



Hybrid Spar

OCEAN RENEWABLE ENERGY DIV.
TODA CORPORATION
TAKASHI HARADA



Agenda

- Who We Are
- Demonstration Project of Hybrid Spar Floating Wind
- Challenge to reduce cost of Hybrid Spar
- Our Perspective for the ScotWind and the Future

History and Heritage of Toda Corporation



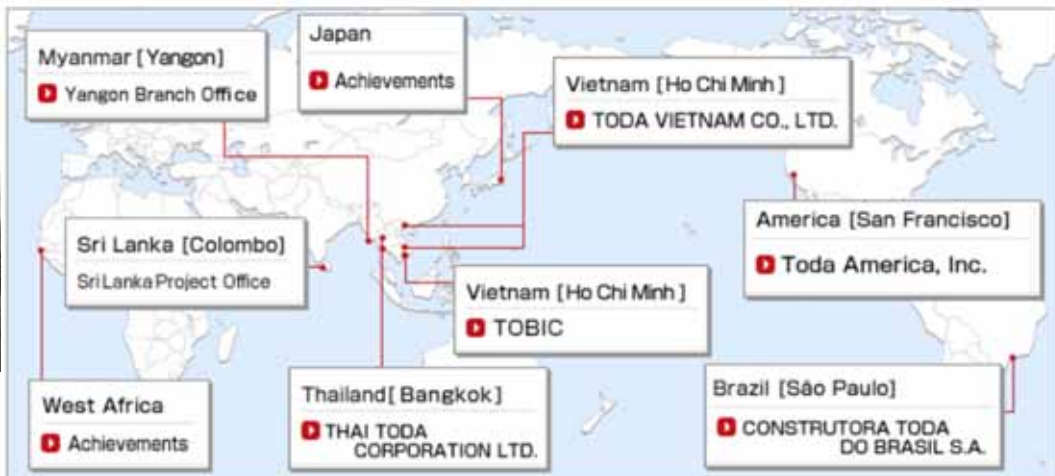
1880

1910

1920

1881, Founded as Toda-kata

1908, Renamed as Toda Group



Rihei Toda, Founder 1852-1920



Started as Shrine Carpenter



Keio University 50th Anniversary Library, 1912



Tokyo Taisho Exposition dyeing and weaving hall, 1914

1960

1980

1990

2000

1963, Renamed as Toda Corporation

Yokohama Grand Intercontinental Hotel, 1991

2007, Started Wind Business



TODA BUILDING, 1961



Expo 1970 Swiss Pavilion



Tsushima Airport Expansion, 1983



Kindaich Tunnel of JR East, 2001

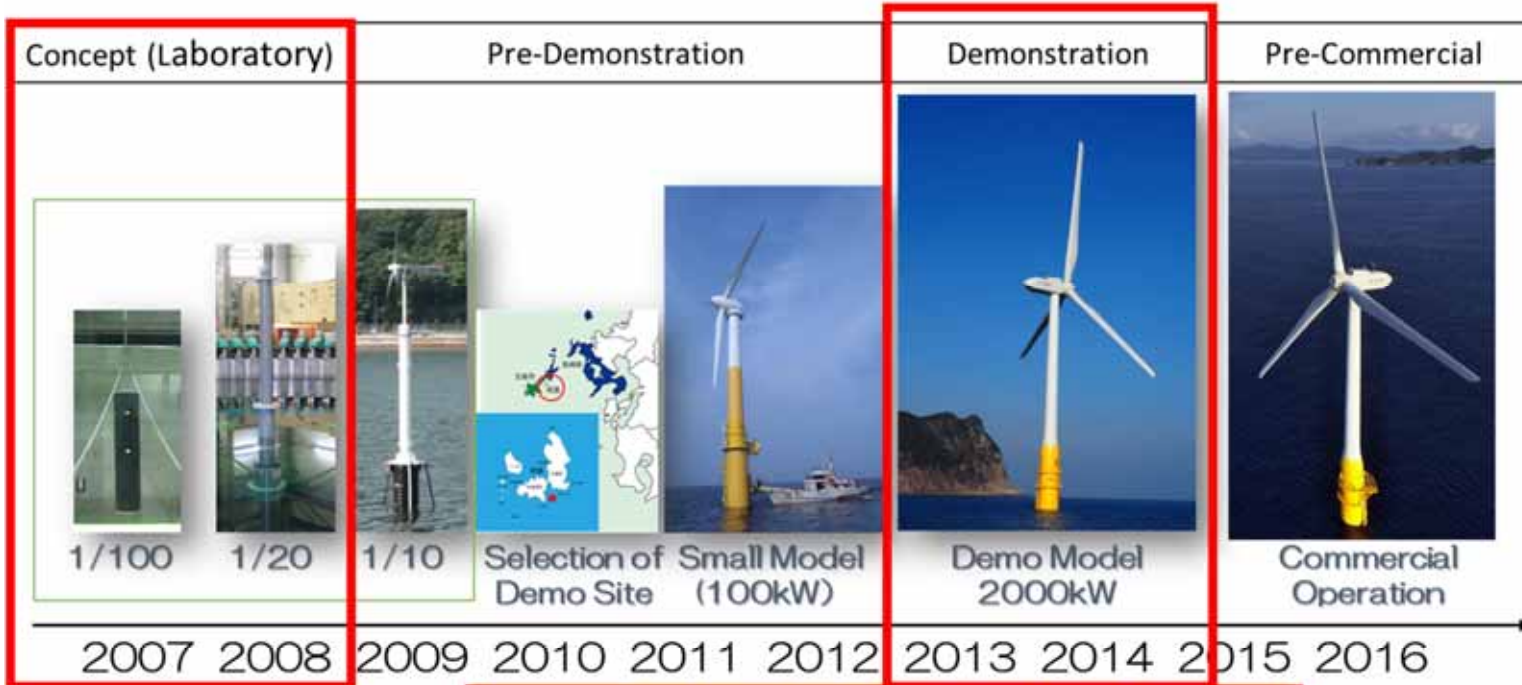


Demonstration Plant of 2MW, 2012

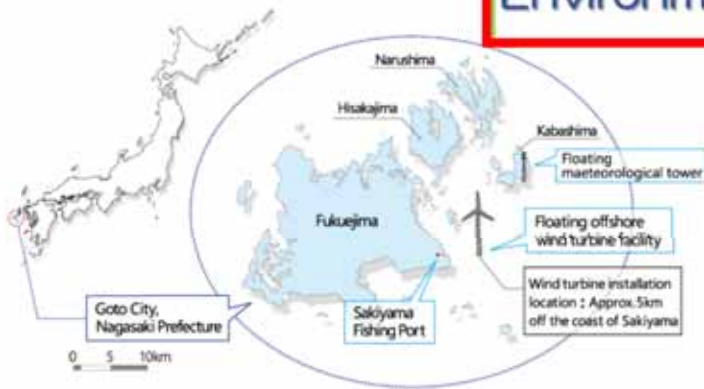


Demonstration Project of Floating Wind

Progress in Hybrid-Spar Project

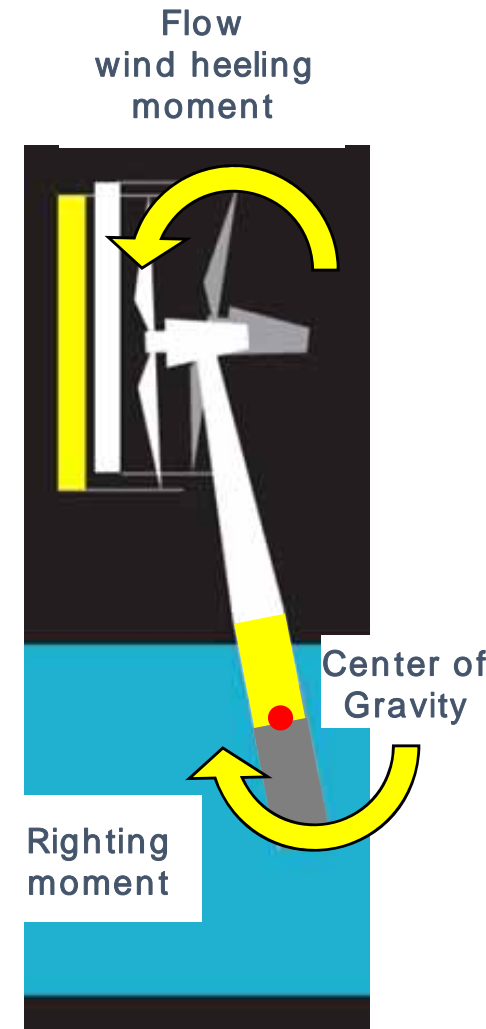


Project by the Ministry of Environment (from 2010 to 2015)

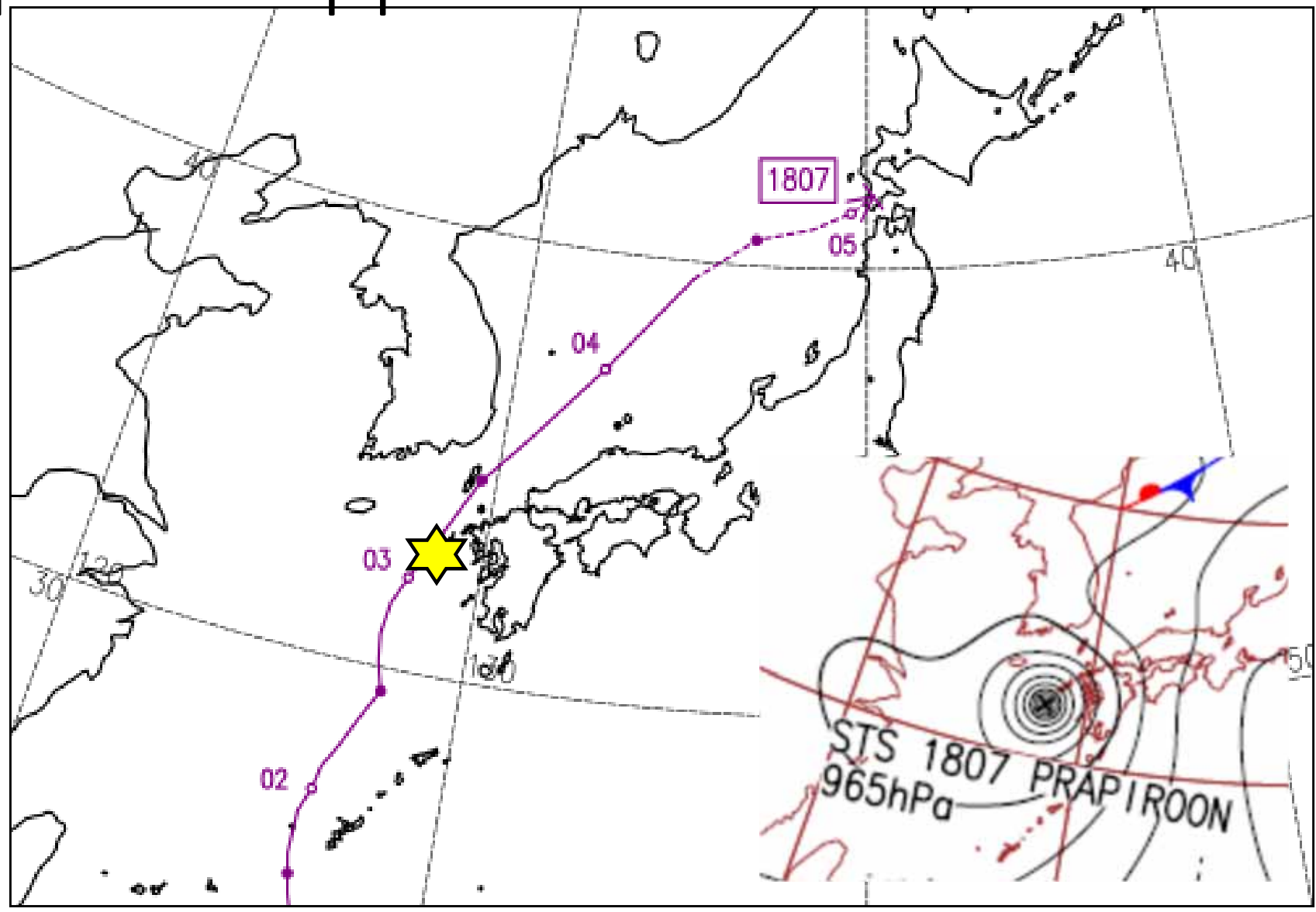


Strengths and Weaknesses

Typology	Strengths	Weaknesses
Semi-submersible	<ul style="list-style-type: none"> ✓ Flexible application due to the ability to operate in shallow water depths ✓ Low vessel requirement – only basic tug boats required ✓ Onshore turbine assembly ✓ Amenable to port-side major repairs 	<ul style="list-style-type: none"> ✗ High structural mass to provide sufficient buoyancy and stability ✗ <u>Complex steel structures with many welded joints</u> can be difficult to fabricate ✗ Potentially costly active ballast systems
Spar-buoy	<ul style="list-style-type: none"> ✓ Simple design is amenable to <u>serial fabrication processes</u> ✓ Few moving parts (no active ballast required) ✓ <u>Excellent stability</u> 	<ul style="list-style-type: none"> ✗ Constrained to deep water locations ✗ Offshore turbine assembly requires dynamic positioning vessels and <u>heavy-lift cranes</u> ✗ Large draft limits ability to tow the structure back to port for major repairs
Tension leg platform	<ul style="list-style-type: none"> ✓ Low structural mass ✓ Onshore turbine assembly ✓ Few moving parts (no active ballast required) ✓ Excellent stability 	<ul style="list-style-type: none"> ✗ High loads on the mooring and anchoring system ✗ <u>Challenging installation process</u> ✗ Bespoke installation barge often required



Typhoon Approaches



2018/7/3 6:10 AM Wind speed (10-min average) :22.4 m/s 1,988 kW
Significant wave height(H1/3) : 5m



Entrance



North side



West side

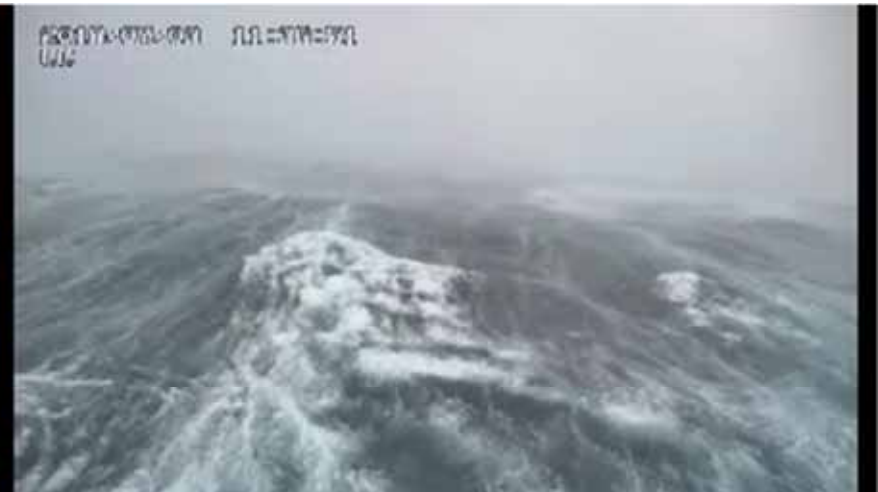


East side

2018/7/3 11:40AM Wind speed (3-sec average) :52.2 m/s
Significant wave height(H1/3) : 7m



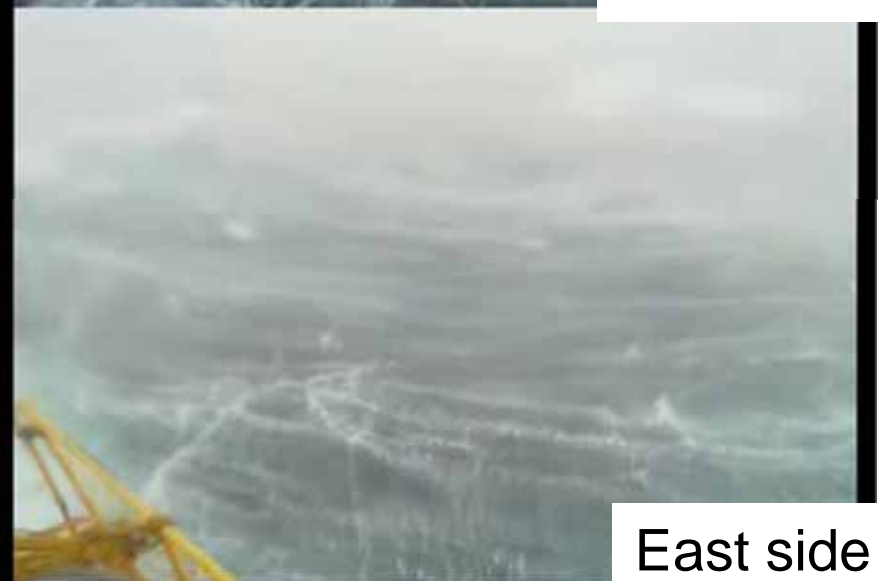
Entrance



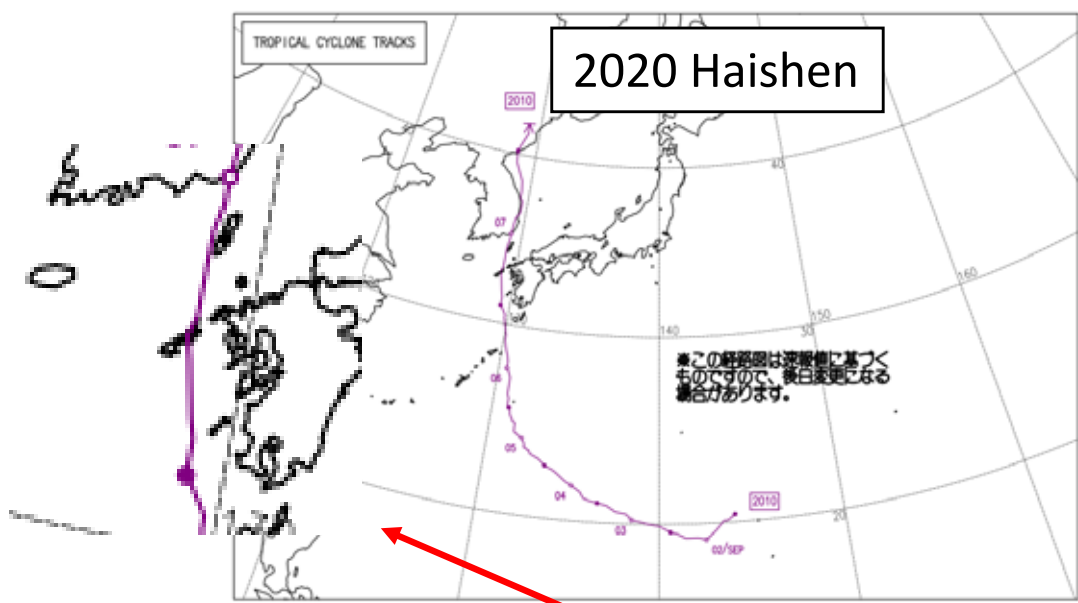
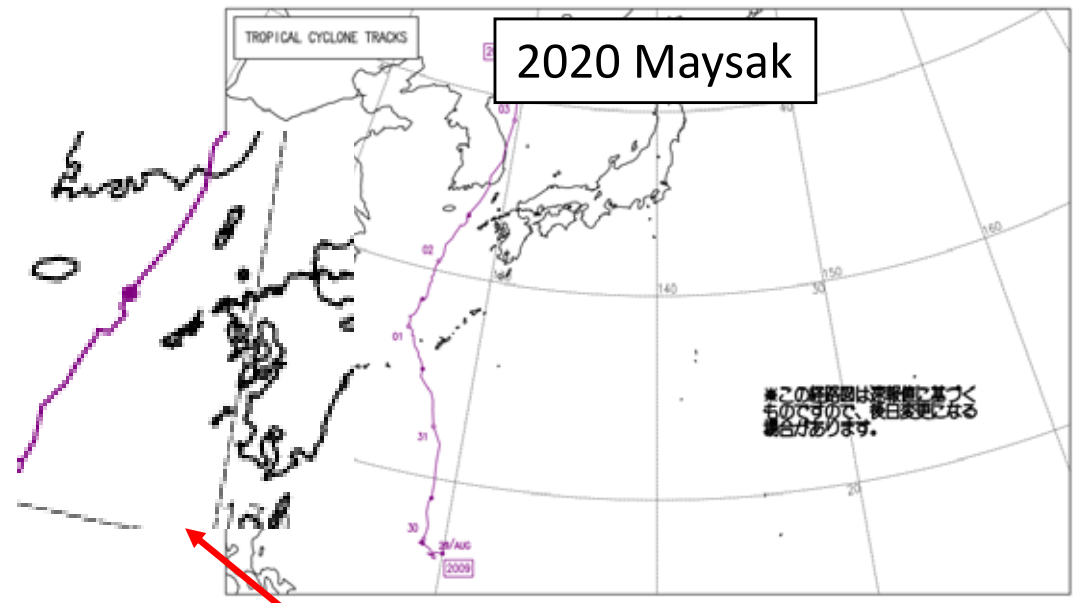
North side



West side

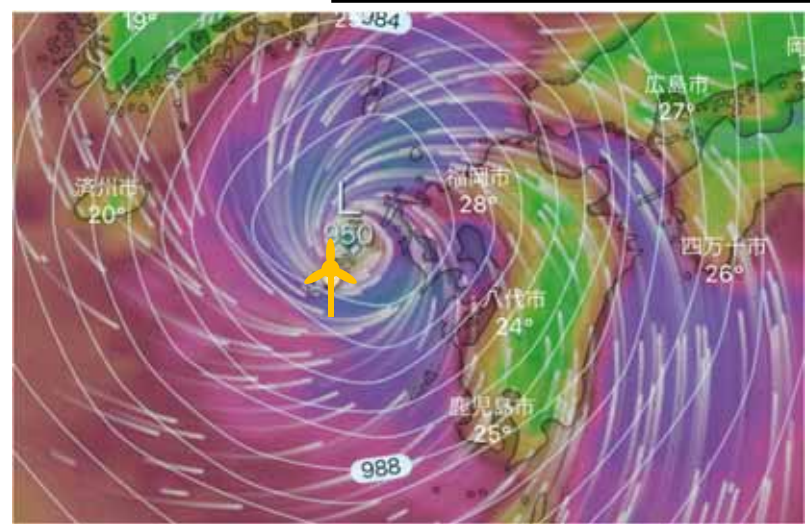


East side



Sep 2 21:00 950hpa
40m/sec(10min ave. at sea level)
Very Strong Typhoon

Sep 7 2:00 945hpa
45m/sec (10min ave. at sea level)
Very Strong Typhoon

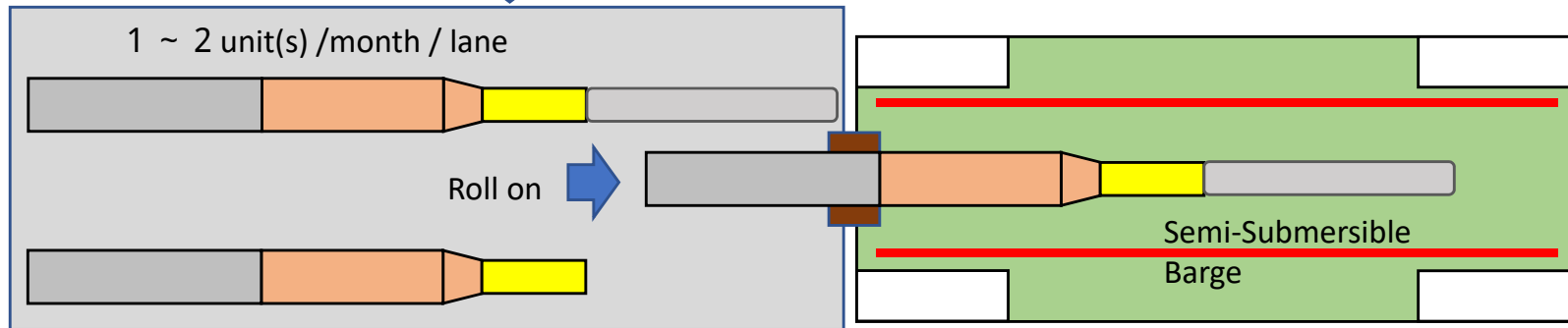
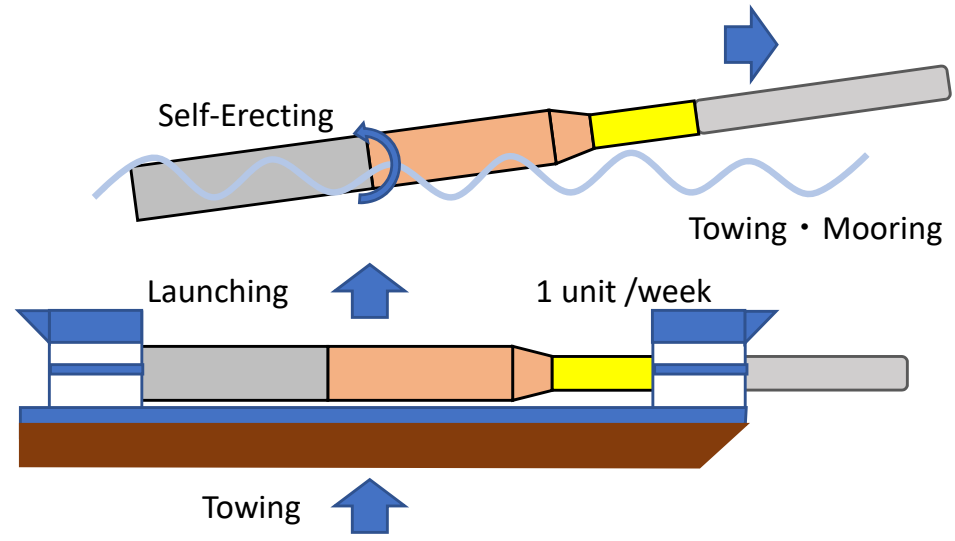
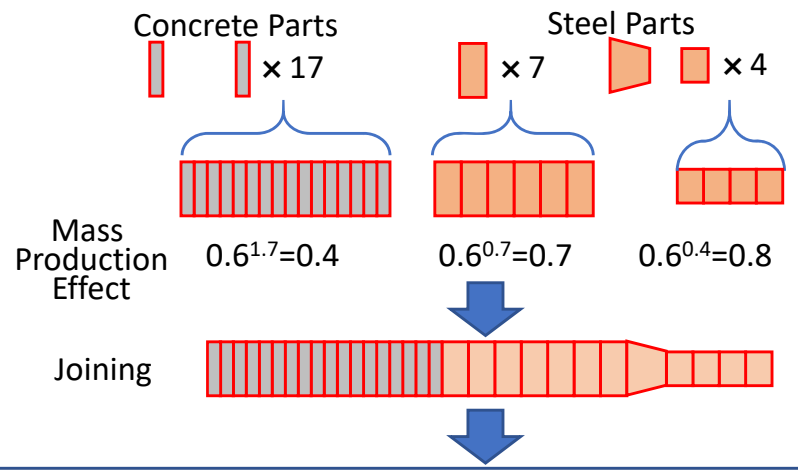




Challenge to reduce cost of Hybrid Spar



Non-disclosed installation method











Our Perspective for the ScotWind and Future

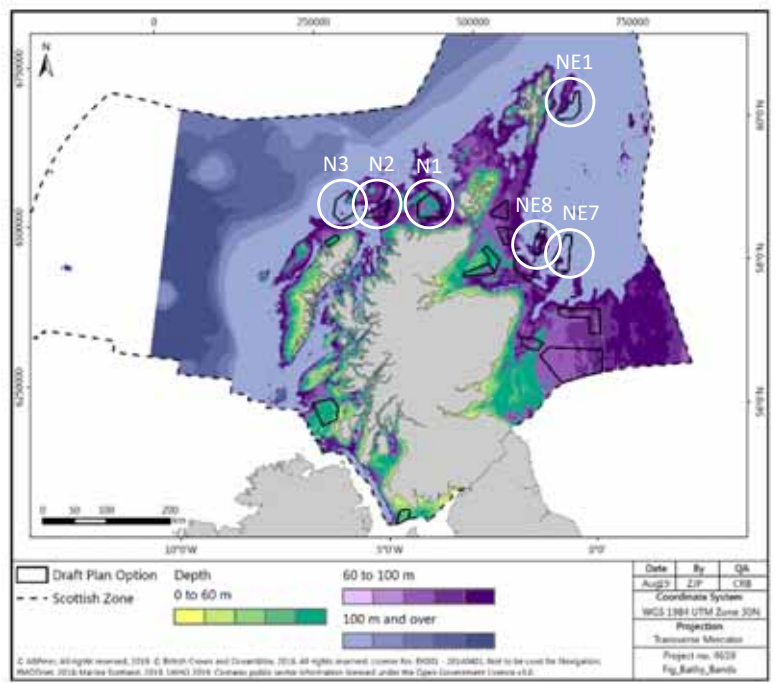
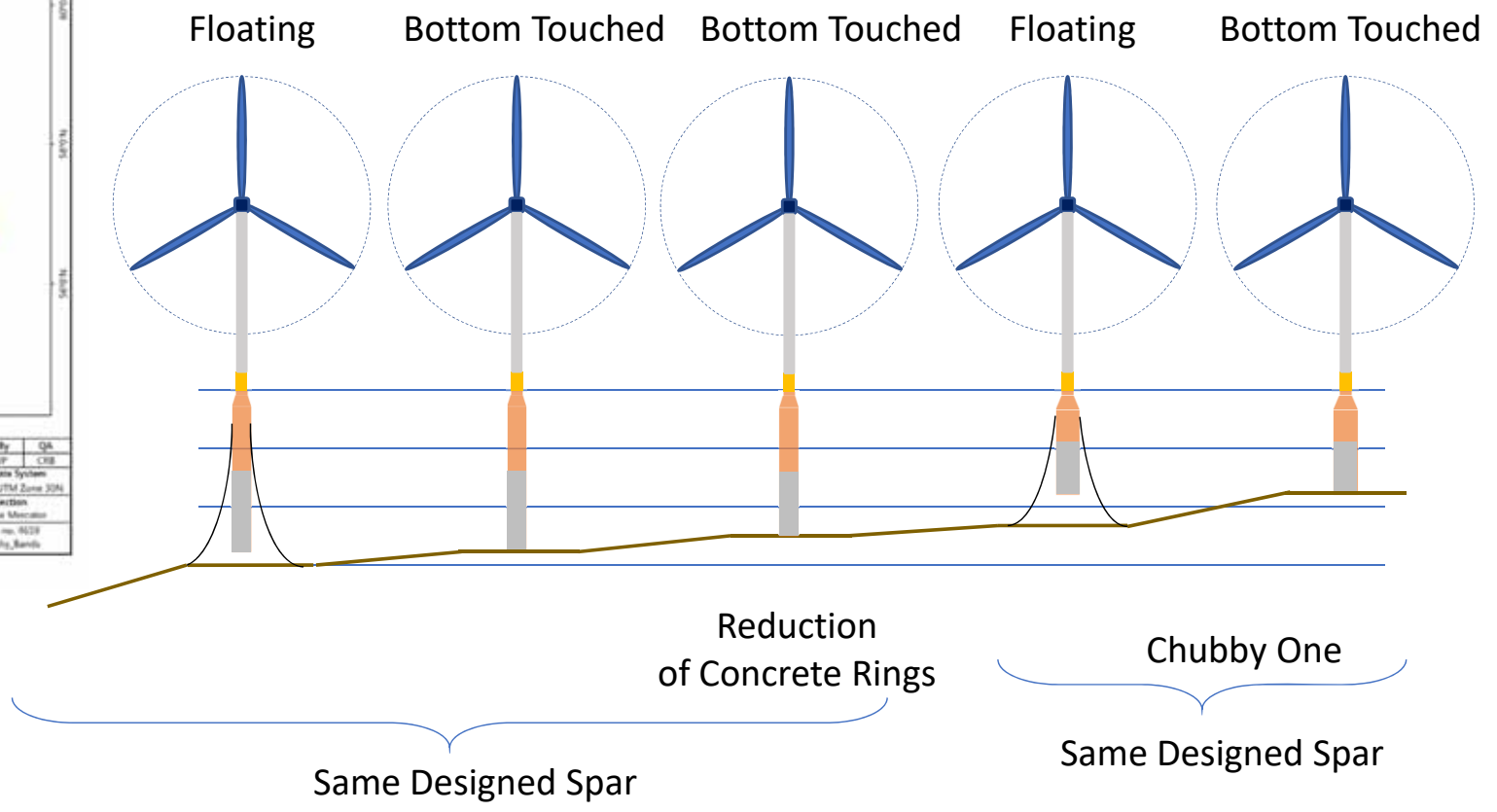


Figure 6 Banded water depths in Scottish waters

Variation against Water Depth



Contribution to the ScotWind

1. Site

- Deeper water is preferable, but available for the water less than 100m depth

2. Need from the local Scottish/UK supply chain

- Partners on civil engineering at the port, marine works and maintenance
- Everything except for the floater design

3. Gaps in the local Scottish/UK supply chain

- Found no gaps on the survey for trial in 2016

4. Local content opportunities

- Potentially 100% localized



“Anyone Anywhere AS required”

- Anyone
 - Simple design
 - Simple manufacturing process
- Anywhere
 - Less than ideal condition
- As required
 - Any turbine
 - Adapting wide range of water conditions