

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: ☐	
Titleholder name:	Woodside Energy Ltd	Titleholder business address:	Mia Yellagonga, 11 Mount St Perth WA 6000	Title of environment plan for the activity:	Angel Facility Operations Environment Plan (Rev 17) [T1200AH3313618]	
Activity type: (e.g. drilling, seismic, production)	Production & Drilling	Month, Year:	April 2025	Facility name and type: (e.g. MODU, Seismic Vessel, FPSO)	Angel Platform & Transocean Endurance	
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	
29 April 2025	At 0147hrs, mooring operations were in progress involving rig anchor winch No. 7 and an anchor handling supply vessel. After completing the passing over and securing of the chain on the vessel, the rig marine team began to shut down the winch by disengaging the clutch and parking the winch, which should have engaged the band break. Once the anchor winch shutdown was initiated, the [REDACTED] heard a loud screech and observed the winch drum start rotating. They immediately pushed the local E-stop inside the winch control cabin. The bridge also activated the E-stop without success. The entire length of the anchor chain, approximately 700 meters, ran out from the chain locker, causing a chain link to break at the bitter end within the chain locker. The broken chain continued over the gypsy and became caught/fouled in the fairlead below the waterline. The remainder of the chain, hanging from	PS 2.8 Seabed disturbance from MODU mooring limited to that required to ensure adequate MODU station holding capacity.	Job stopped immediately. Personnel and area made safe. NRC notified and confirmed LDA-01 production parameters and sensors unchanged. ROV inspection of chain and surrounds.	Forward plan developed to recover chain. (05 May 2025) Chain successfully recovered from seabed and re-instated on MODU mooring winch.	Internal Quickshare (event notification) disseminated within Woodside. Transocean International (TOI) identified the cause. Corrective actions taken include checks performed on each of the winches. These have been completed by the team onboard. Endurance also shared information to TOI CatD rig fleet, including Equinox. Transocean International undertaking Investigation. Ongoing at the time of submission, targeting 28 May 2025 for submission of a report to Woodside.	

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	the fouled fairlead, piled up on the seabed directly under the fairlead in approximately 130 meters of water depth, while the other end of the chain remained connected to the Saracen AHTS. North Rankin was notified of the dropped chain, and NRC confirmed that there were no changes to the LDA01 production parameters or sensors. ROV conducted a seabed survey and confirmed that the anchor chain pile was outside the 200-meter exclusion zone to subsea infrastructure. Four crew members were in the winch control cabin during the event. Two exited to outer winch deck, away from the anchor winch, two crew members remained inside the winch control cabin. All personnel were out of the line of fire.				
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