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| MORAY EAST WEEKLY NOTICE OF OPERATIONS | Issue Date | 30/09/2019 |
| | Ref: 8460001-PC0010-MWE-REP-0029 | Rev: 01 |

Work Planned for the Period 30.09.2019 to 06.10.2019

Construction work for Moray East Offshore Wind Farm commenced on the 18th May 2019.

The key aim of the Weekly Notice of Operations is to give a global view of activities and vessels involved. Questions regarding the operations will be welcome preferably well in advance of each construction activity.

Moray East is developing the Moray East Offshore Wind Farm in the Outer Moray Firth on the south eastern area of the Smith Bank located to the north of the Aberdeenshire and Moray coast. The development will consist of 100 offshore wind turbines (WTGs) (with a total capacity of approximately 950 MW) and three Offshore Substation Platforms (OSPs). Water depths in the Moray East site range from approximately 38 m below LAT to 54 m below LAT. The generated power will be transmitted to the grid via three subsea export cable circuits to the landfall location at Inverboyndie bay on the Aberdeenshire coast. The onshore export cables continue underground to the Moray East substation currently under construction near New Deer. The Moray East offshore development boundary is shown in black on Figure 1 below. Details of location of work activities within this area will be provided as work progresses.

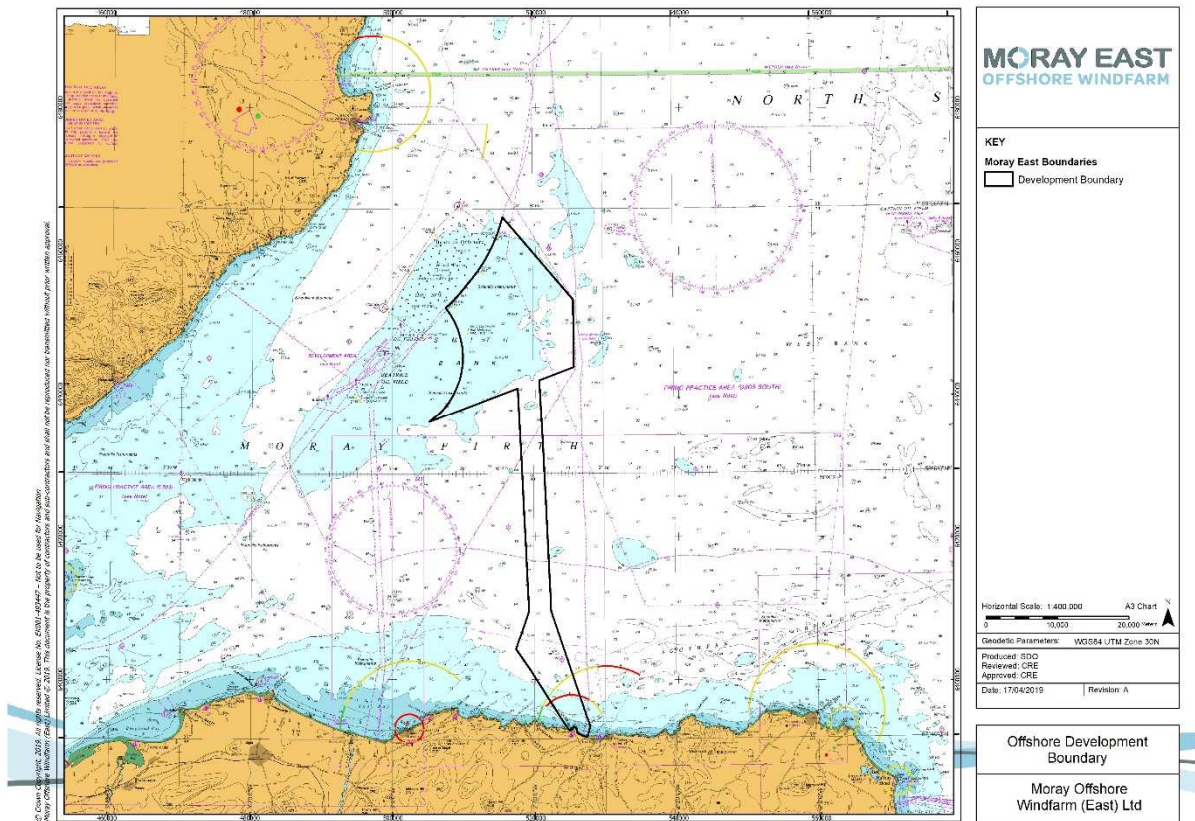


Figure 1 - Moray East Offshore Development Boundary

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It is currently anticipated that weather permitting offshore construction works will be carried out year-round and on a continuous basis (i.e. 24 hour working, seven days a week) unless notified otherwise.

Moray East's Marine Coordination Centre in Fraserburgh is manned 24 hours, 7 days per week.

The construction works, which have commenced from the 18th May 2019, are as follows:

- Piling operations (detailed in this notice);
- Guard vessel duties (detailed in this notice);
- Horizontal Directional Drilling (HDD) works (detailed in this notice); and
- Deployment / Recovery of University of Aberdeen Noise Recorders (detailed in this notice).

1 Contact Details for Marine Coordination

The following contact can provide more information if required. Please note that specific queries can also be addressed to the relevant vessel or shore based representative.

| | |
|--|--|
| Telephone Number (Day Operations) | +44 (0) 778 706 5714 |
| Emergency Contact (24/7) | +44 (0) 1346 511 838 |
| Marine Coordinator Email | MarineCoordination.MORAYEAST@Morayeast.com |
| Address | Dalrymple Hall, Dalrymple St, Fraserburgh, AB43 9BD |

2 Completed Operations

2.1 Moray East Construction Markers

Moray East has completed the deployment of nine construction marker buoys around the Moray East site. The marker buoys will remain in place until after construction of the Moray East Offshore Wind Farm is complete. The co-ordinates for the as-built marker buoys are provided in the Table 1 below.

Table 1 – Marker buoy locations

| Name | WGS84 | | WGS84 UTM Zone 30N | |
|---|-------------------|------------------|--------------------|--------------|
| | Latitude (dms) | Longitude (dms) | Easting (m) | Northing (m) |
| Buoy 1 - North Cardinal Buoy , Pillar shaped with a north cardinal shaped top mark, exhibiting a Quick (Q) White (W) light character and AIS. | 58° 18' 6.600" N | 2° 41' 4.800" W | 518481.96 | 6462358.27 |
| Buoy 2 - Special Mark Buoy , Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 16' 48.300" N | 2° 37' 55.380" W | 521579.08 | 6459952.33 |

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| Name | WGS84 | | WGS84 UTM Zone 30N | |
|---|------------------|------------------|--------------------|--------------|
| | Latitude (dms) | Longitude (dms) | Easting (m) | Northing (m) |
| Buoy 3 - Special Mark Buoy, Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 15' 8.460" N | 2° 35' 57.300" W | 523521.05 | 6456875.58 |
| Buoy 4 - East Cardinal Buoy, Pillar shaped with an east cardinal shaped top mark, exhibiting a Very (V) Q (3) 5 second (s) W light character and AIS. | 58° 10' 44.10" N | 2° 32' 45.85" W | 526697.39 | 6448719.65 |
| Buoy 5 - Special Mark Buoy, Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 7' 49.680" N | 2° 35' 20.640" W | 524201.44 | 6443309.27 |
| Buoy 6 - Special Mark Buoy, Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 6' 43.980" N | 2° 38' 19.860" W | 521280.40 | 6441260.65 |
| Buoy 7 - Special Mark Buoy, Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 4' 57.240" N | 2° 47' 9.360" W | 512624.16 | 6437922.64 |
| Buoy 8 – South Cardinal, Pillar shaped with a south cardinal shaped top mark, exhibiting a V Q (6) + L Fl 10s W light character and AIS. | 58° 4' 1.140" N | 2° 52' 6.660" W | 507757.35 | 6436175.21 |
| Buoy 9 - Special Mark Buoy, Pillar shaped with a yellow 'x' shaped top mark, exhibiting a Fl Y 5s light character. | 58° 8' 37.080" N | 2° 50' 37.080" W | 509205.67 | 6444712.15 |

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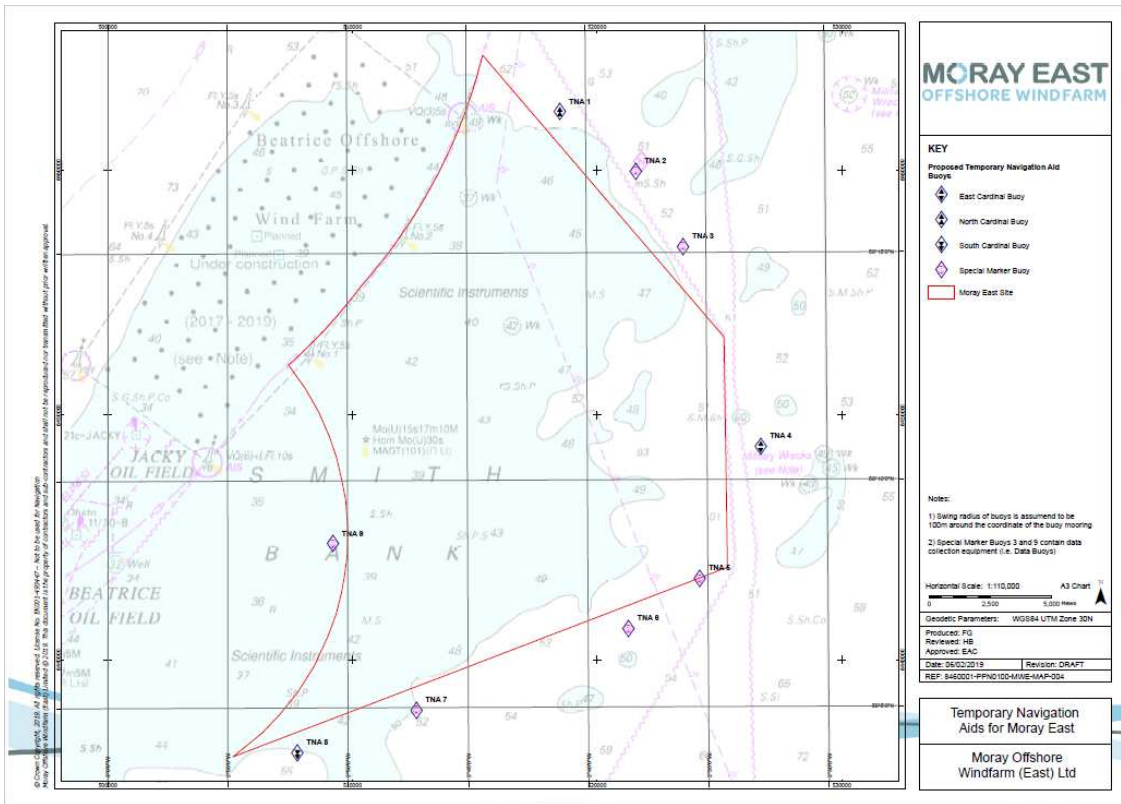


Figure 2 - Layout of demarcation buoyage

3 Piling Operations

GeoSea NV Geotechnical & Offshore Solutions have been contracted by Moray East to carry out pile foundation installation at the Moray East site. The vessels associated with the planned works are detailed in Section 3.1 below.

The piling operations commenced on the 19th May 2019 and are scheduled to take place over a period of approximately 11 months. Information on the WTG and OSP foundation locations in the Moray East site and the piling operations anticipated in the next four weeks are provided in Sections 3.2 and 3.4 below.

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3.1 Vessels associated with the planned works

3.1.1 Pin Pile Support Vessel

| MV Normand Service | |
|--|--|
| General Description and Dimensions: | DP 2 PSV vessel LOA: 88.0 m, Beam: 18.0 m, Draught: 4.5 m |
| Call Sign: | LAFR8 |
| MMSI: | 257062690 |
| On Board Contact: | Mob: +32 486 36 42 31 |
| Offshore Manager / Party Chief: | Tobe Possimiers/Hans Miedema |
| E-mail: | possemiers.tobe@deme-group.com |
| Onshore Representative: | Edward Maycock |



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3.1.2 Pin Pile Installation

| MV Apollo | |
|--|--|
| General Description and Dimensions: | Offshore Heavy Lift DP2 jack up vessel LOA: 89 m, Beam: 45 m, Draught: 15 m |
| Call Sign: | LXBP |
| MMSI: | 253586000 |
| On Board Contact: | Mob: +32 486 36 42 31 |
| Offshore Manager / Party Chief: | Tobe Possimiers/Hans Miedema |
| E-mail: | possemiers.tobe@deme-group.com |
| Onshore Representative: | Edward Maycock |



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3.2 Foundation Locations

Foundation locations for piling operations are shown in Table 2 below. Locations where piling has been completed are highlighted in Figure 3 – Turbine location map.

Table 2 – WTG locations and Installation Status

| Turbine ID | Latitude (DD MM.mmm) | Longitude (DD MM.mmm) | Piling Complete |
|------------|----------------------|-----------------------|-----------------|
| ME-A01 | 58° 4.550' N | 2° 52.147' W | 19/08/2019 |
| ME-A02 | 58° 5.158' N | 2° 52.144' W | |
| ME-B02 | 58° 5.147' N | 2° 50.570' W | |
| ME-B03 | 58° 5.755' N | 2° 50.567' W | |
| ME-B04 | 58° 6.364' N | 2° 50.564' W | 01/09/2019 |
| ME-B05-OFF | 58° 6.967' N | 2° 50.544' W | |
| ME-B13 | 58° 11.838' N | 2° 50.540' W | |
| ME-B14 | 58° 12.446' N | 2° 50.538' W | 09/07/2019 |
| ME-C05 | 58° 6.961' N | 2° 48.986' W | 30/08/2019 |
| ME-C07 | 58° 8.177' N | 2° 48.980' W | |
| ME-C08 | 58° 8.785' N | 2° 48.977' W | |
| ME-C09 | 58° 9.394' N | 2° 48.973' W | |
| ME-C10 | 58° 10.002' N | 2° 48.970' W | |
| ME-C11 | 58° 10.610' N | 2° 48.967' W | |
| ME-C12 | 58° 11.218' N | 2° 48.964' W | |
| ME-C13 | 58° 11.826' N | 2° 48.961' W | |
| ME-C14 | 58° 12.435' N | 2° 48.958' W | 08/07/2019 |
| ME-C15 | 58° 13.043' N | 2° 48.955' W | 10/07/2019 |
| ME-C16 | 58° 13.651' N | 2° 48.951' W | 12/07/2019 |
| ME-D04 | 58° 6.341' N | 2° 47.414' W | |
| ME-D05 | 58° 6.949' N | 2° 47.410' W | |
| ME-D07 | 58° 8.166' N | 2° 47.403' W | |
| ME-D08 | 58° 8.774' N | 2° 47.399' W | |
| ME-D09 | 58° 9.382' N | 2° 47.396' W | |
| ME-D10 | 58° 9.990' N | 2° 47.392' W | |
| ME-D11 | 58° 10.598' N | 2° 47.389' W | |
| ME-D12 | 58° 11.207' N | 2° 47.385' W | |
| ME-D13 | 58° 11.815' N | 2° 47.381' W | |
| ME-D14 | 58° 12.423' N | 2° 47.378' W | |
| ME-D15 | 58° 13.031' N | 2° 47.374' W | |
| ME-D16 | 58° 13.639' N | 2° 47.371' W | 11/07/2019 |
| ME-D17 | 58° 14.248' N | 2° 47.367' W | 13/07/2019 |
| ME-E04 | 58° 6.329' N | 2° 45.838' W | |
| ME-E05 | 58° 6.937' N | 2° 45.834' W | |
| ME-E19 | 58° 15.452' N | 2° 45.778' W | 14/07/2019 |

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| Turbine ID | Latitude (DD MM.mmm) | Longitude (DD MM.mmm) | Piling Complete |
|------------|----------------------|-----------------------|-----------------|
| ME-F04 | 58° 6.317' N | 2° 44.263' W | |
| ME-F21 | 58° 16.656' N | 2° 44.187' W | 16/07/2019 |
| ME-G05 | 58° 6.913' N | 2° 42.683' W | |
| ME-G06 | 58° 7.521' N | 2° 42.678' W | |
| ME-G07 | 58° 8.129' N | 2° 42.673' W | 24/08/2019 |
| ME-G09 | 58° 9.345' N | 2° 42.663' W | 07/08/2019 |
| ME-G10 | 58° 9.954' N | 2° 42.658' W | 18/08/2019 |
| ME-G11 | 58° 10.562' N | 2° 42.653' W | |
| ME-G13 | 58° 11.778' N | 2° 42.643' W | 05/07/2019 |
| ME-G15 | 58° 12.995' N | 2° 42.633' W | 27/06/2019 |
| ME-G16 | 58° 13.603' N | 2° 42.629' W | 24/06/2019 |
| ME-G17 | 58° 14.211' N | 2° 42.624' W | 17/06/2019 |
| ME-G18 | 58° 14.819' N | 2° 42.619' W | 16/06/2019 |
| ME-G19 | 58° 15.428' N | 2° 42.614' W | 09/06/2019 |
| ME-G20 | 58° 16.036' N | 2° 42.609' W | |
| ME-G21 | 58° 16.644' N | 2° 42.604' W | 22/07/2019 |
| ME-G22 | 58° 17.252' N | 2° 42.599' W | 17/07/2019 |
| ME-H05 | 58° 6.900' N | 2° 41.107' W | |
| ME-H06 | 58° 7.508' N | 2° 41.102' W | |
| ME-H07 | 58° 8.116' N | 2° 41.096' W | |
| ME-H08 | 58° 8.724' N | 2° 41.091' W | |
| ME-H09 | 58° 9.333' N | 2° 41.086' W | 05/08/2019 |
| ME-H10 | 58° 9.941' N | 2° 41.080' W | |
| ME-H13 | 58° 11.765' N | 2° 41.064' W | 04/07/2019 |
| ME-H14 | 58° 12.374' N | 2° 41.059' W | 28/06/2019 |
| ME-H16 | 58° 13.590' N | 2° 41.048' W | 23/06/2019 |
| ME-H17 | 58° 14.198' N | 2° 41.042' W | 19/06/2019 |
| ME-H18 | 58° 14.806' N | 2° 41.037' W | 08/08/2019 |
| ME-H19 | 58° 15.415' N | 2° 41.032' W | 08/06/2019 |
| ME-H20 | 58° 16.023' N | 2° 41.026' W | 24/07/2019 |
| ME-H21 | 58° 16.631' N | 2° 41.021' W | 21/07/2019 |
| ME-H22 | 58° 17.239' N | 2° 41.015' W | 18/07/2019 |
| ME-I06 | 58° 7.495' N | 2° 39.526' W | |
| ME-I07 | 58° 8.103' N | 2° 39.520' W | |
| ME-I19 | 58° 15.401' N | 2° 39.450' W | 05/06/2019 |
| ME-I20 | 58° 16.010' N | 2° 39.444' W | 07/06/2019 |
| ME-J07 | 58° 8.090' N | 2° 37.943' W | 23/08/2019 |
| ME-J08 | 58° 8.698' N | 2° 37.937' W | 22/08/2019 |
| ME-J09 | 58° 9.306' N | 2° 37.930' W | |
| ME-J10 | 58° 9.914' N | 2° 37.924' W | 04/08/2019 |
| ME-J12 | 58° 11.131' N | 2° 37.912' W | |

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| Turbine ID | Latitude (DD MM.mmm) | Longitude (DD MM.mmm) | Piling Complete |
|------------|----------------------|-----------------------|-----------------|
| ME-J13 | 58° 11.739' N | 2° 37.905' W | 02/07/2019 |
| ME-J14 | 58° 12.347' N | 2° 37.899' W | 30/06/2019 |
| ME-J16 | 58° 13.563' N | 2° 37.886' W | 21/06/2019 |
| ME-J17 | 58° 14.172' N | 2° 37.880' W | 02/06/2019 |
| ME-J18 | 58° 14.780' N | 2° 37.874' W | 20/06/2019 |
| ME-J19-OFF | 58° 15.383' N | 2° 37.887' W | |
| ME-K09 | 58° 9.292' N | 2° 36.353' W | |
| ME-K10 | 58° 9.900' N | 2° 36.346' W | 29/07/2019 |
| ME-K11 | 58° 10.509' N | 2° 36.339' W | 29/07/2019 |
| ME-K16 | 58° 13.550' N | 2° 36.306' W | 31/05/2019 |
| ME-K17-OFF | 58° 14.189' N | 2° 36.133' W | 30/05/2019 |
| ME-L09 | 58° 9.278' N | 2° 34.775' W | 27/09/2019 |
| ME-L11 | 58° 10.494' N | 2° 34.761' W | 27/09/2019 |
| ME-L12 | 58° 11.103' N | 2° 34.754' W | 25/07/2019 |
| ME-L13 | 58° 11.711' N | 2° 34.747' W | |
| ME-E18 | 58° 14.844' N | 2° 45.782' W | 14/07/2019 |
| ME-E14 | 58° 12.411' N | 2° 45.798' W | 07/07/2019 |
| ME-I18 | 58° 14.793' N | 2° 39.455' W | 17/08/2019 |
| ME-F08 | 58° 8.750' N | 2° 44.245' W | 29/08/2019 |
| ME-G08 | 58° 8.737' N | 2° 42.668' W | |
| ME-H11 | 58° 10.549' N | 2° 41.075' W | |
| ME-C04 | 58° 6.353' N | 2° 48.989' W | |
| ME-C02 | 58° 5.136' N | 2° 48.995' W | |
| ME-D06 | 58° 7.557' N | 2° 47.407' W | |
| ME-OSP1 | 58° 7.546' N | 2° 45.830' W | 21/08/2019 |
| ME-OSP2 | 58° 13.007' N | 2° 44.214' W | 19/08/2019 |
| ME-OSP3 | 58° 9.928' N | 2° 39.502' W | 20/08/2019 |

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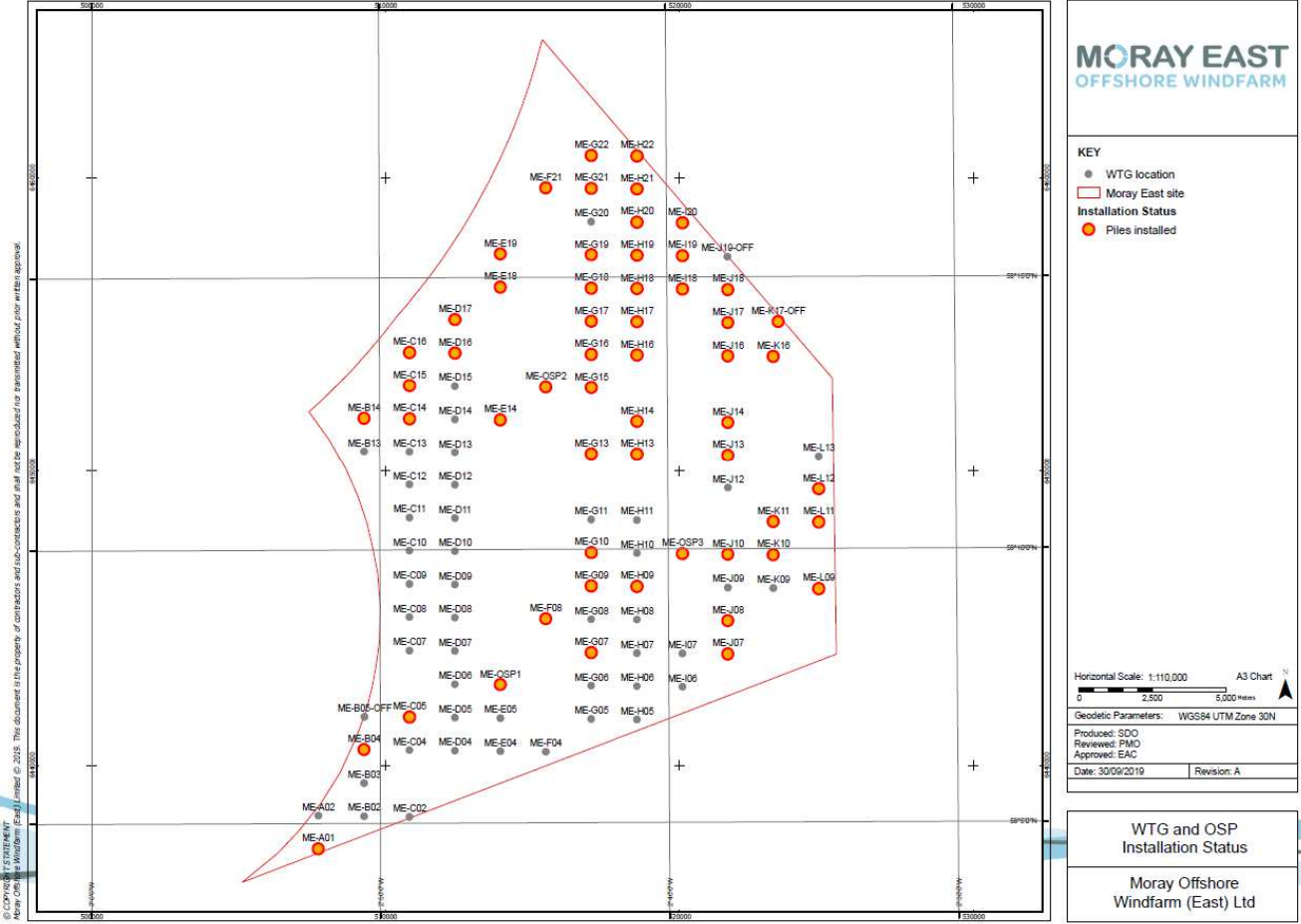


Figure 3 – Turbine location and Installation Status

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3.3 Piling Operations

Pile foundations will be installed by the Heavy Lift Vessel (HLV) Apollo which will arrive at the proposed foundation installation location and will be positioned in readiness for the foundation installation works. This will involve the vessel entering DP2 and then jacking up to operational draft.

Pile foundations will be installed by the use of a Pile Installation Template (see Figure 4 below), where 3 pin piles will be stabbed into the seabed through the piling template then driven to target depth in readiness for the Jacket installation.

The Piling Template will then be recovered to the Apollo, then she will relocate to the next location for installation.

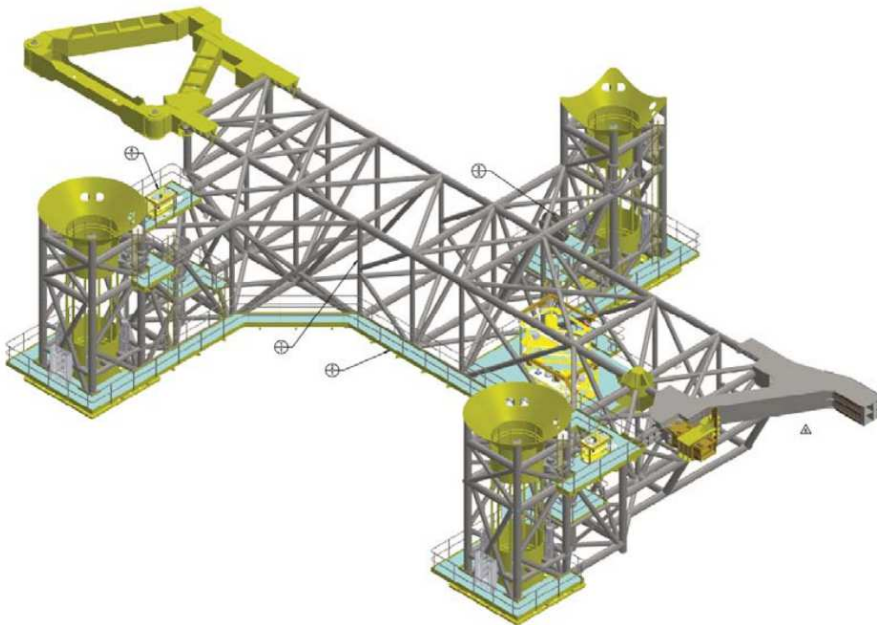


Figure 4 – Piling Template

3.4 Piling works for the month ahead

The planned piling are expected to take place for the next four weeks from the date of this notice in the area highlighted in yellow in Figure 5 below. Construction works could take place out of this area due to unforeseen circumstances.

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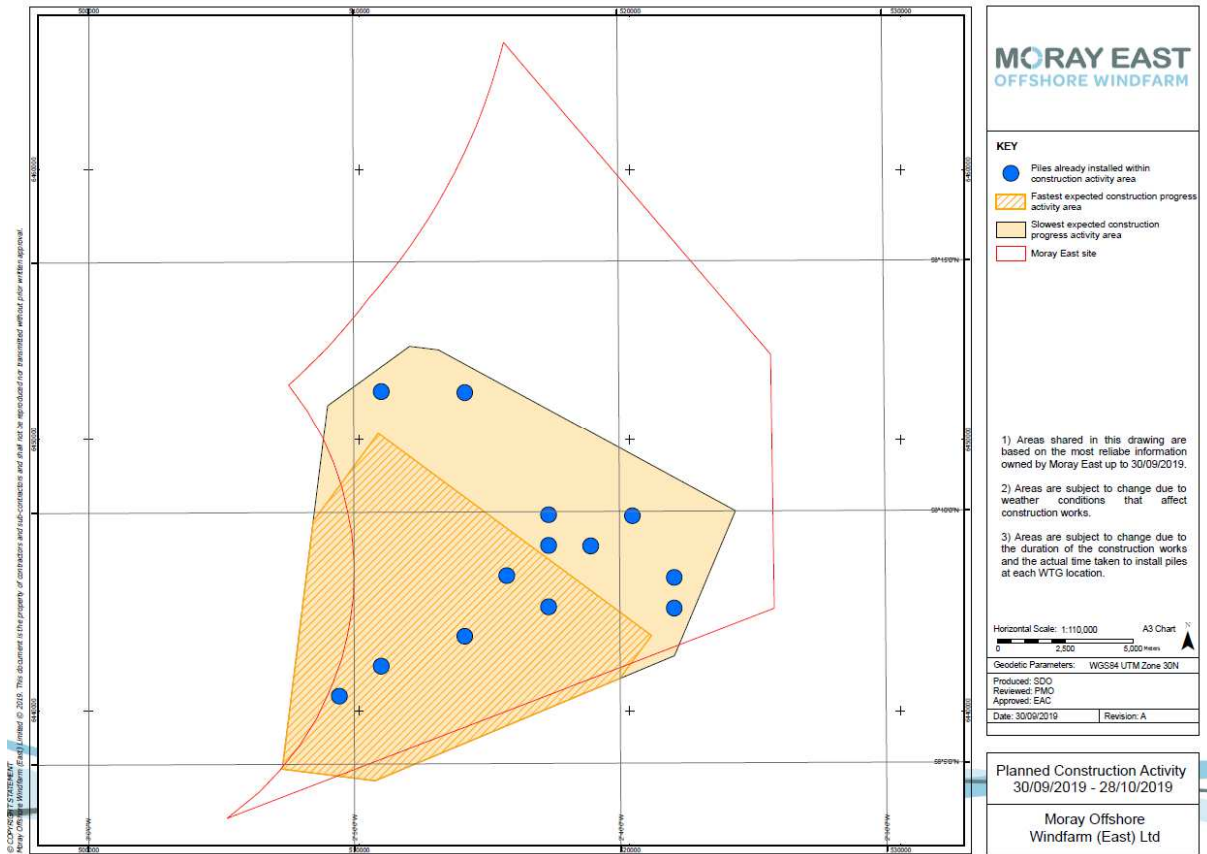


Figure 5 – Piling activity area expected for between 29rd September and 28th October 2019

The latitude and longitude for the piling activities in the above highlighted area is referenced in the Table 3 below.

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Fastest expected construction progress activity area

| ID | Latitude (DMS) | Longitude (DMS) | Latitude (DM) | Longitude (DM) |
|----|-------------------|------------------|---------------|----------------|
| 1 | 58° 11' 35.712" N | 2° 49' 4.111" W | 58° 11.595' N | 2° 49.069' W |
| 2 | 58° 7' 32.954" N | 2° 38' 48.760" W | 58° 7.549' N | 2° 38.813' W |
| 3 | 58° 6' 42.043" N | 2° 40' 0.740" W | 58° 6.701' N | 2° 40.012' W |
| 4 | 58° 4' 41.402" N | 2° 49' 13.633" W | 58° 4.690' N | 2° 49.227' W |
| 5 | 58° 4' 55.482" N | 2° 52' 42.780" W | 58° 4.925' N | 2° 52.713' W |
| 6 | 58° 9' 50.677" N | 2° 51' 32.033" W | 58° 9.845' N | 2° 51.534' W |

Slowest expected construction progress activity area

| ID | Latitude (DMS) | Longitude (DMS) | Latitude (DM) | Longitude (DM) |
|----|-------------------|------------------|---------------|----------------|
| 1 | 58° 4' 55.482" N | 2° 52' 42.780" W | 58° 4.925' N | 2° 52.713' W |
| 2 | 58° 12' 9.564" N | 2° 50' 58.633" W | 58° 12.159' N | 2° 50.977' W |
| 3 | 58° 13' 20.247" N | 2° 47' 53.142" W | 58° 13.337' N | 2° 47.886' W |
| 4 | 58° 13' 15.849" N | 2° 46' 48.029" W | 58° 13.264' N | 2° 46.800' W |
| 5 | 58° 10' 1.136" N | 2° 35' 37.729" W | 58° 10.019' N | 2° 35.629' W |
| 6 | 58° 7' 8.941" N | 2° 37' 56.905" W | 58° 7.149' N | 2° 37.948' W |
| 7 | 58° 4' 41.402" N | 2° 49' 13.633" W | 58° 4.690' N | 2° 49.227' W |

Table 3 – Coordinates for piling activity area expected for between 29rd September and 28th October 2019

The above figure and coordinates for the area where piling works are expected in the month ahead will be updated on a weekly basis through the Weekly Notice of Operations together with an update on the planned piling operations.

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4 Guard Vessels

Kinnaird Marine Limited has been appointed by Moray East to provide guard vessels during the piling campaign. Apart from times of extreme weather, there will always be at least one guard vessel on station during piling operations. The guard vessel’s primary duty is security of the construction site by informing and warning non-construction vessels of the ongoing activities and associated Safety Zones.

Mariners are requested to navigate with caution and keep continued watch on VHF Ch. 16, 87 and 73 when navigating the area.

4.1 Guard Vessel – GV Replenish

| GV Replenish | |
|--|--|
| General Description and Dimensions: | Guard Vessel LOA: 24.36 m, Beam: 7.17 m, Draught 3.48 m |
| Call Sign: | MASY7 |
| MMSI: | 235055180 |
| On Board Contact: | Master |
| Offshore Manager / Party Chief: | N/A |
| E-mail: | gvreplenish@gmail.com |
| Onshore Representative: | Enrique Alvarez |



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4.2 Guard Vessel – KMS Ability N294

| KMS Ability N294 | |
|--|--|
| General Description and Dimensions: | Guard Vessel LOA: 23.14 m, Beam: 6.63 m, Draught: 3.20 m |
| Call Sign: | MDFW3 |
| MMSI: | 235014666 |
| On Board Contact: | Master |
| Offshore Manager / Party Chief: | N/A |
| E-mail: | gvability@gmail.com |
| Onshore Representative: | Enrique Alvarez |



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5 Horizontal Directional Drilling (HDD)

Please be advised that Moray Offshore Windfarm (East) Limited (Moray East) have commenced HDD construction works. There will be a total of 3 phases during 2019 with the second and third phase planned for September and October.

Anchors will be deployed in readiness for the 1st phase of HDPE duct pipe installation utilising the vessel Voe Jarl and will remain in place until phase 3 is complete. There will be three main ACTIVITIES as part of each phase of these works at the HDD location: HDPE duct pipe tow to HDD location, cable duct pull in and post pull in burial works on the sea bed. Each complete phase should take circa 22 days to complete. The vessel details for each phase are provided below, as well as the overall programme for Phase 1.

5.1 Anchor installations Inverboyndie Bay

Figure 6 below shows the anchor locations at the HDD location near Inverboyndie Bay and Table 4 provides the coordinates of the relevant anchor positions.

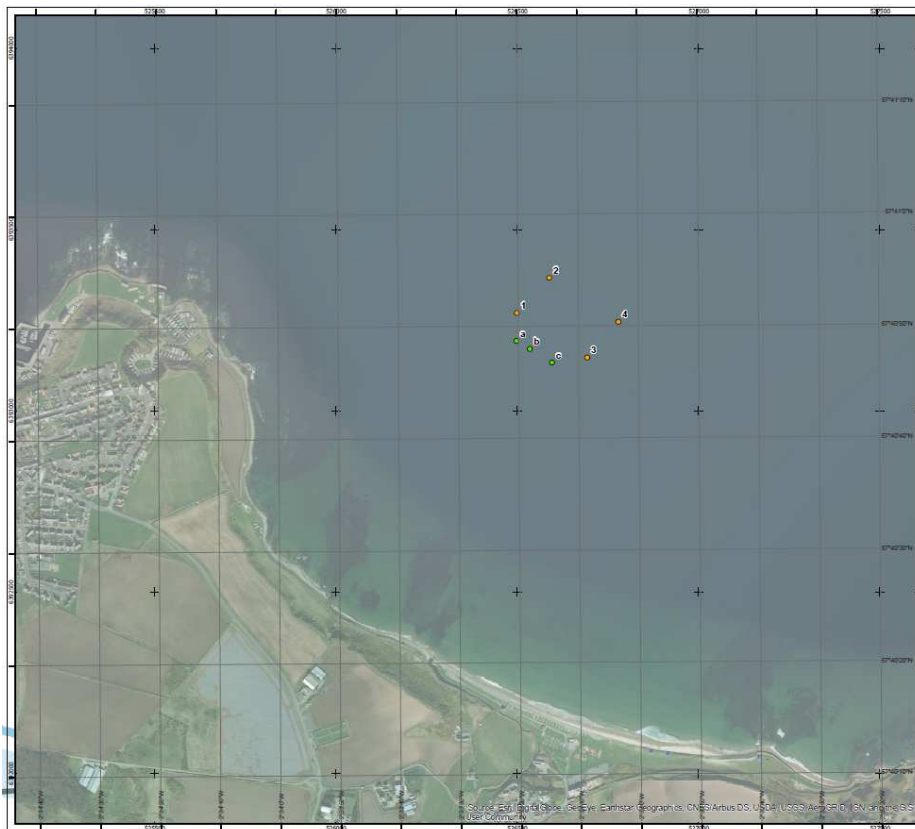


Figure 6 - Anchor locations shown on satellite map.

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Table 4 - Anchor positions Lat/Long

| ID | Longitude | Latitude |
|----|--------------|-------------|
| 1 | 57° 40.852 N | 2° 33.338 W |
| 2 | 57° 40.904 N | 2° 33.247 W |
| 3 | 57° 40.785 N | 2° 33.143 W |
| 4 | 57° 40.839 N | 2° 33.056 W |
| a | 57° 40.811 N | 2° 33.339 W |
| b | 57° 40.799 N | 2° 33.302 W |
| c | 57° 40.778 N | 2° 33.241 W |

5.2 Main working vessel anchor installation and duct pull in – Multicat and DSV — Voe Jarl

| Voe Jarl: | |
|--|---|
| General Description and Dimensions: | Multicat Anchoring and Dive Vessel |
| Call Sign: | MSBB3 |
| MMSI: | 210779000 |
| On Board Contact: | Master 07502297888 |
| Offshore Manager / Party Chief: | Vessel Master |
| E-mail: | voejarl@delta-marine.scot |
| Onshore Project Representative: | Gareth Ellis Gareth.ellis@morayeast.com |



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5.3 ACTIVITY 1 - Transit route for HDPE pipe tow Cromarty Firth to Inverboyndie Bay

The HDPE pipes will be towed individually to the HDD area at Inverboyndie Bay following the transit route shown in Figure 7 below. The route coordinates are provided in Table 5. The vessels engaged in the towing of the pipes are identified below.

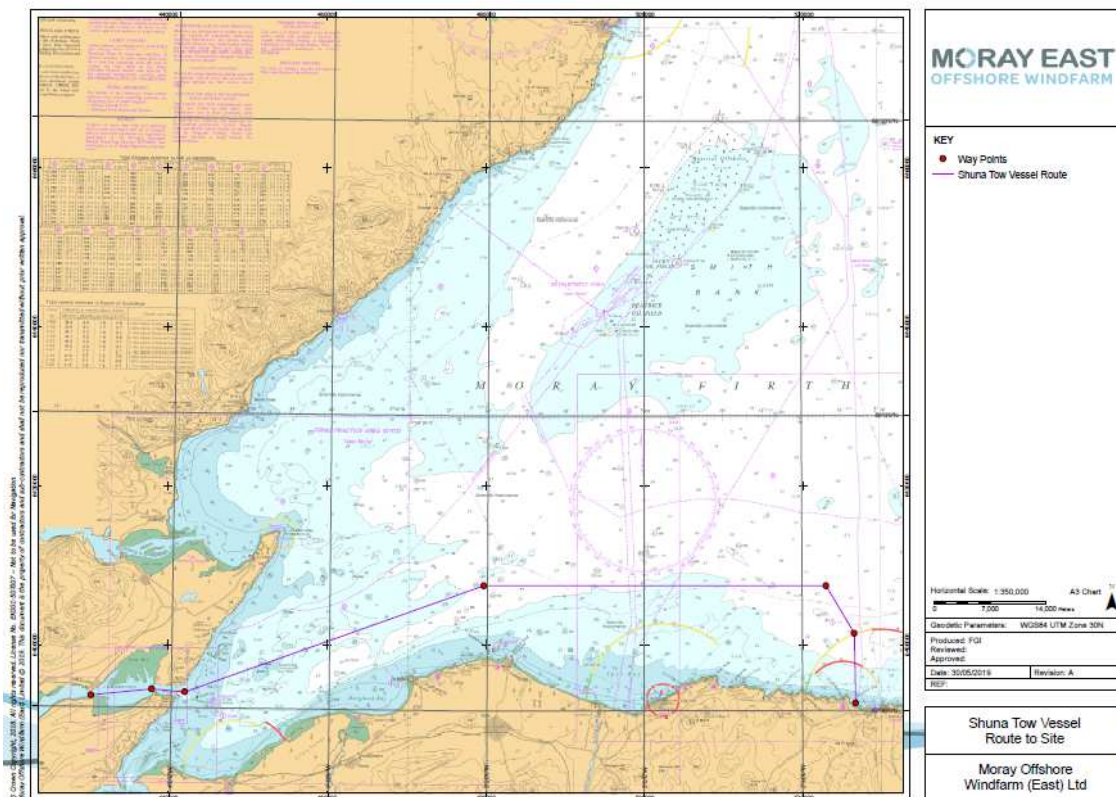


Figure 7 - Transit route/waypoints for the planned tow

Table 5 – Transit route waypoints

| Way Point | Lat | Lon | Dist to Next | Total | Remarks |
|-----------|---------------|----------------|--------------|----------|-------------------|
| 1 | 57° 40.810' N | 004° 10.160' W | 4.24NM | 00.00 NM | Wet stow location |
| 2 | 57° 41.280' N | 004° 02.480' W | 2.26 NM | 04.24 NM | |
| 3 | 57° 41.110' N | 003° 58.270' W | 20.77 NM | 06.50 NM | |
| 4 | 57° 48.500' N | 003° 20.450' W | 21.64 NM | 27.27 NM | |
| 5 | 57° 48.500' N | 002° 36.950' W | 23.93NM | 48.91 NM | |
| 6 | 57° 45.250' N | 002° 33.410' W | 04.77NM | 72.83NM | |
| 7 | 57° 40.530' N | 002° 33.280' W | | 77.66NM | Boyndie Bay |

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| Shuna | |
|--|--|
| General Description and Dimensions: | Towing vessel |
| Call Sign: | VQBP3 |
| MMSI: | 235007528 |
| On Board Contact: | Ian Beaton 07713064672 |
| Offshore Manager / Party Chief: | Vessel Master |
| E-mail: | admin@seafastltd.co.uk |
| Onshore Representative: | Gareth Ellis Gareth.ellis@morayeast.com |



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| Teal Of Wick | |
|--|---|
| General Description and Dimensions: | Tail end vessel |
| Call Sign: | ZQXM9 |
| MMSI: | 235000773 |
| On Board Contact: | Ian Beaton 07713064672 |
| Offshore Manager / Party Chief: | Offshore Manager |
| E-mail: | admin@seafastltd.co.uk |
| Onshore Representative: | Gareth Ellis Gareth.ellis@morayeast.com |



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| Waterfall | |
|--|---|
| General Description and Dimensions: | Guard/Chase Vessel |
| Call Sign: | 2CBT4 |
| MMSI: | 235071392 |
| On Board Contact: | Master |
| Offshore Manager / Party Chief: | N/A |
| E-mail: | bill@moraymarine.com |
| Onshore Representative: | Gareth Ellis Gareth.ellis@morayeast.com |



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| Rhona | |
|--|---|
| General Description and Dimensions: | Crew Transfer/Support Vessel |
| Call Sign: | VQBP3 |
| MMSI: | 235007528 |
| On Board Contact: | Ian Beaton 07713064672 |
| Offshore Manager / Party Chief: | Vessel Master |
| E-mail: | admin@seafastltd.co.uk |
| Onshore Representative: | Gareth Ellis Gareth.ellis@morayeast.com |



5.4 ACTIVITY 2 – HDD duct pull in works [RESTRICTED AREA]

Once the HDPE pipes are on location they will be connected up to the HDD drill string via a pulling head and using divers from the Voe Jarl. Then pull back through the punchout hole will commence, drawing the ducts back to landfall as shown in Figure 8 below.

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A restricted area as described in Figure 8 and the coordinates in Table 6 will be required for the operation lasting 72 hours (weather and operations dependent).

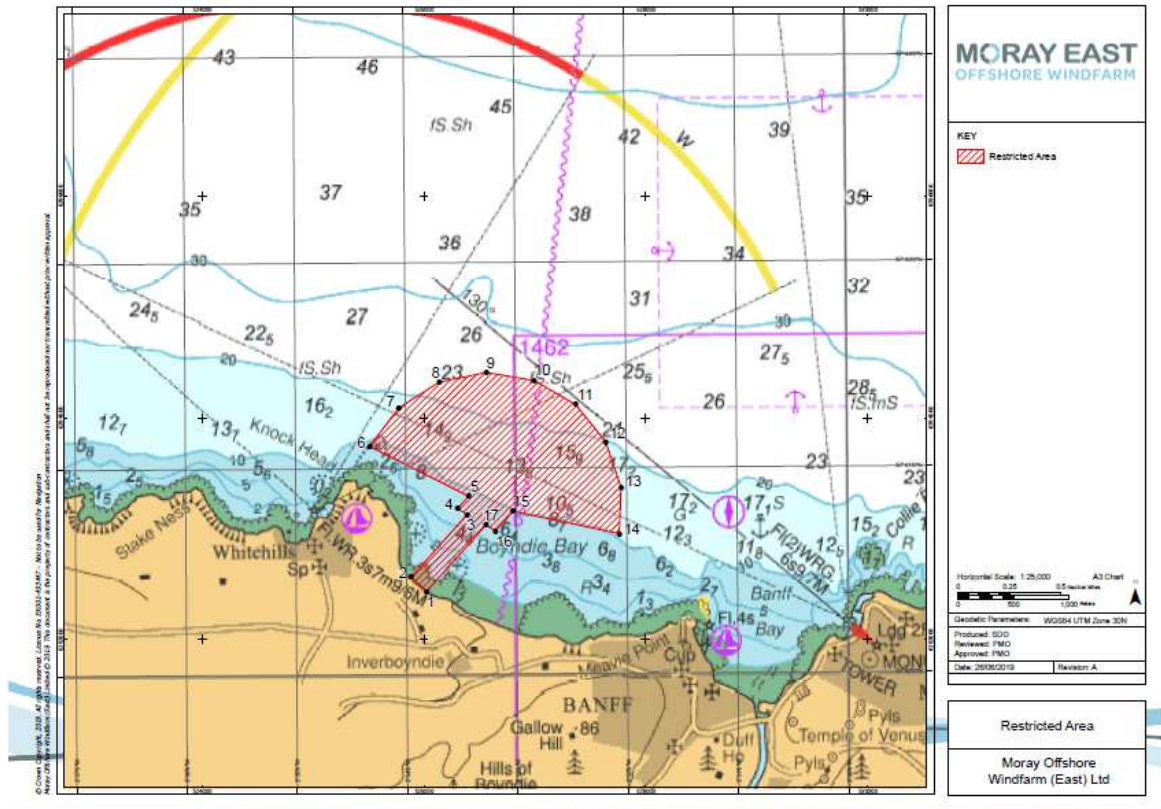


Figure 8 – Restricted area for use during duct pull in

Table 6 – Restricted area coordinates *duct pull in only*

| Location | WGS84 | |
|----------|--------------|-------------|
| | Latitude | Longitude |
| 1 | 57° 40.405'N | 2° 33.820'W |
| 2 | 57° 40.474'N | 2° 33.960'W |
| 3 | 57° 40.778'N | 2° 33.448'W |
| 4 | 57° 40.806'N | 2° 33.536'W |
| 5 | 57° 40.866'N | 2° 33.434'W |
| 6 | 57° 41.111'N | 2° 34.328'W |
| 7 | 57° 41.297'N | 2° 34.063'W |
| 8 | 57° 41.421'N | 2° 33.693'W |
| 9 | 57° 41.466'N | 2° 33.265'W |
| 10 | 57° 41.426'N | 2° 32.835'W |
| 11 | 57° 41.308'N | 2° 32.459'W |
| 12 | 57° 41.126'N | 2° 32.186'W |
| 13 | 57° 40.904'N | 2° 32.052'W |
| 14 | 57° 40.680'N | 2° 32.070'W |
| 15 | 57° 40.791'N | 2° 33.032'W |
| 16 | 57° 40.697'N | 2° 33.190'W |
| 17 | 57° 40.725'N | 2° 33.279'W |

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The duct to drill pipe connection will be made on the Voe Jarl. The Dive spread will be situated on the Voe Jarl which will be moored up on the anchor points mentioned above. These operations are planned between the hours of 07:00 – 19:00 or all daylight hours if required, with the Dive team mobilising daily from Macduff and Transferring via Support vessel Rhona, with the route plan defined below.



Figure 9 – Daily transit routes from Macduff base port to site

Table 7 – Daily transit route waypoints from Macduff base port to site

| Way Point | Lat. | Long. | Dist.to next | Tot | Remarks |
|-----------|----------------|-----------------|--------------|----------|---------------------|
| 1 | 57° 40'.20'' N | 002° 30'.40'' W | 0.84NM | 00.00 NM | Entrance to Macduff |
| 2 | 57° 40'.53'' N | 002° 33'.20'' W | 0.94 NM | 1.78 NM | Site |

5.5 ACTIVITY 3 - Post pull in dive works

A restricted area which is described by the anchor pattern of the DSV Voe Jarl in Table 6 above will be used for the duct pull operation which is expected to last 22 days weather permitting. The ducts will be lowered beneath the sea bed level by airlifting and secured in place with temporary concrete mattress (Figure 10). The Ducts will stay buried in the sea bed until the final cable installation and burial stage of the project in summer 2020.

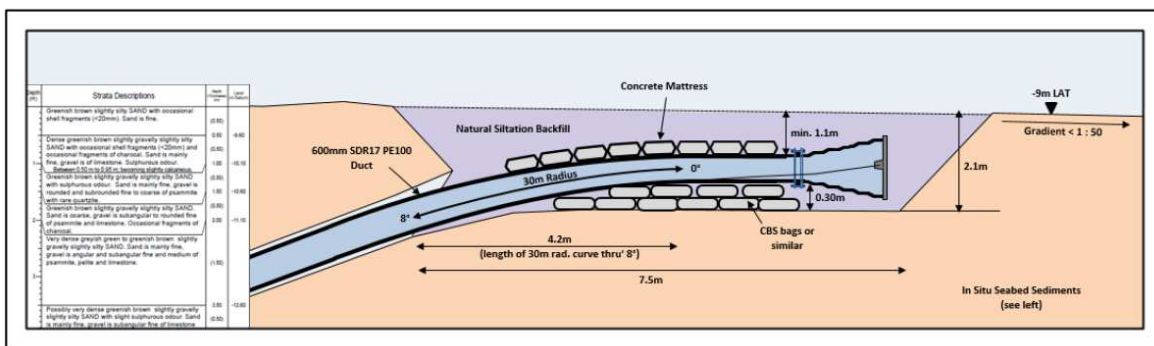


Figure 10 – As left detail of ducts in seabed

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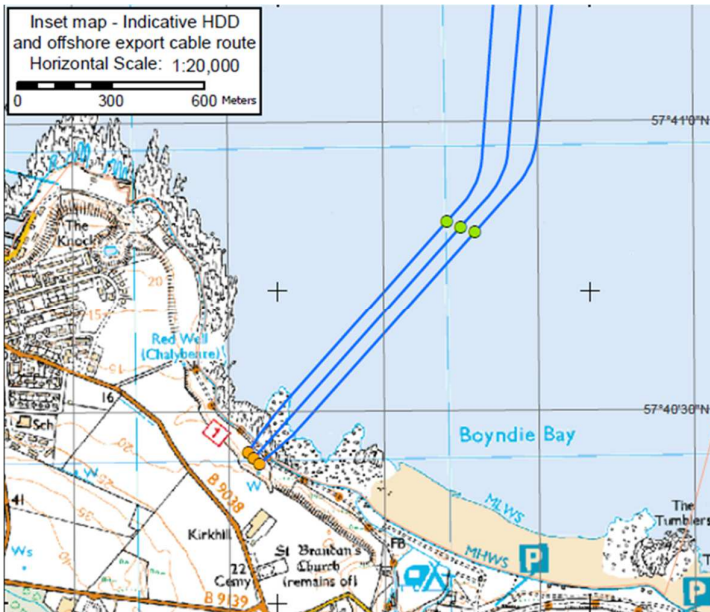


Figure 11 – Overview of export cable layout at landfall area, (green points show location of Figure 5 detail)

5.6 General Safety Advice for HDD operations

Whilst Diving operations are ongoing all vessels are requested to maintain their vessel and gears **outwith of the Restricted Area (described by RESTRICTED AREA in Figure 8 and Table 6 above)** from the Voe Jarl when the dive flag is shown. Mariners are requested to give all construction and support vessels a wide berth, to navigate with caution, to use all means appropriate to aid safe navigation as defined under COLREGs Rule 7, and keep continued watch on VHF Ch. 16 when navigating the area.

The Voe Jarl will display the Dive Flag whilst operations are ongoing (Figure 12).

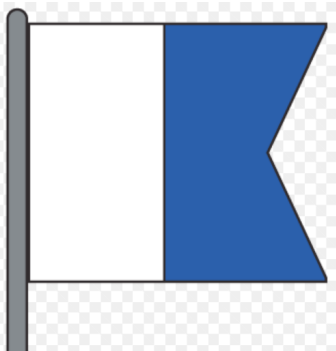


Figure 12 – Dive flag

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5.7 Programme

HDD Duct 2

Anchor Installation – Complete

Activity 1 Pipe Tow – Complete

Activity 2 - Pipe pull in [Restricted Area]— Complete

Activity 3 – Post pull dive works (burial) [Restricted Area] – 02-08-2019 – TBC

HDD Duct 1

Anchor Installation – Complete

Activity 1 Pipe Tow – TBC in future notifications

Activity 2 - Pipe pull in [Restricted Area]— TBC

Activity 3 – Post pull dive works (burial) [Restricted Area] – TBC

Please note that these are all subject to operational and weather restraints

6 University of Aberdeen Noise Recorders

Please be aware the University of Aberdeen intends to recover equipment within the Moray East site at the locations listed in Tables 8 and 9 and recover and redeploy the equipment listed in Table 10. Figures 13 and 14 below provide an overview of the kit to be recovered / recovered and redeployed and an overview of the location of the works. Further details of the work will be provided under a separate Notice to Mariners issued by the University of Aberdeen (including details of works outwith the Moray East site). These works will commence on week commencing 30th of September, subject to weather. All works will be carried out by Moray First Marine Ltd., using MV “Waterfall”.

Table 8 – Equipment locations (landers)

| Name | WGS84 | | Characteristics |
|------|----------------|-----------------|---------------------------|
| | Latitude (dms) | Longitude (dms) | |
| 264 | 58° 09.341' N | 002° 43.689' W | Lander frame (subsurface) |
| 265 | 58° 09.869' N | 002° 43.863' W | Lander frame (subsurface) |
| 266 | 58° 10.393' N | 002° 44.039' W | Lander frame (subsurface) |

Table 9 – Equipment locations (acoustic recorders - PODs)

| Name | WGS84 | | Characteristics |
|------|----------------|-----------------|-----------------|
| | Latitude (dms) | Longitude (dms) | |
| 54 | 58° 13.516' N | 002° 41.972' W | Subsurface |
| 111 | 58° 09.014' N | 002° 37.203' W | Subsurface |
| 163 | 58° 17.961' N | 002° 44.988' W | Subsurface |
| 184 | 58° 15.441' N | 002° 47.647' W | Subsurface |
| 216 | 58° 13.863' N | 002° 36.247' W | Subsurface |

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| Name | WGS84 | | Characteristics |
|------|----------------|-----------------|-----------------|
| | Latitude (dms) | Longitude (dms) | |
| 217 | 58° 13.799' N | 002° 39.306' W | Subsurface |
| 218 | 58° 14.756' N | 002° 40.264' W | Subsurface |
| 219 | 58° 12.239' N | 002° 40.021' W | Subsurface |
| 221 | 58° 15.418' N | 002° 41.821' W | Subsurface |
| 222 | 58° 15.837' N | 002° 44.220' W | Subsurface |
| 233 | 58° 14.761' N | 002° 43.616' W | Subsurface |
| 234 | 58° 14.041' N | 002° 46.020' W | Subsurface |
| 238 | 58° 13.917' N | 002° 48.053' W | Subsurface |
| 240 | 58° 06.539' N | 002° 49.668' W | Subsurface |
| 241 | 58° 09.118' N | 002° 40.321' W | Subsurface |
| 242 | 58° 10.859' N | 002° 35.460' W | Subsurface |
| 243 | 58° 08.880' N | 002° 43.204' W | Subsurface |

Table 10 – Equipment locations (SM2Ms - sound recorders)

| Name | WGS84 | | Characteristics |
|--------|----------------|-----------------|-----------------|
| | Latitude (dms) | Longitude (dms) | |
| 164(A) | 58° 12.833' N | 002° 51.686' W | Subsurface |
| 112 | 58° 10.788' N | 002° 40.534' W | Subsurface |



Acoustic logger
(600 x 95mm)



Lander
(700 x 500mm)



Sound recorder
(200 x 60mm)

Figure 13 – Examples of equipment which the above moorings support

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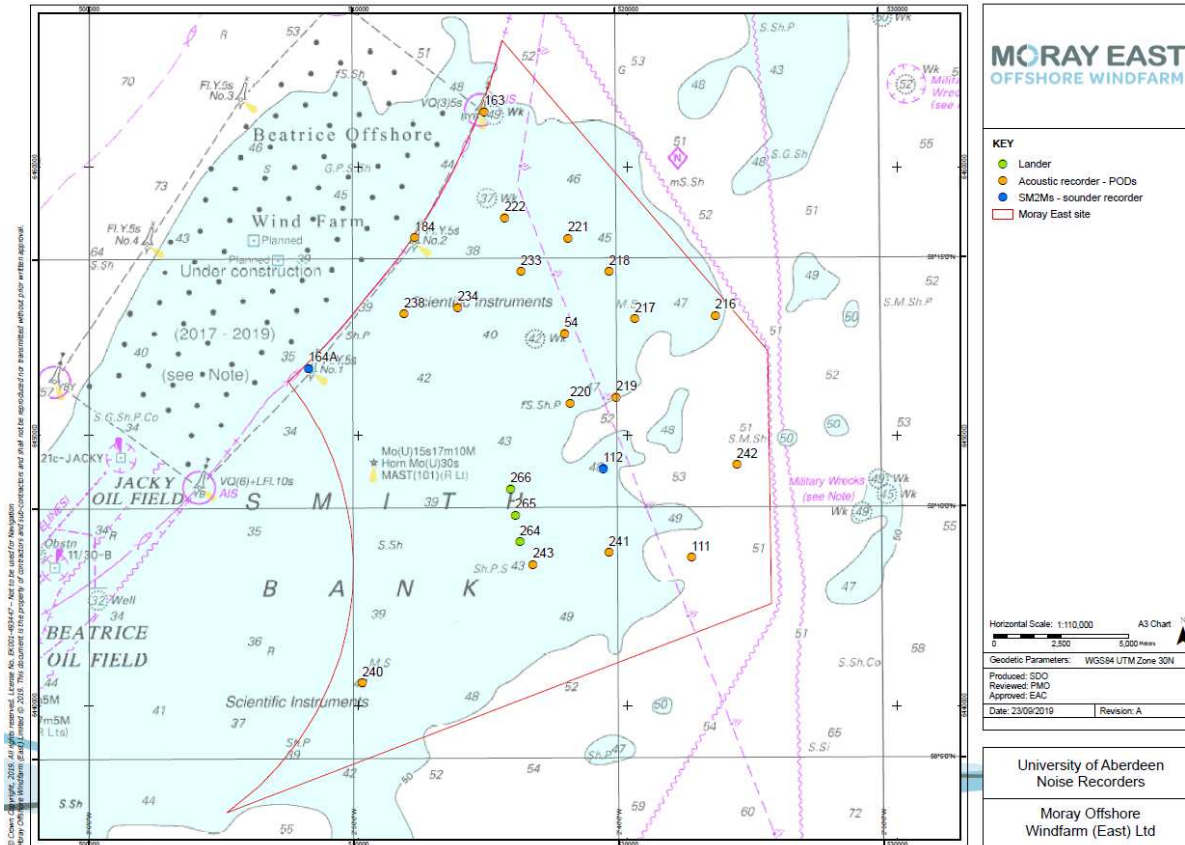


Figure 14 – Mooring locations noted in Tables 8, 9 and 10

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| Waterfall | |
|--|---|
| General Description and Dimensions: | Workboat, UK MCA Cat 2 LOA: 16 m, Beam: 6.5 m, Draught: 1.70 m |
| Call Sign: | 2CBT4 |
| MMSI: | 235071392 |
| On Board Contact: | Master |
| Offshore Manager / Party Chief: | N/A |
| E-mail: | bill@moraymarine.com |
| Onshore Representative: | Tim Barton |



7 General Safety Advice

Please be aware that by virtue of their mode of operation and the equipment deployed the MV Apollo, Voe Jarl, Rhona, Shuna and the MV Normand Service will be Restricted in their Ability to Manoeuvre (RAM) as defined under COLREGs (International Regulations for Preventing Collisions at Sea 1972, Rule 3). Masters of vessels are therefore requested to maintain their vessels and gears at a minimum safe distance from these vessels of 500 metres when it is undertaking its work and showing the appropriate shapes and lights in accordance with COLREGs Rule 18.

In order to not compromise the safety of the MV Apollo and the MV Normand Service, the crew of each, and each vessel's ability to undertake its contracted works, fishermen who have static fishing gears deployed within the defined Moray East site (see Figure 2) are requested to provide the coordinates of such deployed gears in DMS and details of whether the surface markers used are visible at all states of visibility to Jen Miller using the below contact information (Section 58 of the Merchant Shipping Act 1995).

Fishermen who have static gears deployed beyond 12 nm are reminded that static gear must be marked in accordance with Commission Implementing Regulation (EU) No. 404/2011

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(<https://www.gov.uk/guidance/markings-of-fishing-gear-retrieval-and-notification-of-lost-gear#marking-of-fishing-gear>).

The Scottish Ministers have authorised the use of the following safety zones as per Notice to Mariners to follow:

1. A 500 metre radius around each WTG and OSP where construction works are taking place that include sensitive activities being undertaken by vessels RAM. A maximum of three of such zones is permitted at any one time.
2. A 50 metre radius around partially completed WTGs and OSPs where work is not underway and the risk assessments identify a need.
3. A 50 metre radius around each completed WTG and OSP prior to commissioning and as required by a risk assessment process.

All mariners are requested to give all construction and support vessels a wide berth.

Mariners are requested to navigate with caution, to use all means appropriate to aid safe navigation as defined under COLREGs Rule 7, and keep continued watch on VHF Ch. 16, 87 and 73 when navigating the area.

8 Meteorological Mast Unlit

Please be advised that Moray Offshore Windfarm (East) Limited (Moray East) Meteorological Mast is currently unlit.

During hours of darkness / low visibility the Guard Vessel Replenish will remain in the vicinity of the Mast and alert any transiting traffic within the CDM area of the Hazard. Vessel details are provided below.

Further details on the met mast are provided in Figures 15 and 16 and Table 11.

Updates on when the repair works will take place and the vessel(s) involved in the work will be provided through future NtMs and Weekly Notices of Operations.

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Figure 15 – Photograph of the Meteorological Mast

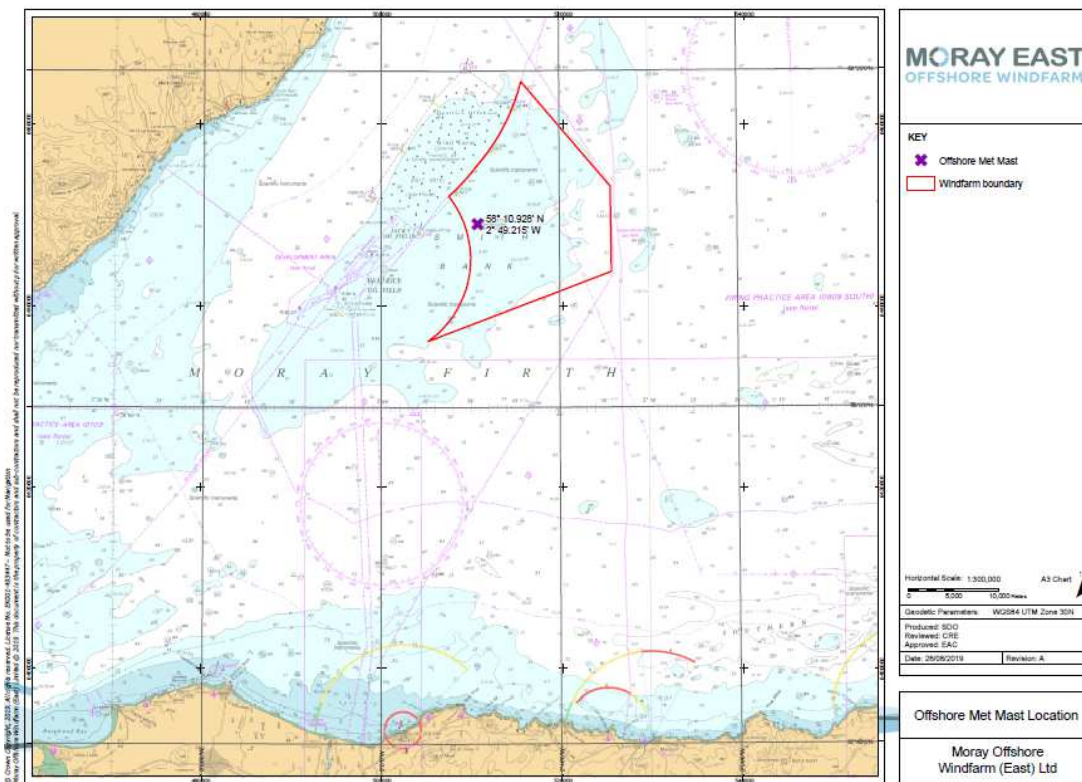


Figure 16 – Meteorological Mast location map

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Table 11 – Met mast coordinates

| Name | Latitude (DMS) | Longitude (DMS) | Latitude (DM) | Longitude (DM) |
|----------|-------------------|------------------|---------------|----------------|
| Met Mast | 58° 10' 55.680" N | 2° 49' 12.892" W | 58° 10.928' N | 2° 49.215' W |

9 Fisheries Liaison

Fisheries liaison associated with the activity will be co-ordinated by Brown and May Marine. For any commercial fishery queries please contact:

Jen Hilton-Miller - Brown and May Marine Ltd.

Email: jen.miller@brownmay.com

Tel: +44 1379 872148 / + 44 7519 106002

Fisheries liaison support is also available through the Fisheries Liaison Officer onboard of the MV Apollo. Contacts provided below:

Until 2nd October 2019:

Name: William Spence

Email: williamspence14@yahoo.co.uk

Mobile: +44 7773 880786

From 2nd October 2019:

Name: George Soutar

Email: george.soutar@btinternet.com

Mobile: +44 7751 145831

10 Distribution List

The distribution of this notice is as per email recipient's header. A central list of recipients is maintained by the Marine Coordinator; if you are not the appropriate recipient of these notices, or do not wish to receive the notices in the future, please contact us at the address included in Section 1 of this notice.

11 Website

The official website of Moray Offshore Windfarm (East) Limited can be found at:

<http://www.morayoffshore.com/moray-east/the-project/>

This website will contain all Notices to Mariners (NtMs) published by Moray East during the construction phase of the project, Weekly Notices of Operations and general information about the project.