200606145013 Received FERC OSEC 06/14/2006 12:18:00 PM Docket# CP06-54-000, ET AL.

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PITTSBURGH
SAN FRANCISCO

1875 CONNECTICUT AVE., N.W.
SUITE 1200
WASHINGTON, D.C. 20009-5728
(202) 986-8000
FACSIMILE: (202) 986-8102

E-MAIL ADDRESS: BRETT.SNYDER@LLGM.COM
WRITER'S DIRECT DIAL: (202) 986-8008
WRITER'S DIRECT FAX: (202) 956-3217

LONDON
A MULTINATIONAL PARTNERSHIP
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June 14, 2006

BY ELECTRONIC FILING

Magalie Roman Salas, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: Broadwater Energy LLC, Docket No. CP06-54-000
Broadwater Pipeline LLC, Docket Nos. CP06-55-000 & CP06-56-000

Dear Ms. Salas:

Enclosed for filing in the referenced proceedings is a copy of correspondence from Broadwater Energy LLC and Broadwater Pipeline LLC to the United State Coast Guard regarding the appointment of a Certifying Entity for the Broadwater LNG project.

Please do not hesitate to contact me with any questions regarding this submission.

Respectfully submitted,

/s/ Brett A. Snyder

Brett A. Snyder

Counsel to Broadwater Energy LLC and Broadwater Pipeline LLC

Enclosure

cc: James Martin, FERC
Coordinating Agencies
ENTRIX, Inc.
Roger Stebbing and Associates

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LeBoeuf, Lamb, Greene & MacRae LLP

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BOSTON
CHICAGO
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HOUSTON
JACKSONVILLE
LOS ANGELES
PITTSBURGH
SAN FRANCISCO

GOODWIN SQUARE
225 ASYLUM STREET, 13TH FLOOR
HARTFORD, CT 06103
(860) 293-3500
FACSIMILE: (860) 293-3555

E-MAIL ADDRESS: JTHOMPSO@LLGM.COM
WRITER'S DIRECT DIAL: (860) 293-3507
WRITER'S DIRECT FAX: (860) 241-1307

LONDON
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JOHANNESBURG
(PTY) LTD.
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June 13, 2006

Admiral Thad W. Allen, Commandant
United States Coast Guard
2100 Second Street, S.W.
Washington, D.C. 20593-0001

Re: Broadwater Energy Project - USCG Docket USCG-2005-21863
Appointment of Certifying Entity

Dear Admiral Allen:

The purpose of this letter is to provide the United States Coast Guard (Coast Guard) with formal notification concerning the appointment of a Certifying Entity for the Broadwater LNG project, consistent with the process outlined in the Coast Guard's Navigation and Vessel Inspection Circular No. 03-05 (NVIC No. 03-05), entitled *Guidance for Oversight of Post-Licensing Activities Associated with Development of Deepwater Ports*.

Because the proposed Broadwater project will be sited in Long Island Sound (inland waters of the United States), applications were filed with the Federal Energy Regulatory Commission (FERC) under the Natural Gas Act for the Floating Storage and Regasification Unit (FSRU) and subsea connector pipeline and a Letter of Intent was filed with the Coast Guard for its review of navigation safety and security issues associated with the project. From early in the pre-filing interaction between the applicant and the FERC staff, representatives from the Coast Guard have been involved in discussing the process for review of the design and engineering aspects, as well as safety and security issues. Since many elements in the project resemble a shore-based LNG regasification facility, the agencies have coordinated their review consistent with the intent of the *Interagency Agreement Among The Federal Energy Regulatory Commission, United States Coast Guard And Research And Special Programs Administration For The Safety And Security Review Of Waterfront Import/Export*

Liquefied Natural Gas Facilities. The Coast Guard also has relied extensively on its experience with the engineering and design review of deepwater ports under the above-referenced guidance in reviewing the marine aspects of the Broadwater project.

FERC Cryogenic Conference – June 6, 2006

On June 6, 2006, FERC held a cryogenic conference with respect to the Broadwater LNG proposal. During the conference, Coast Guard staff indicated that it would facilitate review of aspects of the project if Broadwater were to utilize a process similar to that outlined in the referenced NVIC No. 03-05 for third party professional engineers and/or recognized classification societies (a "Certifying Entity") to certify that the project is designed, fabricated, installed and maintained in accordance with safe engineering practices.

Nomination of Certifying Entity

Section 5(d) of NVIC 03-05 identifies a process for nominating a Certifying Entity for Coast Guard approval. Consistent with the direction outlined therein, Broadwater hereby nominates the American Bureau of Shipping (ABS) as the Certifying Entity to act on behalf of the Coast Guard in performing tasks associated with review of the Broadwater project.

ABS has provided guidance with respect to the development of the FSRU to ensure that it would meet applicable codes and standards and capable of receive a class certificate when constructed. On July 27, 2005, ABS issued an Approval in Principle (AIP) for the Broadwater FSRU. This AIP was provided in Appendix B of Resource Report No. 1 of Broadwater's FERC Section 3 application.

Acceptance of Certifying Entity

NVIC 03-05 contemplates the provision of information concerning the background and capability of the Certifying Entity. The attached document from ABS provides details on ABS' capabilities and proposed interfaces with respect to the Broadwater project. During the conduct of the cryogenic conference, Coast Guard staff indicated that they had had previous involvement with ABS and expressed a willingness to accept ABS as a Certifying Entity. Subject to any further clarifications and in accordance with Section 5(f), Broadwater would expect to receive a letter indicating acceptance of its nominee.

Agency Coordination

Broadwater's expectation is that designation of a Certifying Entity to act on the Coast Guard's behalf will facilitate ongoing review of Broadwater's FERC application. Provision of a Certifying Entity for the Coast Guard could be of assistance to the FERC in the discharge of its regulatory responsibilities as well. This would be consistent with Broadwater's expectation that FERC and the Coast Guard will continue to work together in a closely coordinated manner in advancing the review of Broadwater's applications.

If there are any questions concerning the above, please contact me at (860) 293-3507.

Respectfully submitted,

James A. Thompson, Jr.

James A. Thompson, Jr.
Attorney for Broadwater Energy

Copy to:

Captain Boynton, COTP
Lt Commander Blume, Chief, Prevention Department
Commander Nadeau, Chief, Tank Vessel and Offshore Division
Jim Martin, FERC
Terry Turpin, FERC

Attachment

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Nomination of Third-Party

For

The United States Coast Guard

Submitted to

BROADWATER

by

American Bureau of Shipping

ABS Houston
12 June 2006

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Regarding Broadwater Energy's LNG FSRU/Gas Import Facility, American Bureau of Shipping (ABS) is pleased to submit the following information for your review and submittal to the United States Coast Guard (USCG) in order to satisfy the requirements mentioned of a Third Party at the Broadwater Cryogenic Conference 6 June 2006.

(1) Name and address of the nominated individual or organization.

American Bureau of Shipping
ABS Plaza, 16855 Northchase Drive,
Houston, Texas 77060-6008.

(2) Size and type of the nominee's organization or corporation.

Established in 1862, the American Bureau of Shipping (ABS), is a not-for-profit corporation, has no capital stock and pays no dividends. ABS is one of the leading offshore Classification Societies. Classification is the self-regulating mechanism by which the international shipping and offshore industries establish appropriate technical standards for the design, construction and operational maintenance of marine structures. All funds generated from fees for ABS Classification services are used solely for the performance of such services, and any surplus of receipts in any one year is used for the extension and improvement of such services, including research and development.

Management responsibilities are vested in the Board of Directors and the Council. The members of the Board are selected for their broad experience of the maritime, offshore and insurance industries. Members of the Council are chosen from the more than 800 Members of ABS. This membership is drawn from individuals considered to be eminent within their maritime field of endeavor, principally ship owners, shipbuilders, naval architects, marine engineers, marine underwriters and government representatives.

Born out of a need for industry self-regulation, ABS published its first technical standards, *Rules for Survey and Classing Wooden Vessels*, in 1870. When the era of wooden ships gave way to iron, ABS established standards for these structures, published as *Rules for Survey and Classing of Iron Vessels*. Similarly, when iron gave way to steel, ABS *Rules for Building and Classing Steel Vessels* were established and published in 1890. These Steel Vessel Rules continue to be revised and published annually, embodying the service, experience and technological advancements accumulated since that first edition.

ABS was the first society to publish Rules *for Building and Classing Mobile Offshore Drilling Units*; the first to develop *Rules for Building and Classing Submersibles*; and the first to offer *Rules for Building and Classing Aluminum Vessels*. It was the first classification society to class SWATH vessels; the first to class an FPSO; the first to publish Rules on CD-ROM; and the first to develop dynamic based criteria for the design and evaluation of ship structures. Most recently ABS has contributed to the development of more efficient marine transportation systems and technically advanced energy exploration and production units through the establishment of comprehensive, risk-based standards.

From its inception, setting safety standards for the marine industry has been the core commitment of ABS. This is achieved through the establishment and application of technical standards, known as Rules, for the design, construction and operational maintenance of ships and other marine structures. Classification is a process that certifies adherence to these Rules.

From its World Headquarters in Houston, ABS delivers services and solutions to a worldwide client list through a network of local representative offices in 72 countries. ABS has met that customer-oriented objective through a decentralized management structure, supported by a network of representative engineering and survey offices around the world. Over 1,730 people of many nationalities, including more than 400 Engineers and 730 Marine Surveyors working from more than 180 offices, are the heart of ABS. As a provider of safety services and operational solutions to the marine and offshore energy industries, ABS recognizes that its employees are our most important attribute. These employees represent a remarkable breadth of knowledge, experience and talent. Their diversity is ABS' strength.

The core competencies of this worldwide network of ABS professionals lie in the fields of engineering, surveying and auditing. Our Engineers offer a spectrum of skills from naval architecture to hydrodynamics and ergonomics. Our Surveyors bring experience and professional judgment to their task of assessing the compliance of a vessel or structure with the ABS rules and relevant statutory regulations throughout its life, from drawing board to the breaker's yard. Our auditors specialize in management and security systems, particularly those conforming to the International Safety Management (ISM) and International Ship and Port Facility Security (ISPS) Codes.

Backing these field representatives is an unequivocal commitment to research and development. Our Technology Department is recognized as a leader of technical innovation in the marine and offshore sectors.

(3) Previous experience as a CE, Certified Verification Agent (CVA), or similar third-party representative.

ABS has vast experience in serving the marine and offshore industry as a verification agent or in similar duties as a third-party representative.

ABS carries out third party verification in certain areas of the world in accordance with requirements of following authorities:

- Australia National Offshore Petroleum Safety Authority (NOPSA)
- Canadian Petroleum Boards (CNSOPB, CNOPB)
- China State Administration of Work Safety (SAWS)
- Directoria de Portos e Costas (DPC - Brazil)
- Nigerian NMA/DPR
- Norwegian Petroleum Directorate (NPD)
- U.K. Health & Safety Executive (HSE)
- U.S. Minerals Management Service (MMS)

The ABS has a strong working relationship with the USCG, indeed, the ABS is the only Class Society to review and survey on behalf of the USCG under NVIC 10-82 (change 2). And, under NVIC 2-95 (change 1), ABS and the USCG jointly developed the Alternate Compliance Program by which certain statutory functions are delegated to ABS. ABS is also a certified verification agent (CVA) for the MMS.

Following list of projects shows some of the ABS' previous experience as a CVA or similar third party representative in GOM:

Facility	Type	Operator
Gina	Platform	Union Oil
Gilda	Platform	Union Oil
Habitat	Platform	Chevron
Edith	Platform	Chevron
Hermosa	Platform	Chevron
Gail	Platform	Chevron
Hidalgo	Platform	Chevron
Irene	Platform	Union Oil
Julius	Platform	Cities Service
Penrod 72	CSU	Placid Oil
Garden Banks 388	CSU	Enserch
Nakika A	CSU	Shell
Neptune	Spar	Kerr McGee
Hoover DDCV	Spar	ExxonMobil
Nansen	Spar	Ker McGee
Boomvang	Spar	Ker McGee
Horn Mountain	Spar	Murphy Oil
Allegheny	TLP	Agip
Auger	TLP	Shell
Brutus	TLP	Shell
Jolliet	TLP	ConocoPhillips
Magnolia	TLP	ConocoPhillips
Marco Polo	TLP	GulfTerra
Marlin	TLP	BP
Mars	TLP	Shell
Matterhorn	TLP	Total
Morpeth	TLP	Agip
Prince	TLP	El Paso
Ram Powell	TLP	Shell
Typhoon	TLP	Chevron
Ursa	TLP	Shell

(4) Experience in design, fabrication, or installation of fixed offshore oil and gas platforms, similar fixed, floating or gravity based structures, and project related structures, systems and equipment.

Typical ABS equipment certification programs include:

- Drilling Systems
- Thruster Systems
- Cranes and Elevators
- Mass Produced Equipment and Machinery
- Cargo-handling Equipment
- Process Systems
- Diving Systems and Decompression Chambers
- Deck Machinery
- Oil and Gas Production Facilities
- Vapor Emission Control Systems
- LNG/Cryogenic Cargo Handling Equipment
- Marine Propulsion Machinery
- Marine and Offshore Fire Fighting Equipment
- LNG to GNG Vaporization Equipment
- Water Making and Sanitary Equipment
- Piping and Electrical Systems
- Process Control and Automation Systems

Recent projects that ABS has been involved in that relate to the present Broadwater project are:

1) ESCRAVOS – LPG storage and off loading of LPG

2) SANHA – LPG production, storage and offloading of LPG

3) FSRU – Proposal for SBM where ABS provided AIP (This is similar to this proposal)

4) Import Terminals for the Gulf of Mexico and Pacific Coast where storage and vaporization are involved. These are currently under review by USCG for permit under the Deepwater Port Act.

5) LNG Carriers currently under construction utilizing the MARK III membrane containment system. These are being reviewed to the ABS Rules and certificated under the IMO ICG Code that is to be used on Broadwater.

(5) Technical capabilities (including professional certifications and organizational memberships) of the nominee or the primary staff to be associated with the certifying functions for the specific project.

The core competencies of the worldwide network of ABS professionals lie in the fields of survey, engineering and auditing. Our engineers offer a spectrum of skills from naval architecture to hydrodynamics to ergonomics.

Our marine surveyors bring experience and professional judgment to their task of assessing the compliance of a vessel or structure with the *ABS Rules* and relevant statutory regulations throughout its life, from drawing board to breaker's yard.

Backing these field representatives is an unequivocal commitment to research and development. Our Technology Department is recognized as a leader of technical innovation in the marine and offshore sectors including offshore LNG terminals.

Our auditors specialize in management and security systems, particularly those conforming to the International Safety Management (ISM) and International Ship and Port Facility Security (ISPS) Codes.

ABS Adheres to a quality system certified by IACS. This Quality Management System Certification Scheme (QSCS) ensures integrity and the highest standards in ship classification practice. The scheme embraces management systems relating to both classification and statutory work on ships and offshore units carried out by IACS Members.

SGS is the world's leading inspection, verification, testing and certification company. SGS is recognized as the global benchmark for quality and integrity. ABS is audited by SGS to ISO 9001:2000 (International Quality Standards) as well as ISO 1400 standards.

ABS is an ANAB accredited body. ANAB accredition was established by the American National Standards Institute (ANSI) and the American Society for Quality (ASQ) for registrars of Quality Management Systems.

Rapid advancements in gas handling and transportation methods are creating opportunities for larger LNG terminals, many located offshore, significant size increases in LNG carriers, groundbreaking LPG FPSO vessels and the development of novel compressed natural gas (CNG) and gas-to-liquid (GTL) concepts with which ABS is deeply involved.

ABS has issued or conducted detailed development work on new standards and guidelines for building and classing these new gas transport and storage facilities. Developments include the application of ABS SafeHull to membrane-type LNG carriers to approve designs for a 40-year North Atlantic fatigue life and the development of advanced sloshing analysis programs to evaluate partial loading.

With the growing interest in offshore terminals, ABS issued the industry's first standards, contained in the ABS *Guide for Building and Classing Offshore LNG Terminals.*

ABS has also grated "approval in principle" for the majority of the proposed designs for the transport on CNG. The first LPG FPSO has also been built to ABS criteria.

(6) In-house availability of, or access to, appropriate technology (i.e., computer modeling programs and hardware, and testing materials and equipment).

ABS has reviewed and approved designs to the IGC Code in order to Class the LNG Carrier and to the ABS Mobile Offshore Drilling Unit Rules in order to Class the Offshore Platform. The Classification process involves design evaluation to the appropriate standards, the on-site verification that the fabrication complies with the approved design and to verify compliance with the appropriate standards, the on-site witness of the installation to verify compliance with the approved installation plan, and the on-site commissioning with gas trails to verify that the design complies with all operation and safety requirements of the approved design.

Components supplied by other are also evaluated for compliance with the relevant standards and this includes attending the place of manufacture where required. With the present requirements to properly classify a LNG Carrier to the IMO IGC Code and an Offshore Platform, ABS does have the required personnel and technology to evaluate the Broadwater Facility to the agreed standards.

ABS' leading Research and Development department has access to and can obtain licenses for specialized software needed on a particular project. ABS has suites of proprietary software addressing specific marine and offshore industry technical issues. For example, software to analyze the loads created by sloshing of liquefied natural gas (LNG) in containment systems. Our proprietary software, ABS *SafeHull*, *SafeNet* and *SafeShip*, are the most advanced ship and structural analysis software available to industry. Depending on the needs of the project, ABS will use its proprietary tools or access industry software or provide a combination of the two in order to utilize the most advanced analytical tools available on a project.

Refer to Attachment 2 for software available at ABS and Attachment 4 for Technology Group Organization Chart.

(7) Ability to perform and effectively manage certifying functions, inspections, and tests for the specific project considering current resource availability.

Project Organization

The success of the project is heavily dependent on establishing formal lines of communication and cooperation between the contracting parties and also within each of the assigned project teams. The overall ABS project team in parallel to the Broadwater's team is shown in Attachment 3.

Project Management will be carried out from ABS offices in Houston. In support of this structure, ABS has nominated Philip Rynn and Harish Patel as the Project Manages (PM). Messrs. Rynn and Patel will be located in our ABS Americas Office in Houston supported by senior management and experienced and competent Engineers.

The PM will report on the work received and work done. Progress against milestones, technical findings, schedule, budget, resources and any identified obstacles will be noted to FERC, Broadwater and ABS senior management.

Project Schedule & Timing of Milestones

Based on the information available, it is understood that Broadwater intends to complete the design development in a timely fashion to commence operations by late 2010. ABS needs to review the schedule and will provide design approval within the schedule indicated.

ABS expects a kick-off meeting with FERC and Broadwater will be necessary prior to submission of the initial documentation. ABS will use a phased approach in review of the documentation covering hull, containment, vessel systems, machinery, the vaporizer system for gasification and the mooring system.

(8) Previous experience with regulatory requirements and procedures.

ABS is recognized by many governments worldwide and is authorized to conduct various marine safety-related inspections and issue certificates such as Load Line, Tonnage, MARPOL, SOLAS and MODU Code on their behalf. ABS also represents many national authorities.

For statutory certification on behalf of the Flag States, ABS is authorized by;

125 Governments for Load Line.
99 Governments for '69 Tonnage.
113 Governments for SOLAS.
104 Governments for MARPOL Annex I.
50 Governments for '89 MODU Code.

ABS has been active in the writing and/or development of many of the world's regulatory requirements. ABS' understanding of the statutory requirements assists in guiding clients towards quick compliance, from SOLAS to ISPS. To ease the process, ABS Classification Rules incorporate number of industry, national and regulatory standards in a single, easily applicable standard.

(9) A statement signed by the chief officer of the organization or the chief officer's representative.

See Attachment 1.

(10) The level of work to be preformed by the nominee.

ABS will review standards and develop a matrix of standards to be used in design development and assessment.

ABS will review the design drawings and details for compliance with the agreed standards.
ABS will verify the fabrication, installation and commissioning to the approved design.
ABS will also witness any necessary testing to support the above.

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(11) A list of documents and certifications to be furnished to the FERC and to the US Coast Guard by the nominee.

To be developed with FERC and the ABS.

This is to confirm that ABS is capable of performing all tasks normally performed by the USCG throughout the deepwater port project from concept review to final certification.

BW006573

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ABS
FOUNDED 1862

File Ref.: T-12

June 12, 2006

Mr. Murray Sondergard
Director, Business Development
TransCanada Corporation
450 – 1st Street S.W.
Calgary, Alberta
Canada T2P 5H1

Broadwater LNG Project
Nomination of ABS as Third Party

Dear Mr. Sondergard:

This is to confirm that American Bureau of Shipping (ABS) is not owned or controlled by the designer, manufacturer, or supplier of the system and its subsystems of the equipment or material to be inspected or tested under regulations applicable to the subject deepwater port or any manufacturer of similar equipment or material; and

That official representatives of the United States Coast Guard (USCG) and the Federal Energy Regulatory Commission (FERC) and are allowed access upon request to the place where tests and inspections take place, to verify the information submitted in the application, or to witness tests and inspections.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely yours,

/S/

William J. Sember,
Vice President – Energy Development

ABS PLAZA, 16855 NORTHCHASE DRIVE, HOUSTON, TX 77060-6008
TEL: (281)-877-6562 FAX: (281)-877-5943

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APPROVED ENGINEERING SOFTWARE: PC PLATFORM				Unix Platform
Name	**Description**	**Date**	**Version**	**Manual**
ABS CHEMICAL SHIP	ANALYSIS PROGRAM FOR CHEMICAL CARRIERS	Jan-04	2.0	-
ABS LASH	CONTAINER LASHING	Aug-03	3.12	T1101
ABS S1A	ABS S1A ANALYSIS	Sep-99	2.0	T98002
ABS SHAFT ALIGNMENT	ABS SHAFT ALIGNMENT	Jul-02	1.1	-
ABS VOLUME CALCULATOR (TONNAGE)	VOLUME CALCULATOR	Jan-03	1.0	-
ABS WINDOWS FOR GHS	ABS APPLICATION INCLUDED IN GHS	Aug-02	1.1	C
ABSMA	ABS MACHINERY APPLICATIONS	Apr-93	2.2	T93004
ANSYS	COMMERCIAL FINITE ELEMENT MODELING	Sep-05	9.0	C
AQWA	ENGINEERING SOFTWARE	Feb-03	5.3G	C
AUTOCAD	AUTODESK DESIGN EXPERT PACKAGE	Apr-05	12, 13, 14, 2002, 2002 LT, 2005 LT	C
BEAM 2D	STRESS AND DEFLECTION ANALYSIS	Sep-02	3.1	C
BOIPRESS	BOILER/PRESSURE CALCULATIONS	Mar-93	3	T93003
CAESAR II	PIPE STRESS ANALYSIS	Nov-01	4.2	C
CBOOM	CARGO BOOM STRESS CALCULATION	Jun-04	2.1	T1032
CHEMICAL	IMO CHEMICAL CODE	Mar-93	3.4	T1093
COMMON RULES FOR TANKERS	Common Rules for tankers	Oct-05	6.3.2	-
COMPRESS	PRESSURE VESSEL DESIGN	Apr-05	Build 6239	C
COSMOS/M	STRUCTURAL RESEARCH	Sep-95	1.71	C
CRIG	CARGO RIG FORCE CALCULATIONS	Nov-95	1	T1033
DLA/SFA	DYNAMIC LOADING ANALYSIS / SPECTRA FATIGUE ANALYSI	MAR-05	2.20	-
FEMAP	FINITE ELEMENT MODELING	Mar-02	8.1	C
FLEXCOM 3D	3D non-linear time-domain finite element analysis	Sep-02	6.1.3	C
FLOW 3D	Free surface flow simulation	Nov-03	8.2	C
FREEBOARD	FREEBOARD CALCULATIONS	Aug-05	4.0	T1007
GEARCALC	CYLINDRICAL GEAR CALCULATIONS	Jan-03	1	C
GHS	GENERAL PURPOSE HYDROSTATIC SYSTEM	Mar-03	8.50	C
GIFTS	GENERAL PURPOSE FEM/CAD SYSTEM	Jul-92	6.5.4	C
GPSEC	GENERAL PURPOSE SECTION MODULUS	Mar-93	3	T1045

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APPROVED ENGINEERING SOFTWARE: PC PLATFORM				Unix Platform
Name	**Description**	**Date**	**Version**	**Manual**
GRAIN	GRAIN LOADING STABILITY	Dec-03	3.0-Dec 2003	T1009
GRASP	GRAIN LOADING CRITERIA	Mar-93	3	T1010
HECSALV	SHIP SALVAGE ENGINEERING SOFTWARE	Apr-00	6.05	C
HGSA	HULL GIRDER SECTION ANALYSIS	Oct-05	1.2	C
HGSM	CALCULATION OF HULL GIRDER SECTION MODULUS	Jan-03	1.0	-
HIGH SPEED NAVAL CRAFT (2003)	Corr. w/ "Guide for bldg and classing HSNC 2K3	Mar-04	1.0	-
HISPEED	1997 HIGH SPEED CRAFT GUIDE	Sep-98	1.1	T98001
IACS 1922	ENG. ANALYSIS FOR BULK CARRIERS FOR S19 & S22	Jan-05	2.10	-
IACS S19	IACS	Oct-02	2.02	-
IACS S22	IACS	Oct-02	2.02	-
IACS UR S31	BULK CARRIER STRUCTURE ASSESSMENT TOOL	Dec-03	1.0	-
IGES TRANSL.	DESIGN EXPERT PACKAGE	Jan-94	5.2AS	C
IMCO3DA	IMCO TANK INTERNAL PRESSURES	Mar-93	3	T1075
MATHCAD	MATHCAD ENGINEERING PROGRAM	May-04	11 SR2A	-
MATLAB	ADVANCE ANALYSIS	Mar-98	1	-
MAXVCG	MAXIMUM VCG PROGRAM	Feb-92	1	T1048
MORA / MORCOP, MORDAT, MORFRED, MORHAL	Mooring evaluation & analysis	Oct-03	4.0/Jul03	C
MSC.Dytran	MacNeil Schwendler Version	Aug-05	2005	C
MSC/NASTRAN	MacNeal-Schwendler Version	Aug-01	2001	C
MSC/PATRAN	MacNeil Schwendler Version	Oct-04	2003R2	C
ORCAFLEX	ENGINEERING SOFTWARE ORCINA	Sep-98	7	C
ORELS	DAMAGED LONGITUDINAL STRENGTH CALC	Aug-98	1.10	C
PFRAME	PLANE FRAME FEM PROGRAM (Runs under Windows 2000)	Mar-03	1.40	T1011
PIPEPLUS	ALGOR INC.	Dec-02	13.24-WIN	C
PV ELITE	PRESSURE VESSEL PROGRAM	Nov-01	4.1	C
RUDDER	ABS Rudder	Mar-03	1.0	-
S_CURVE	S_Curve	Dec-01	1.0	-
SACS	OFFSHORE STRUCTURAL ANALYSIS SYSTEM	Sep-04	5.1 incl SP3	C

BV006576

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APPROVED ENGINEERING SOFTWARE: PC PLATFORM

Name	Description	Date	Version	Unix Platform Manual
SAFEHULL	SAFEHULL WINDOWS VERSION	Jan-04	10.0	-
SAFEHULL (External Clients)	SAFEHULL WINDOWS VERSION (Software license key)	Sep-04	10.02	-
SAFEHULL EXPRESS	SafeHull Express - Tankers	Jun-04	2004.1	-
SAFEHULL LNG	SAFEHULL FOR LNG CARRIERS	Sep-04	1.1	-
SAFESHIP RCM	RELIABILITY-CENTERED MAINTENANCE MODULE	Jan-05	1.0.9	-
SAFESHIP RMM	RISK MANAGEMENT MODULE	Dec-04	1.0.16	-
SEASAFE AB	GEOMETRIC HULL CALCULATIONS	Dec-03	2.49	C
SECMOD	SECTION MODULUS CALCULATIONS	Mar-93	3	T1027
SECTOR/TORSN	TORSIONAL CALCULATIONS	Mar-93	3	T1086
SHCA BULK	RESTRICTED USE - SED DEPT ONLY	Sep-02	8.0	T94003
SHCA CONTAINERS	RESTRICTED USE - SED DEPT ONLY	Sep-02	8.0	T92008
SHCA TANKER	RESTRICTED USE - SED DEPT ONLY	Sep-02	8.0	T93011
SHEAR	SHEAR FLOW/STRESS CALCULATIONS	Mar-93	3	T1068
SHIPMOM	SHIP LONGITUDINAL STRENGTH	Mar-93	5	T1056
SIGMAPLOT	STATISTICAL ANALYSIS GRAPHING	Mar-03	8.0.2	C
SIGMASTAT	ADVISORY STATISTICAL ANALYSIS SOFTWARE	Mar-03	2.03	C
SIMULINK	ADVANCE ANALYSIS	Mar-98	2	-
SKM POWER TOOLS FOR WNDOWS	SHORT CIRCUIT ANALYSIS	Nov-03	4.5.2.3	C
SLOSH	SLOSH GUIDE PROGRAM	Mar-93	3.1	T92003
SRT FRACTURE GRAPHICS	FRACTURE & FATIGUE ANALYSIS	Aug-02	2.2.10	C
STRUCAD*3D	StruCAD*3D (from Zentech Inc)	Jan-02	4.2	-
SWAN SUITE	SIMULATION OF ULTRADYNAMICS OF SHIPS & PLATFORMS	Aug-02	2001	C
TECPLOT	ENGINEERING PLOTTING SOFTWARE	Oct-02	9.0	C
UNTRIMEND	GRAIN VOLUME/MOMENT AT HATCH ENDS	Mar-93	3	T2023
VESDYN	RESTRICTED USE	Nov-94	1	C
WAMIT	WAMIT	Aug-98	5.4	-
WMG	WINDOWS MANAGER FOR GHS	Mar-03	4.0	-

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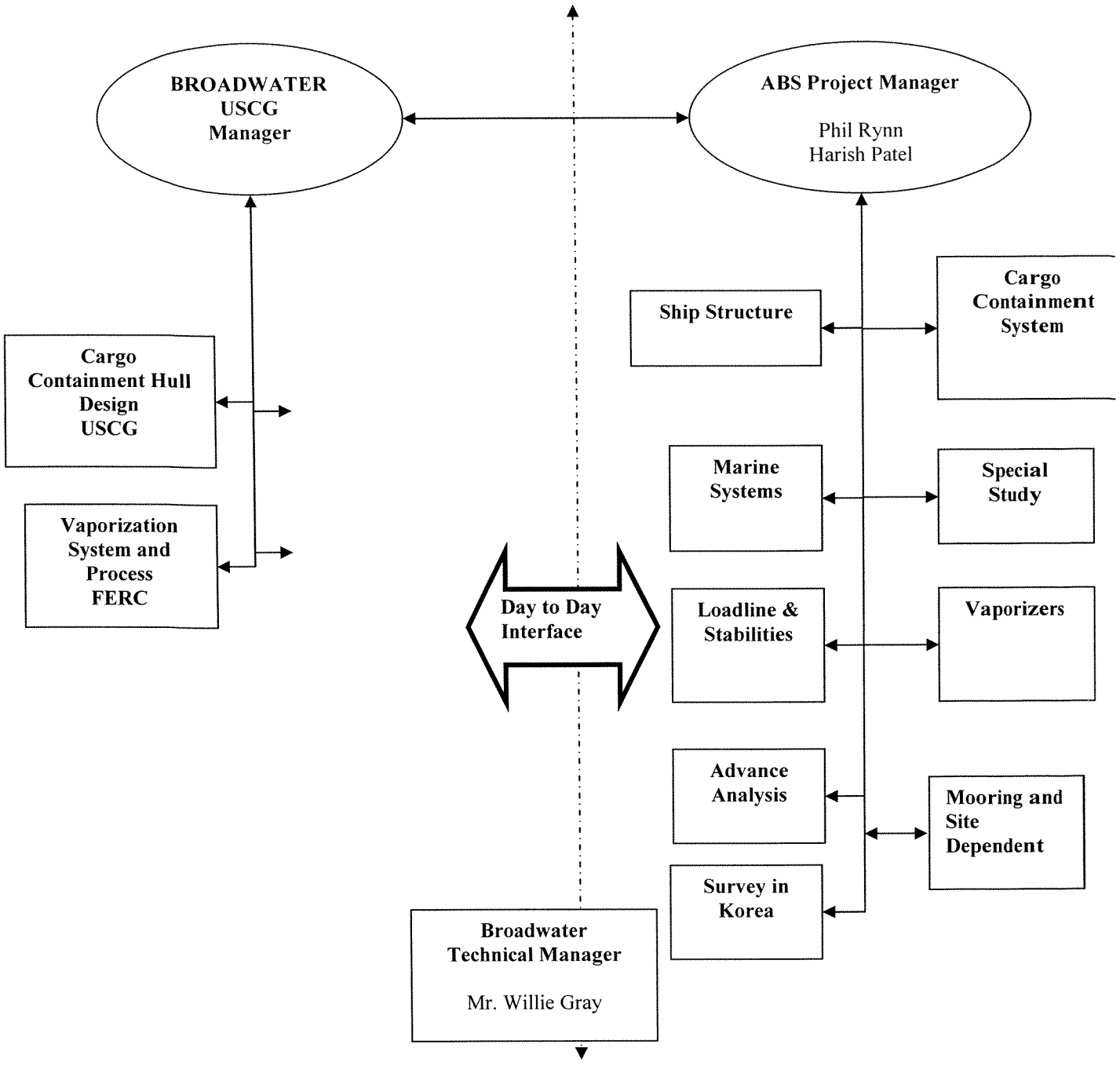
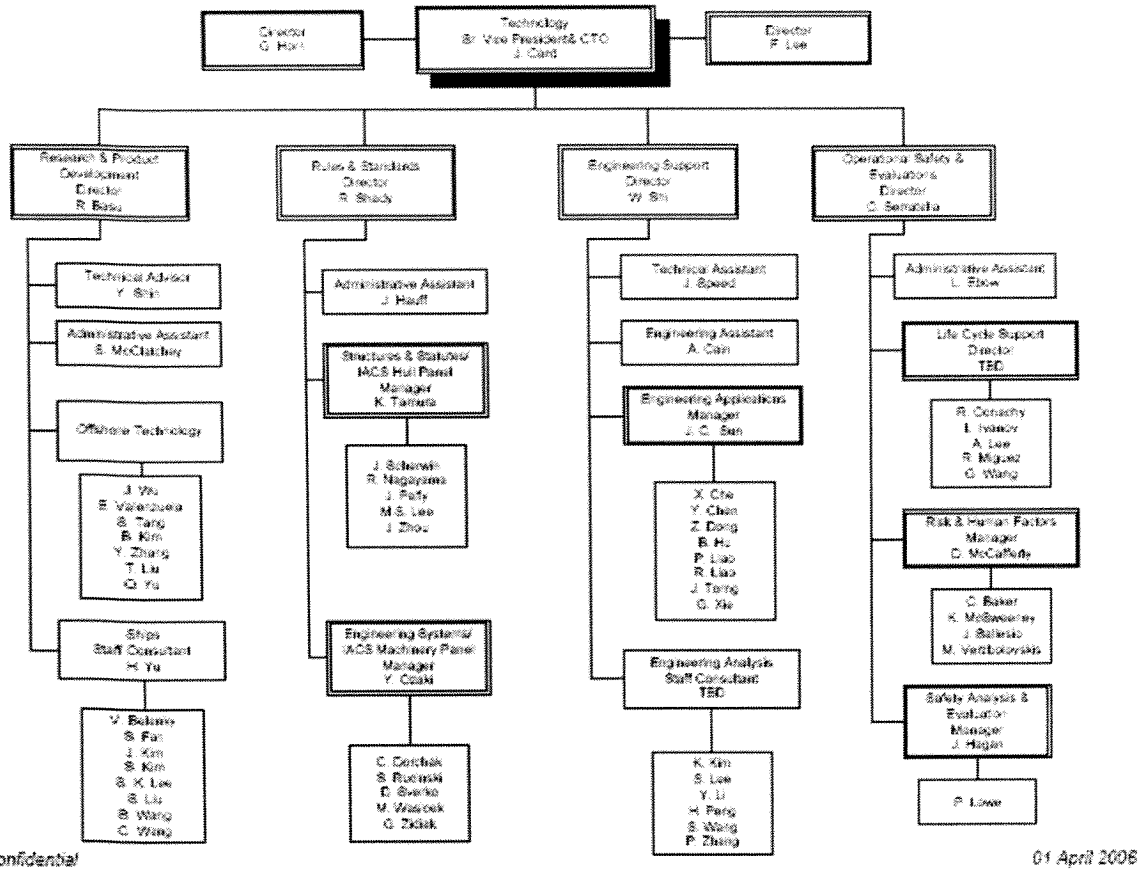


Further details to be developed.

American Bureau of Shipping

Technology Group

Corporate Organization
Reference: 000



Company Confidential

01 April 2006

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon each person designated on the service list compiled by the Secretary in this proceeding in accordance with the requirements of Rule 2010 of the Commission's Rules of Practice and Procedure.

Dated at Washington, D.C. this 14th day of June 2006.

/s/ Brett A. Snyder
Brett A. Snyder

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