

Exhibit 1

Offshore Lighting

1.0 Preamble

The New York State Department of State (NYS DOS), a cooperating agency in the FERC proceedings for the Broadwater LNG Project (“Project”), has further engaged the applicant, Broadwater Energy LLC and Broadwater Pipeline LLC (jointly “Broadwater”), during the coastal zone consistency review process. This engagement has included information requests and exchanges between Broadwater and NYSDOS. This response has been prepared in response to a request on July 24, 2007 to provide additional information on offshore lighting.

2.0 Lighting Assumptions

A general description of the lighting to be deployed on the FSRU is provided in Section 1.2.1.1 of Appendix K (Visual Resource Assessment) of Broadwater’s Coastal Zone Consistency Determination application.

Broadwater will meet the requirements reflected in the US Department of Transportation Federal Aviation Administration *Advisory Circular AC 70/7460-1K Obstruction Marking and Lighting* with respect to solid red or pulsating red incandescent lights. The *Advisory Circular* requirements and the location of the lighting are provided in the following table:

Table 1 – Summary Information – Solid Red or Pulsating Red Lights

Location	Approximate Elevation From Baseline (above keel)	Type	Watts	Frequency
Flare	67 m	L-810	14.5	Steady
Flare	90 m	L-864	620	20-30 FPM
Navaid’s mast	76 m	L-864	620	20-30 FPM

FPM = Flash Per Minute

Light details taken from <http://www.unimar.com/regulations>.

The design illumination levels (in lux) for typical offshore facilities and shipping are as given in the following table:

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Table 2 – Typical Illumination Levels – Offshore Facilities

Area	Offshore Installation ^{1,2} (lux)	LNG Carrier ³ (lux)
Accommodation external	100	55
General work location / main deck	100	25
Drilling deck / cargo manifold	200	55
On water in way of lifeboat / rescue boat	50	50

References:

- ¹ American Bureau of Shipping, *Guide for Crew Habitability on Offshore Installations*, May 2002.
- ² Det Norske Veritas, *Safety Principles and Arrangements DNV-OS-A 101*, October 2005.
- ³ Typical design values for a standard new build LNG carrier.

Broadwater will conduct an illumination survey for the FSRU in the shipyard after construction is complete to verify that actual illumination levels conform to design values. Significant deviations can be addressed at that time, and may include substitution of lighting elements or the addition of further shielding to reduce illumination levels. Broadwater notes, however, that the results of the illumination level survey will need to be reviewed with regard to in-service degradation of illumination levels caused by lamp ageing, lens obscuration, dulling of paint coatings and other service-related factors. It is probable that illumination level survey measured values in the “as new condition” will be higher than the design lux levels for typical offshore facilities considering industry standard values for maintenance, utilization and lighting loss factors that are applied at the detailed design stage.

After FSRU installation, Broadwater will conduct an on-site illumination survey to validate illumination conditions for the FSRU as installed and the mooring tower facility. Appropriate adjustments will be made as noted above.

3.0 Environmental Best Practice Guidelines

Broadwater agrees to conduct a review of environmental best practice guidelines with respect to lighting of offshore structures and provide a summary of the findings to NYSDOS every five years for the first 20 years of the life of the facility as a condition to Coastal Zone Consistency Certificate concurrence by the NYSDOS. It must be recognized, however that safety of personnel and security of the facility are paramount considerations. Should a potential change to the lighting standards and equipment be suggested based on a review, any such change would require FERC and U.S. Coast Guard approval before any such change could be implemented.