

ZTN201121C - As-left Report Gwynt Y Mor Met Mast

RWE

Exported on
2025-09-24 12:03:38

1 Table of Contents

1	Table of Contents.....	2
2	Project scope.....	3
3	Document scope	3
4	Project Timeline.....	3
4.1	1st visit, removal of the Lattice Mast	3
4.1.1	Arrival at site	3
4.1.2	Lattice mast removal.....	3
4.1.3	Transit to port	4
4.2	2nd Visit, removal of platform and monopile.....	4
4.2.1	Arrival at site	4
4.2.2	Platform removal.....	5
4.2.3	Upper monopile removal	6
4.2.4	Internal obstructions in monopile	7
4.2.5	Internal Inspection of the monopile.....	8
4.2.6	Cutting of monopile.....	9
	Successful cutting of MP.	10
	Landing, cutting and seafastening the MP.....	11
4.3	Arrival and demob Dún Laoghaire, Ireland.	12
5	Post removal survey	12

2 Project scope

On behalf of RWE, our team successfully executed the full decommissioning and removal of the Meteorological Mast at Gwynt y Môr.

The scope of the project was to remove the entire metmast structure to a level of 2.5m below actual seabed. This included the lattice mast structure, the platform and upper monopile structure and the lower monopile structure to a level of 2.5m below actual seabed, leaving the lower part of the monopile structure in situ.

3 Document scope

This document summarizes the post-decommissioning condition of the area and provides an overview of site conditions and events preceding the removal of the met mast structure.

The document in its present form is a pre-liminary issue of the report, awaiting discharge, scrap handling and bathymetric surveys to be conducted, serving to satisfy the local seabed authority's requirement for reporting immediately following removal of the structure.

4 Project Timeline

4.1 1st visit, removal of the Lattice Mast

4.1.1 Arrival at site

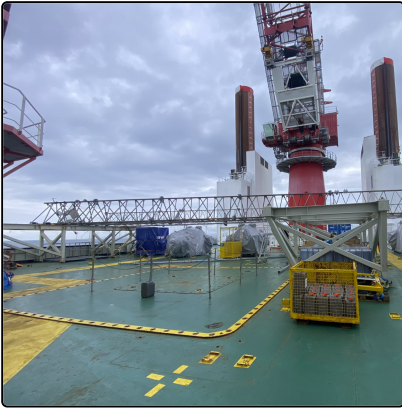
The WIND SERVER touched down at the Gwynt Y Mor Meteorological Mast at 11:08 on the 11 July 2024.



1 Lattice mast prior to removal.

4.1.2 Lattice mast removal

On 13 July 2024, the lattice mast was safely removed and secured on deck. Following installation of temporary aids to navigation a walkdown of the Meteorological Mast Platform was conducted at 14:55, after which WIND SERVER initiated leg retraction and commenced transit to port at 15:30.



2 Lattice mast landed on deck.

4.1.3 Transit to port

WIND SERVER arrived at Oostende Port on 17 July 2024. The gangway was rigged at 09:50, and demobilization began immediately thereafter with the scrapped structure being handed over to a local disposal facility.

4.2 2nd Visit, removal of platform and monopile.

4.2.1 Arrival at site

The WIND SERVER touched down at Gwynt Y Mor Meteorological Mast at 02:30 on 13 September 2025.



3 WIND SERVER arriving to the Gwynt Y Mor Meteorological Mast



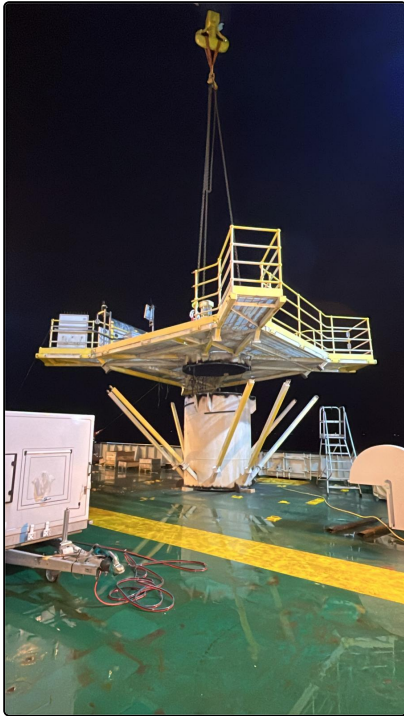
4 Gwynt Y Mor Meteorological Mast - platform as seen upon arrival.

4.2.2 Platform removal

Immediately upon completion of jacking operations, work commenced on the removal of the upper platform of the meteorological mast. At 19:20 on 13 September 2025, the platform was landed on the deck of WIND SERVER. Subsequent work focused on separating the platform struts and the cut monopile section. By approximately 23:40, both the platform and monopile section were fully disconnected and properly seafastened on deck.



5 Upper platform cut and being lifted.



6 Upper platform separated from monopile section.

4.2.3 Upper monopile removal

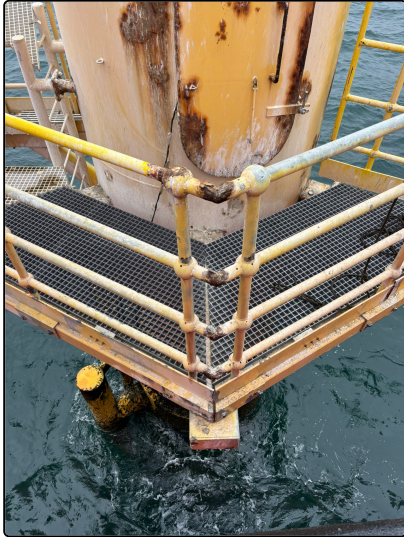
At 10:48 on the 14 September 2025 the upper monopile section had been cut from the remaining monopile and it was lifted to the deck of the WIND SERVER. At 12:30 the same day the section had been properly seafastened onto deck.



7 Upper monopile section cut from lower monopile section.

4.2.4 Internal obstructions in monopile

Over the following days, adverse weather conditions limited progress, and work was carried out whenever conditions permitted. During this period, the external platform was refurbished to serve as a working area and the WIND SERVER had been repositioned to enable these tasks and to prepare for the final scope of operations. By 01:00 on 22 September, the upper internal platform had been removed, along with the internal ladder and lower internal platform. Finally, lifting brackets were installed on the monopile.



8 Access platform with new grating installed. Serving as working area.



9 Lifting brackets installed.

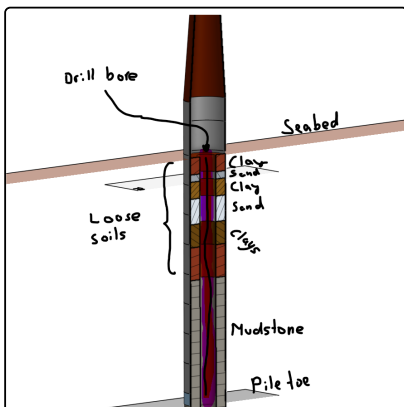


10 Lifting brackets installed.

4.2.5 Internal Inspection of the monopile.

Whilst removal of the internal obstructions was ongoing, drainage of the monopile was carried out whenever conditions allowed. At the same time, external and internal soundings were taken, which revealed internal depths significantly greater than anticipated—approximately 10 metres below the surrounding seabed. The client subsequently advised that a significant internal volume had been drilled during the installation of the meteorological mast. It was concluded that the loose top layers (approx. depth 10m-11m) had collapsed into the drill bore, resulting in an internal seabed level substantially lower than the surrounding seabed.

Subsequent inspections confirmed that no cleaning was required, as the entire almost 10 meters was completely clean and free from objects, marine growth, pebbles, or stones—contrary to what had been observed at most other locations.



11 Sketch showing as-found situation.



12 Camera and Lights being lowered into the monopile.

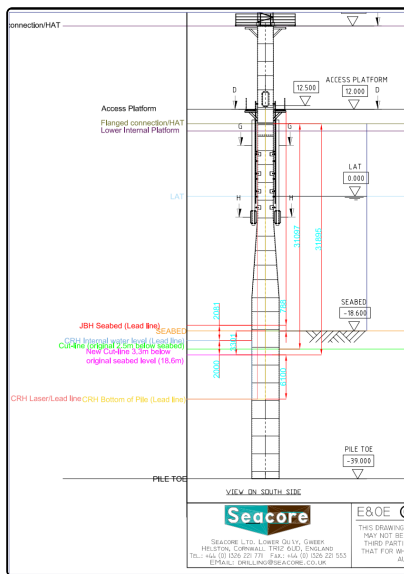


13 Camera and Lights at the bottom of the monopile.

4.2.6 Cutting of monopile

On 21 September 2025, the complete monopile lifting rigging was connected to the monopile, and a 200-tonne test lift was carried out for 10 minutes. The test concluded with a visual inspection of the rigging and welds.

Final checks were performed in order to assess the cut-level which was decided to be 3.3m below external seabed level.



14 Cut line illustrated.

Following completion of the final internal preparations and removal of obstacles, the rigging was reconnected to the monopile.

On 22 September 2025, the cutting rig was deployed into the monopile with a target depth below surrounding seabed of 3.3m. Cutting was initiated 9:25 LT and continued until 02:46 LT at which time pull was applied to the MP. No movement could be observed why it was decided to reverse the cutting rig to it's starting position. Cutting was resumed and continued until 04:58 LT at which time the cutting rig was recovered.

Successful cutting of MP.

At approximately 05:30 on 23 September 2025, movement of the monopile was observed, indicating successful completion of the circumferential cut.

Subsequently, the monopile was lifted from the seabed, weighing 153.0 tonne.



15 MP being lifted out of the water



16 Level of barnacles indicated the external seabed level



17 3.5m

Landing, cutting and seafastening the MP.

The monopile was landed and cut into 10 pieces and made ready for sea transport by properly seafastening them all.



18 Cutting into 5m sections

Seafastening of the structure sections was completed at on 24 September.

4.3 Arrival and demob Dún Laoghaire, Ireland.

At time of issue of pre-liminary report the WIND SERVER has yet to arrive in port and discharge structure. The final report will contain information on this stage.

5 Post removal survey

At time of issue the as-left bathymetric survey has yet to be carried out. The final report will container results and conclusions from the bathymetric survey