Block Island Wind Farm CVA
Status of Verification of Substructure Installation (July 19 to October 27)
ABS Status Update of 10/27/2015

- EHS Installation
- 2015 Installation Status
  - Jacket/TP #1
  - Jacket/TP #2
  - Jacket/TP #3
  - Jacket/TP #4
  - Jacket/TP #5
  - Repairs
- 2016 FDR
  - Alstom
  - Cable/Electrical
- 2016 FIR
  - Alstom
  - Cable/Electrical
- 2016 Fabrication
  - Alstom
  - Cable/Electrical
# Status of Safety Recommendations

<table>
<thead>
<tr>
<th>ABS Recommendations August 25(^{th})</th>
<th>Current Status on October 27(^{th})</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Full time safety representation during the installation process to allow for identification and timely resolution of issues</td>
<td>WMJV has full time safety reps on W533 and W526 Montco has a safety rep on the LB Robert Increased safety sweeps and hazard hunts observed</td>
</tr>
<tr>
<td>2. Safety stand-down to review current practices, safety concerns, personnel concerns, process failures and re-training as required</td>
<td>Performed by DWBI and WMJV on August 28th</td>
</tr>
<tr>
<td>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</td>
<td>Performed by DWBI and WMJV resulting in WMJV deciding to add the Lift Boat Robert to the vessel spread for the project</td>
</tr>
<tr>
<td>4. Establishing a safety committee to meet regularly and report on progress of safety system and resolution of issues</td>
<td>One meeting confirmed on each barge</td>
</tr>
<tr>
<td>5. Establish formal process to identify root cause of near misses/issues to prevent recurrence</td>
<td>Complete according to DWBI</td>
</tr>
<tr>
<td>6. Verification of W/M Safety Management System for compliance with their written processes and procedures</td>
<td>Ongoing</td>
</tr>
<tr>
<td>ABS Recommendations October 9th Weld Process</td>
<td>Current Status on October 27th</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>1. Implement proper rod storage and re-drying procedures according to AWS D1.1 and manufacturers recommendations.</td>
<td>Confirmed being done on an ongoing basis.</td>
</tr>
<tr>
<td>2. Perform Pre-heat and inter-pass heat according to weld procedure, verify and document heat input</td>
<td>Confirmed being done on an ongoing basis.</td>
</tr>
<tr>
<td>3. Supply and use operable calibrated Volt-meters</td>
<td>Confirmed being done on an ongoing basis.</td>
</tr>
<tr>
<td>4. Check accuracy welding machines volt and amp readings per operation (i.e. each shift)</td>
<td>Confirmed being done on an ongoing basis.</td>
</tr>
<tr>
<td>5. Perform grinding of welds instead of wire brushing of welds.</td>
<td>Confirmed being done on an ongoing basis.</td>
</tr>
<tr>
<td>ABS Recommendations October 9th NDE and Quality Control</td>
<td>Current Status on October 27th</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>1. Records of processes above should be available daily to ABS inspectors on site.</td>
<td>Completed</td>
</tr>
<tr>
<td>2. Provide electronic copy of UT scan (from device SIM card) of welds completed to date to ABS for independent interpretation</td>
<td>Awaiting information from DWBI</td>
</tr>
<tr>
<td>3. UT operator to clarify which acceptance/ rejection criteria are being used for joint being examined (A-Qualified procedure includes criteria for multiple joint types and sizes, please have operator confirm which one is being used for P1-P2 splice)</td>
<td>Awaiting information from DWBI</td>
</tr>
<tr>
<td>4. Perform X-ray examinations of a sample of remaining offshore welds in addition to UT to check for porosity or cracking caused by moisture content (UT not appropriate for this type of defect).</td>
<td>Not used due to radiological concerns and time constraints</td>
</tr>
<tr>
<td>5. Include visual inspection results, description of weld (size, length) and base material (thickness, diameter) in subsequent inspection reports</td>
<td>Awaiting information from DWBI</td>
</tr>
<tr>
<td>6. Provide Outstanding quality records as noted in document review section</td>
<td>Completed</td>
</tr>
</tbody>
</table>
Status of Installation– Week 15

Jacket 1 Driving P3 Oct 21

Driving from the Robert
Completed
- All Jackets on Sea-bed, location and orientation confirmed
- All Piles driven to depth
- Started Leveling of Jackets 1 & 4

Jacket 1 level Survey Oct 24
Completed
- All Jackets on Sea-bed, location and orientation confirmed
- All Piles driven to depth
- Started Leveling of Jackets 1 & 4

Remaining– 52 days per schedule
- Leveling jackets and cutting pile tops
- Setting and leveling decks
- Grouting
- Painting and finishing work

Jacket 4 leveling Oct 26
Repair of P1 Piles at Site 1

Jacket 1 P1 cutoff Oct 8

Jacket 1 P1 2 ½ in to 1 ¾ in transition visible on cut off section
Repair of P1 Piles at Site 1

Wind shielding for welding repair of P1 tops Oct 13

Cutting for repair of P1 tops Oct 10

Welding repair on ID of P1 tops Oct 15
Status of BIWF – Installation Equipment

Robert – leveling jackets, cutting pile tops, setting decks

W526 – Assisting Robert with Lifts

533 – No longer on site

Wotan – No longer on site

The Lift Boat Robert (source Deepwater Wind)
Complete
- Blades
- All Castings
- Converter
- Switch Gear
- Transformer
- Yaw and Pitch Bearings
- Main Bearings
- Controller

Ongoing
- Tower (flanges) - Inspections scheduled
- Generator– Awaiting information for scheduling
- Yaw System
- Onboard Cranes
- Tooling
- Pitch System
## Overview – Status of Phases

<table>
<thead>
<tr>
<th>Substructure</th>
<th>Turbine (Loads and Type Cert)</th>
<th>Turbine (Project specific changes)</th>
<th>Cable and BOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>2016</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FDR</strong></td>
<td>Complete*</td>
<td>Complete</td>
<td>Draft received - Reviewing</td>
</tr>
<tr>
<td><strong>FIR</strong></td>
<td>Complete</td>
<td>No Info Received</td>
<td>No Info Received</td>
</tr>
<tr>
<td><strong>Fabrication</strong></td>
<td>Complete</td>
<td>Ongoing - Open Items</td>
<td>No Info Received</td>
</tr>
<tr>
<td><strong>Installation</strong></td>
<td>Ongoing - Open Items</td>
<td>Not started</td>
<td>Not started</td>
</tr>
<tr>
<td><strong>Operation</strong></td>
<td>Not started</td>
<td>Not started</td>
<td>Not started</td>
</tr>
</tbody>
</table>

* Changes made by Keystone Engineering following initial completion and submittal by DWBI. FDR requires revision submittal to CRMC.
Next Steps

Installation
- Planning for cessation of activities for 2015 season and condition of structures for over wintering
- Grouting
- Deck Installation or Storage
- Nav Aids

Wind Turbine Fabrication
- Continue with Fabrication Verification
- Reviewing Draft 2016 FDR
- Awaiting 2016 FIR

Cable Fabrication
- Need 2016 FDR and FIR
- Fabrication verification not scheduled

**Based upon current schedule, vessels available and diminishing weather conditions, when will installation be halted for 2015?**