3.10	2.82						2	1 broken, 2 white remaining
		Pipeline Bundle #7 (Pipe No : 109 KP1.251 to KP1.241)			3.30	3.00						2	
		Pipeline Bundle #8 (Pipe No : 110 KP1.241 to KP1.230)			3.40	3.09						2	
		Pipeline Bundle #9 (Pipe No : 111 KP1.230 to KP1.220)			3.20	2.91						2	

Cargo Manifest Minerva Project																									
PROJECT MANIFEST NO.		MNR-7-DEM-SS-PRD - Rev0																							
PROJECT		Minerva																							
VESSEL		a/s port																							
PLACE OF LOADING		Minerva field																							
PLACE OF DISCHARGING		Victoria Dock, Australia																							
VESSEL AGENT		Qube																							
DATE		25/03/2025																							
From: Consignor SUBSEA7 Vessel "SEVEN SISTERS" To: Consignee Ausdecom, 235 Doherty's Rd, Laverton North, VIC, 3026 Notify @subsea7.com																									
																									
4	1	40ft Flat Rack D	32.9	SEGU7684985 42P3	34.38	31.74	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 112 KP1.220 to KP1.210)			3.30	3.00						2	1 missing strap												
		Pipeline Bundle #2 (Pipe no. 113 KP1.210 to KP1.199)			3.40	3.09						2													
		Pipeline Bundle #3 (Pipe no. 114 KP1.199 to KP1.190)			3.10	2.82						2													
		Pipeline Bundle #4 (Pipe No : 115 KP1.190 to KP1.179)			3.20	2.91						1													
		Pipeline Bundle #5 (Pipe No : 116 KP1.179 to KP1.169)			3.20	2.91						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #6 (Pipe No : 117 KP1.169 to KP1.158)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe No : 118 KP1.158 to KP1.148)			3.40	3.09						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #8 (Pipe No : 119 KP1.127 to KP1.117)			3.20	2.91						2													
		Pipeline Bundle #9 (Pipe No : 120 KP1.117 to KP1.107)			2.70	2.45						1													
5	1	40ft Flat Rack E	33.2	SEGU7684970 42P3	35.48	32.74	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 121 KP1.107 to KP1.097)			3.50	3.18						2													
		Pipeline Bundle #2 (Pipe no. 122 KP1.097 to KP1.086)			3.10	2.82						1	1 saddle lost (only B remaining). 1xC and 2xE pieces recovered from sea												
		Pipeline Bundle #3 (Pipe no. 123 KP1.086 to KP1.076)			3.30	3.00						2	1 saddle broken, no missing pieces												
		Pipeline Bundle #4 (Pipe No : 124 KP1.076 to KP1.065)			3.50	3.18						1													
		Pipeline Bundle #5 (Pipe No : 125 KP1.065 to KP1.055)			3.20	2.91						2													
		Pipeline Bundle #6 (Pipe No : 126 KP1.055 to KP1.044)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe No : 127 KP1.044 to KP1.034)			3.30	3.00						1													
		Pipeline Bundle #8 (Pipe No : 128 KP1.034 to KP1.023)			3.40	3.09						2													
		Pipeline Bundle #9 (Pipe No : 129 KP1.023 to KP1.013)			3.30	3.00						2	1xA, 1xE, 1xD 1x strap missing												
6	1	40ft Flat Rack H	42	SEGU7635342 42P3	43.08	39.65	12.19	2.43	2.59	76.72	a/s port		For onshore disposal with AUSDECOM Total Wt incl. tare weight of the flat rack (5.1t)												
		Pipeline Bundle #1 (Pipe no. 142 KP01.504 to KP01.515)			3.80	3.45						0													
		Pipeline Bundle #2 (Pipe no. 144 KP01.527 to KP01.538)			3.90	3.55						2	1xE missing												
		Pipeline Bundle #3 (Pipe no. 145 KP01.538 to KP01.549)			3.50	3.18						1													
		Pipeline Bundle #4 (Pipe no. 146 KP01.549 to KP01.559)			4.30	3.91						1													
		Pipeline Bundle #5 (Pipe no. 148 KP01.571 to KP01.581)			3.20	2.91						1													
		Pipeline Bundle #6 (Pipe no. 149 KP01.581 to KP01.591)			3.50	3.18						2													
		Pipeline Bundle #7 (Pipe no. 152 KP01.615 to KP01.626)			3.80	3.45						2	Trial cut piece												
		Pipeline Bundle #8 (Pipe no. 153 KP01.626 to KP01.637)			3.90	3.55						2													
		Pipeline Bundle #9 (Pipe no. 154 KP01.637 to KP01.647)			3.60	3.27						1													

Saddle retention nets after recovery to outer

