



Block Island Wind Farm CVA

Status of Verification of Substructure
Installation (July 19 to August 24)

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Status of BIWF - Offshore Work

ABS Status Update of 8/25/2015

- **EHS**
- **2015 FDR - current status for completion**
- **2015 FIR**
 - Jacket/TP #1
 - Jacket/TP #2
 - Jacket/TP #3
 - Jacket/TP #4
 - Jacket/TP #5
 - Quonset work
- **2016 FDR**
- **2016 FIR**
 - Alstom
 - Cable/Electrical

Status of BIWF – Jacket 1



Jacket 1 – Lift from Cargo Barge



Jacket 1 - Installed 7/26

Jacket 1 later removed after damage – now in dock in New Jersey for repair

Status of BIWF – Jacket 2



Jacket 2 – P1 Piles Stabbed

BIWF CVA Status - presented to CRMC 2015-Apr-23



Pile Driving Hammer

Status of BIWF – Jacket 3



Jacket 3 – 3 of 4 P1 Piles Stabbed

Status of BIWF - EHS



Tuggers on 526 Crane



Rigging of P1 Piles

Status of BIWF - EHS



Rigging for Jacket Lift

Status of BIWF - EHS



Working at Height

Status of BIWF - EHS

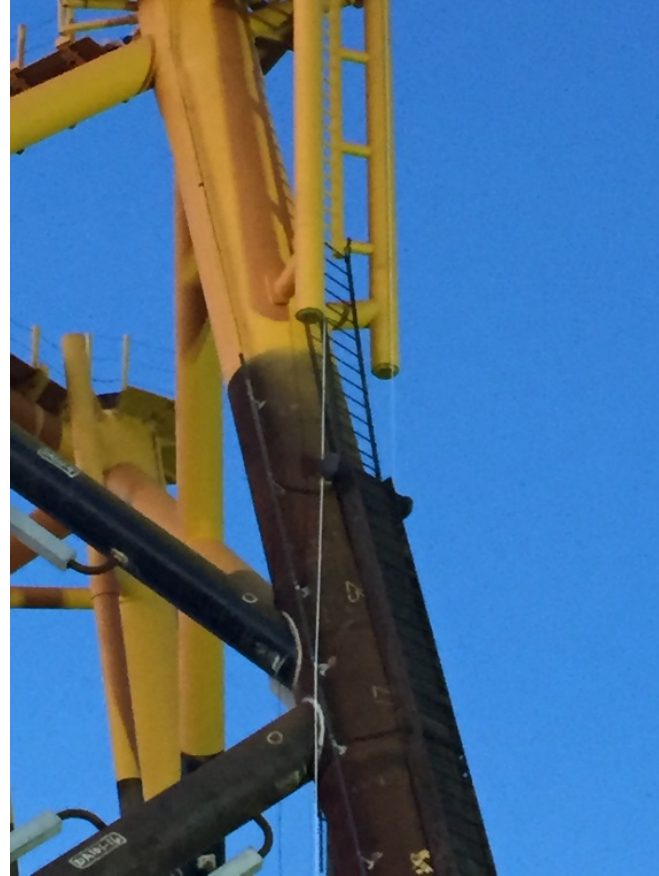


Installation of 3rd P1 Pile Jacket 3

Improvements



Yokohama Fenders Added



Access Ladder and Tie-Offs

Overview – Status of Phases

BIWF CVA Requirements Overview				
2015			2016	
	Substructure	Turbine (Loads and Type Cert)	Turbine (Project specific changes)	Cable and BOP
FDR	Open Items on Changes	Complete	No Info Received	No Info Received
FIR	Open Items	No Info Received		No Info Received
Fabrication	Open Items	Ongoing - Open Items		No Info Received
Installation	Ongoing - Open Items	Not started		Not started
Operation	Not started	Not started		Not started

Status of Activities

EHS

Environmental:

ABSG is not monitoring the environmental aspects of the project as DWBI has contracted with an environmental monitor to ensure compliance

Health and Safety:

Numerous Health and Safety issues have been identified since commencement of installation. These include but are not limited to:

1. Near miss: dropped objects, personnel working under suspended loads, logistical safety and equipment placement, coast guard punchlist, general housekeeping, personnel transfers, rescue skiff reliability, loss of control of suspended load, etc.
2. Systemic limited offshore experience from Weeks/Manson and limited safety representation during operations resulting in numerous personnel changes
3. Cranes/Lift Process: Barge 533 not secured to deck, crane and pile driving equipment reliability, cranes are older and poorly suited to offshore use, repeated failure of rigging equipment resulting in loss of load, etc.

Next Steps

Based upon the first five weeks of operations ABSG recommends the following:

1. Full time safety representation during the installation process to allow for identification and timely resolution of issues
2. Safety stand-down to review current practices, safety concerns, personnel concerns, process failures and re-training as required
3. Review of crane capabilities based upon current experience gained from first five weeks and engineering review of rigging for operations and pile driving to minimize safety hazard to personnel
4. Establishing a safety committee to meet regularly and report on progress of safety system and resolution of issues
5. Establish formal process to identify root cause of near misses/issues to prevent recurrence
6. Verification of W/M Safety Management System for compliance with their written processes and procedures

