

DEWEY & LEBOEUF

Dewey & LeBoeuf LLP
1101 New York Avenue N.W.
Suite 1100
Washington, D.C. 20005-4213

tel +1 202 986 8008
fax +1 202 956 3217
bsnyder@dl.com

October 11, 2007

BY ELECTRONIC FILING

Kimberly D. Bose
Secretary
Federal Energy Regulatory Commission
888 First Street, N.E.
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. Bose:

Enclosed for filing in the referenced proceedings is a copy of the October 8, 2007 responses of Broadwater Energy LLC and Broadwater Pipeline LLC to certain information requests of the New York State Department of State.

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

Respectfully submitted,

/s/ Brett A. Snyder

Brett A. Snyder

Enclosure

cc: Mr. James Martin, FERC

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BW024230

BROADWATER

Broadwater Energy
c/o TransCanada Corporation
450 – 1st Street S.W.
Calgary, Alberta, Canada
T2P 5H1

October 8, 2007

George R. Stafford, Director
New York State Department of State
Division of Coastal Resources
41 State Street
Albany, New York, U.S.A.
12231-0001

Dear Mr. Stafford:

Subject: Broadwater LNG Project - Information Request Responses

In response to requests for additional information relating to the proposed Broadwater Energy project from our recent meeting of July 24, 2007, please find enclosed two (2) copies each of the following responses:

- Issues relating to fishing compensation, including structure of the Broadwater Fisheries Advisory Committee.
- The results of satellite imaging work that took place in September, 2007 to examine issues related to conflicts between the Broadwater project and other marine uses in the central area of Long Island Sound.

It would be Broadwater's belief that these responses complete all of the known information requests raised by the NYS Department of State concerning the project. If there are any questions concerning the attached information, please feel free to contact me at 403-920-2046.

ORIGINAL SIGNED

Murray Sondergard
Project Director

Cc: Robert Alessi (Dewey & LeBoeuf)
John Hritcko (Broadwater)

Fishing Compensation Issues

1. Background

The New York State Department of State (NYSDOS), 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. The following presents additional information to NYSDOS during this engagement period on the fisheries engagement that has occurred and the progress that has made in the organization of the fishery advisory committee.

2. Fishing Compensation

Broadwater has been engaged in an ongoing dialogue with fishermen in the Broadwater project area. As part of that process, Broadwater has had meetings and discussions with the fishing community to identify the fishermen potentially impacted by the project and the nature of their fishing activities.

Meetings were held with the fishermen on July 27, 2007 in Riverhead, New York and August 22, 2007 in Mattituck, New York. The Riverhead meeting was attended by 11 fishermen and trawlermen who work the area identified by the United States Coast Guard as the Safety and Security Zone (SSZ). The Mattituck meeting was attended by 7 fisherman and trawlermen who work along the LNG carrier route. Meeting minutes for the July 27, 2007 meeting, which have been redacted at the request of the fishermen due to privacy concerns, are provided here as Attachment 1.. The redacted minutes of the Mattituck meeting will be provided after they are formally approved by the meeting participants. During these meetings, Broadwater and the participants discussed the formation of a fishery advisory committee, including participation in the committee, its structure, function, goals and capabilities. A description of the committee and its purpose are provided as Attachment 2.

Broadwater intends to crystallize the committee structure and its function as project approvals are received and relevant conditions to those approvals are understood. At that time, the compensation plan will be refined, and a final fishing compensation package will be established.

Quantification of impacts on fishing resources has been based on data from various sources. In the Coastal Zone Consistency Certification – Appendix F, which was filed in April 2006, a detailed economic analysis was performed of the potential direct and indirect impacts the Broadwater project would have on the fisherman of Long Island Sound. This analysis utilized landings data for commercial and recreational sport fish and lobster from NOAA – National Marine Fisheries Service (NMFS) as well as New York State.

Fishing Compensation Issues

In evaluating potential lobster-related impacts, it was determined that approximately \$15,088 per year of equivalent value lobster landings would be impacted by SSZ, representing 0.8% of the estimated value of lobster landings for eastern LIS and 0.2% of the estimated value of lobster landings for all of LIS. The secondary economic impacts of the loss of these landings was also calculated and represents an annual impact of \$30,122 on total industry output, \$8,431 on employee compensation, and with a value added of \$18,680 annually resulting from tax revenues associated with the area of the SSZ.

In evaluating the potential impacts to commercial fisheries using landings provided by the NMFS, it was determined that approximately \$1,328 per year of average annual equivalent landings would be impacted by the SSZ. The secondary economic impacts of the loss of these landings was also calculated and represents an annual impact of \$2,652 on total industry output, \$742 on employee compensation, and with a value added of \$1,645 annually resulting from tax revenues associated with the area of the SSZ.

This data indicates that the anticipated impacts to NYS commercial fisheries associated with the long-term loss of access of Long Island Sound area that is part of the SSZ would be minor and even negligible for some categories. Overall, the size of the impacts described above suggests that the presence of Broadwater will not result in a loss of primary or secondary fishing industries.

This analysis will be further refined as the fishing compensation package is developed. Data that will be used for this refined assessment includes:

- Site-specific data from the fishermen, including Connecticut Department of Environmental Protection (CTDEP) log books provided by lobsterman in the SSZ to calculate local lobster landings.
- Mapping with respect to specific fishermen's lobster pots and trawl lanes from mark-ups that were made on NOAA charts at the Riverhead and Mattituck meetings; and
- The licensee list from NYS Department of Environmental Conservation which is expected to provide specific information about those licensed to catch lobster and other commercial species in Long Island Sound so the number of actual fishermen with a license that are impacted can be determined for the project area.

This information will be utilized to further evaluate what the specific impacts are to the fishermen in the SSZ and potential impacts along the LNG carrier route and will support the monetary value proposed as compensation for these direct losses.

BROADWATER



**Broadwater LNG Project
New York Department of State F-2006-0345
NYSDOS Information Exchange**

Fishing Compensation Issues

Attachment 1

Minutes of Meeting – July 27, 2007

Broadwater outlined the need to further develop the Fisheries Advisory Committee (FAC) structure and governance. The Sub-Committee understood the objective of the FAC is to provide a forum for ongoing communication between Long Island commercial fishing groups and Broadwater to discuss issues, concerns and coordinate on operational activities to minimize potential use conflicts.

The FAC (subject to approval and agreement) would potentially work with specifically impacted parties to develop the compensation process and in the future could assist with management and filing of gear damage claims and compensation as well as being a conduit of information and record keeper.

It was agreed that within the wider FAC there would be a need, initially, for Sub-Committees, to enable robust discussion for particular areas in the Sound and with potentially differing impacts.

Broadwater noted that potential impacts of pipeline construction on fishing activities could include gear damage and loss of opportunity. Broadwater committed (subject to operational agreement) to keeping the group informed on the construction schedule as well as the wider FAC and the lobstermen further west, who fish out of [REDACTED]

Agreements

- The FAC working sub group of lobstermen in the safety and security zone agreed that the Connecticut logbooks would provide accurate data input.
- It was agreed that having 2 additional sets of logs would provide valid average poundage data.
- It was agreed that [REDACTED] would provide Broadwater (contact Froydis Cameron) with copies of their Connecticut logbooks from 1990-2005.
- It was agreed to keep the group (see sign in sheet) who fish in the safety and security zone as a separate Sub-Committee of the wider FAC
- In order to respect the request for confidentiality by the fishing members of the FAC, Broadwater will ensure this is addressed in the governance and proposed structure of the FAC, to be presented to the group at the next meeting.
- [REDACTED] would sign off on the minutes on behalf of the Sub-Committee of lobstermen within the safety and security zone.

Next Steps

- [REDACTED] to provide Broadwater with copies of the their Connecticut logbooks.
- Minutes to be sent to [REDACTED] for sign off on behalf of the Sub-Committee
- Broadwater team to review log book data and develop a view of average poundage that would be applied per pot
- Broadwater to arrange next meeting after mid September
- Broadwater to provide Sub-Committee with outline of Fisheries Advisory Committee structure and governance for discussion/ approval at next meeting

Appendix 1

Agenda

Date: Friday July 27th 2007

Location: Best Western, Riverhead, New York

Time: 6pm

1) Objectives of the Meeting

Agree on data inputs for developing the compensation for loss of effort within the safety and security zone. Outline a way forward to develop formal structure on Safety and Security Zone sub set of Fisheries Advisory Committee

2) Introductions

- Broadwater Team
- Commercial Fishermen
- Review of Agenda – Additional Items?

3) Compensation for loss of effort

- Map of who fishes where, number of Traps
- Overall equation- Discussion on data inputs to generate cost per trap
- Payment structure

4) Broadwater to take numbers and come back to group for agreement/ changes

5) Next steps

- Develop structure and governance outline for Fisheries Advisory Committee
- Keep safety and security group as a sub set of the Committee with focal point
- Circulate minutes of this meeting

6) Any Other Issues and Date of Next Meeting?

- Meeting

Appendix 2

Sign In Sheet.

Appendix 3

Map of lobster trawl lines in the safety and security zone- to follow

Meeting Minutes Sign Off

Sub Committee Representative

Sign: _____

Print Name: _____

Broadwater Representative

Sign: _____

Print Name: Froydis Cameron

Attachment 2 – Fisheries Advisory Committee

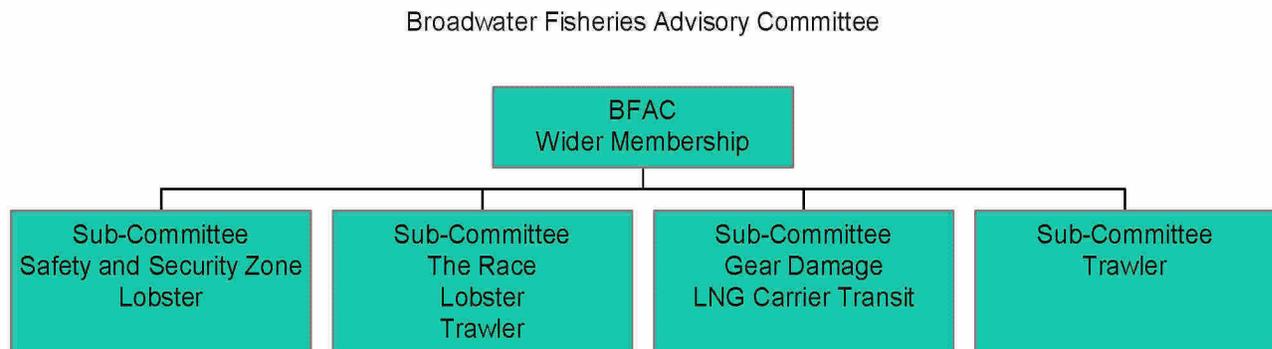
1.0 Fisheries Advisory Committee – Description and General Activity Plan

1.1 Objective

The commercial fishing groups in Long Island Sound and Broadwater Energy recognize that, providing final regulatory approval of the project is obtained, they will both be users of the same geographic areas within the Sound and want to ensure continued safe operations of current and future activities. In order to accomplish this objective, both parties have agreed to the principle of the formation of the Broadwater Fisheries Advisory Committee (BFAC). The BFAC will provide a forum to establish an ongoing relationship to be sustained throughout the life of the Broadwater project, as well as address concerns, resolve use conflicts, share operational communications and process and administer compensation claims for the agreed areas of compensation. A similar type of organization, the Joint Oil/Fisheries Liaison Office, was formed in 1983 in Santa Barbara, California and successfully operates today.

1.2 Committee Structure

The BFAC will include an umbrella committee, as well as appropriate sub- committees to address specific areas of interest. The proposed committee structure is provided below.



1.3 Function of the Committee

The wider BFAC will act as a clearinghouse for information throughout the operational life of the project and provide a forum to discuss issues and concerns of both parties. General areas of focus are:

- (1) Clearinghouse for information of mutual interest;
- (2) Discussion of issues and process development; and
- (3) Conflict resolution.

Attachment 2 – Fisheries Advisory Committee

1.4 Membership

The geographic extent of those interests involved primarily includes the FSRU safety and security zone and the existing shipping lanes within Long Island Sound, from the FSRU location east through The Race and groups further west during pipeline construction.

1.5 Powers of Committee

The powers of the committee are under active development and will be refined in the coming months.

2.6 Milestone Schedule

Engagement with the local fishing community began in 2004 and has continued since that time. Recent meetings and future discussions are highlighted in the table below. The dates included in the table represent an estimate of the types of discussions that Broadwater would hope to pursue in terms of engagement, but will necessarily be subject to availability of stakeholders, and progress in addressing concerns raised.

Table 1 – Engagement Summary and Plan

Milestone Date	Stakeholder	Meeting Content	Completed
December, 2006	Long Island Lobstermen (Mt. Sinai and Mattituck)	Discussion on issues/ comments from the FERC DEIS.	✓
December, 2006	Connecticut lobstermen	Discussion on FERC DEIS and v-notch program.	✓
January, 2007	Connecticut lobstermen	Discussion on possible LNG carrier use conflicts and mitigation.	✓
February, 2007	Long Island lobstermen (Mt. Sinai and Mattituck)	Discuss issues, concerns and way forward.	✓
May, 2007	Long Island trawlermen	Discussion on possible LNG carrier use conflicts and mitigation.	✓
July, 2007	Lobstermen in Safety and Security Zone- Mt Sinai	Initial discussion on development of process and data inputs for compensation agreement for loss of effort due to safety and security zone.	✓

Attachment 2 – Fisheries Advisory Committee

Milestone Date	Stakeholder	Meeting Content	Completed
August, 2007	Long Island lobstermen concerned with gear damage – Mattituck	Discussion on current base line operation/ process. Review possible use conflict due to LNG carrier transit and displaced vessel traffic. Map fishing areas and equipment usage.	✓
October, 2007 (planned)	Lobstermen in Safety and Security Zone	Discuss initial compensation outline / data and structure.	
October 2007 (planned)	Long Island lobstermen	Develop process and data inputs for gear damage compensation during <i>operations</i> . Mapping of fishing areas and gear.	
October / November 2007 (planned)	Long Island lobstermen	Discuss the way forward for development of the BFAC; group to nominate sub-committee representatives	
November 2007 (planned)	Long Island lobstermen	Develop process for gear avoidance and damage compensation during <i>construction</i> .	
October/ November 2007 (planned)	Trawlermen	Discuss/ formalize process for use conflict avoidance. Sign off on Trawl Area by both trawler men and lobstermen.	
October/ November 2007 (planned)	Connecticut lobstermen fishing in the Race	Discuss/ formalize process for use conflict avoidance.	
October/ November 2007 (planned)	Connecticut lobstermen fishing in Safety and Security Zone	Develop process and data inputs for compensation agreement for loss of effort due to safety and security zone.	
October/ November 2007 (planned)	Long Island lobstermen fishing in Safety and Security Zone	Agreement on development of process and data inputs for compensation agreement for loss of effort due to safety and security zone.	



Attachment 2 – Fisheries Advisory Committee

Milestone Date	Stakeholder	Meeting Content	Completed
December 2007/ January 2008 (planned)	Fisheries Advisory Committee	Discuss and review milestones and meetings for coming 6 months.	



Marine Use Conflicts - Satellite Imagery

1.0 Background

The New York State Department of State (NYSDOS), 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. The following provides additional information that has been provided to NYSDOS during this engagement period on potential use conflicts with other vessels in the area of the Safety and Security Zone and up to a 7-mile radius from the Broadwater facility.

2.0 Satellite Imagery

Based on comments and requests received from NYSDOS staff at recent meetings regarding use conflicts and public access restrictions resulting from the presence of the Broadwater facility, Broadwater undertook an assessment of commercial and recreational boater use in the area of the FSRU. This assessment, of a radius up to 7-miles around the FSRU location, utilized satellite imagery collected using the IKONOS high resolution optical satellite. Launched on Sept 24, 1999, the satellite is capable of providing imagery at resolutions of 4-meter (red blue, green, near infrared) and 1-meter (panchromatic) that can be used in a wide range of high-resolution imagery applications. Data using this imaging service was captured on September 1, 6, and 9, 2007 of Long Island Sound, specifically in the area of the FSRU and represents boater use on weekends and a weekday, including the Labor Day weekend which is considered a major volume traffic day by the U.S. Coast Guard.

The results from the images captured on Saturday, September 1st the on Labor Day weekend show only 6 vessels within 3 miles of the FSRU and a total of only 24 vessels within 7 miles. The vessels ranged in size from 18 to 120 feet and comprised both commercial and recreational watercraft.

The results from the images captured on Thursday, September 6th show only 1 vessel within 3 miles of the FSRU and a total of only 10 vessels within 7 miles. The vessels ranged in size from 22 to 60 feet and comprised both commercial and recreational watercraft.

The results from the images captured on Sunday, September 9th show no vessels within 3 miles of the FSRU and total of only 15 vessels within 7 miles. The vessels ranged in size from 20 to 330 feet and comprised both commercial and recreational watercraft.

The complete details of the vessels captured in the imagery analysis are provided in Table 1 and the image results are provided in Figures 1, 2 and 3. These data show that use conflicts in the area of the FSRU and up to 7 miles away from the facility are very



Marine Use Conflicts - Satellite Imagery

minor in nature and the presence of the Broadwater FSRU will not result in restricted public access since this area does not contain a high level of recreational vessel traffic, even on days when use is expected to be very high, such as the Labor Day weekend. Also, commercial transit activity does not appear to be significant in the area, based on the images that were captured that show a very limited number of commercial class vessels.

3.0 Boat Traffic Survey

In addition to the satellite imagery, other data was also collected in 2005 which supports the conclusion that use conflicts are not present in the area of the FSRU. As provided in Resource Report 8 – Landuse, Recreation, and Aesthetics, Appendix B – Boat Traffic Survey, Long Island Sound is a multiuse waterbody with commercial as well as recreational boaters. To assess and quantify boat use in the area of the proposed project, Ecology and Environment, Inc. conducted on-water surveys during anticipated peak usage days on Long Island Sound to assess typical volume and types of boat traffic that frequent the Project area. Surveys were conducted on nine optimal days during the summer of 2005 to assess typical boating usage. The dates selected included days that were anticipated to have the highest volume of recreational traffic and during which weather conditions were ideal for recreational boating. These dates include Memorial Day weekend, Father’s Day weekend, the July 4th weekend, the weekend of July 29-30, and Labor Day weekend.

All surveys originated in Port Jefferson, New York, with a typical departure time of 9:30 a.m., and concluded in the evening back at Port Jefferson with surveys completed by approximately 6:00 p.m. The data collected during these surveys provided the basis for determining whether the Project could be expected to have significant adverse affects on recreational and commercial boat uses on the Sound.

The boat traffic surveys conducted during the summer of 2005 provided insights into the levels of boating activity in the vicinity of the Project area. Data collected during the surveys indicate that boat traffic is greatest near the Stratford Shoals section of the Broadwater proposed pipeline route, where commercial fishing, ferry service, and general recreational use is highest due to the area’s shallower water, relatively short distance from shore, and proximity to larger populations. Therefore, construction of the Project has the potential to impact areas used for commercial and recreational purposes. However, construction is scheduled to occur during late fall, winter and early spring, which will minimize impacts on commercial and recreational uses. Use of the Sound in the late fall, winter and early spring would be expected to be restricted primarily to commercial uses, although some recreational use may continue. In addition, the portions of the Sound excluded from recreational and commercial uses during construction would be limited to the area of active installation.



Marine Use Conflicts - Satellite Imagery

Operation of the subsea pipeline would have no long-term impact on boating in the Sound. The location of the pipeline will be depicted on current NOAA navigation charts to inform boaters of its presence, and the pipeline will be simply an addition to existing utilities that are presently located in the Sound. Operation of the FSRU will result in some impact on boating within the Sound. However, impacts on recreational boating will not be significant. The boat traffic surveys conducted during the summer of 2005 demonstrated that recreational boating activity in proximity to the proposed FSRU location is minimal, with boats only occasionally transiting within 0.6 mile of the proposed FSRU location. Based on the width of Long Island Sound in the Project area and the relatively low density of recreational vessels using the area, boat traffic can easily route around the USCG-designated safety and security zone.

No chartered recreational fishing boats were noted within the proposed FSRU area at any time during the surveys. This is not unexpected, due to the lack of structure and topography on the seafloor near the proposed FSRU location. Observations made during the nine survey days tend to confirm the use by commercial vessels of established shipping routes to both the north and south of the FSRU, indicating that commercial barges and tankers will not be negatively impacted by the FSRU facility.

4.0 Ports and Waterways Safety Assessment Final Workshop Report

The USCG conducted a Ports and Waterways Safety Assessment (PAWSA) for Long Island Sound in Port Jefferson, New York on May 3-4, 2005. Participation in the PAWSA was through invitation, and was designed to include waterways users and stakeholders such as representatives from marine pilots, tug, and barge operators, passenger/ferry vessel operators, recreational boaters, commercial fisherman, environmental groups, and local fire and marine law enforcement units. Representatives from several state agencies also observed the assessment.

The PAWSA is a systematic assessment conducted by the USCG with the intent to identify major waterway safety hazards, estimate risk levels, and evaluate potential mitigation measures to reduce risk for Long Island Sound and approaches to The Sound. The complete workshop report captured the risk factors that were identified by the attendees as well as the potential mitigation strategies. Broadwater was mentioned as a potential waterway risk factor at the PAWSA that needed to be addressed. As part of the deliverables associated with the workshop, a catalog of risks and possible mitigation strategies were provided. Traffic conditions and the volume of small craft traffic was one of the risks that was identified and relates directly to the use conflict issues and limitation in public access suggested by NYSDOS. As noted on page 17 of the PAWSA, numbers of boats are significant in Long Island Sound but lower than the 1980's. Also, recreational traffic is concentrated within 2-3 miles of the shoreline with some east-west traffic in the middle of The Sound. Also major volumes are present on Memorial and Labor Day weekends as well as July 4th between The Race, Block Island and Watch Hill.



Marine Use Conflicts - Satellite Imagery

The recent 2007 Labor Day weekend was included in the above evaluations of satellite imagery and boat count surveys and the assertions made by the USCG concerning traffic concentration within 2-3 miles of the shoreline are affirmed by these analyses, thus supporting the conclusion that use conflicts at the location of the FSRU are not significant for recreational or commercial vessels.

5.0 Conclusions

The satellite imagery data, coupled with the boat count analysis performed in 2005 and the conclusions provided in the Ports and Waterways Safety Assessment Final Workshop Report, indicate that use conflicts that could impact commercial and recreational access in Long Island Sound are minimal or not present in the area of the FSRU and up to 7 miles from the FSRU location. This indicates that Broadwater does not negatively impact the "Sense of the Sound" by impeding water use and the presence of Broadwater does not restrict public access in more than a *de minimis* way since use of the Sound is not high for practices such as recreational boating, fishing or swimming in the area of the Broadwater facility. It is understood that a small number of commercial fishermen will be impacted by the presence of the Broadwater facility. A separate compensation plan is under development to mitigate for these impacts, but the limited number of fishermen impacted does not represent a significant use conflict, a threat to the persistence of that industry or public access impediment for this area of Long Island Sound.

BROADWATER

Broadwater LNG Project
New York Department of State F-2006-0345
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Marine Use Conflicts - Satellite Imagery**Table 1: Broadwater Satellite Imagery Boat Count Analysis - Long Island Sound, September 2007**

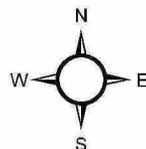
Vessel ID	Vessel Length (ft)	Vessel Type	Comment	Distance from FSRU to Vessel (ft)	Distance from FSRU to Vessel (miles)	Range (miles)
Saturday, September 1, 2007 (see Figure 1)						
1	115	Commercial	Commercial	3,577	0.68	0 - 1
15	42	Private		4,285	0.81	1 - 3
2	32	Private		10,635	2.01	
5	120	Private		15,448	2.93	3 - 5
0	20		Stationary anomaly 1m wide	15,977	3.03	
16	42	Private		15,982	3.03	
3	30	Private		18,645	3.53	
4	23	Private		19,033	3.60	
0	18		Stationary anomaly	20,990	3.98	5 - 7
6	65	Commercial		26,485	5.02	
10	18	Private	Slow moving - no wake	27,177	5.15	
17	75	Private		27,500	5.21	
11	20	Private	Small, slow moving	28,609	5.42	
7	38	Private		29,100	5.51	
8	30	Private		30,237	5.73	
9	40	Private		31,177	5.90	
12	32	Private		32,508	6.16	
18	32	Private		32,803	6.21	
19	34	Private		33,775	6.40	
14	38	Private		34,841	6.60	
13	22	Private		35,176	6.66	
Thursday, September 6, 2007 (see Figure 2)						
4	27	Private	Stationary no wake / hard to identify	10,506	1.99	1 - 3
8	40	Private		19,099	3.62	3 - 5
2	52	Commercial	Square looking barge	20,214	3.83	
9	22	Private		23,010	4.36	
5	46	Private	Slow sailboat	23,481	4.45	
1	32	Private	Coming about	24,182	4.58	
6	46	Private	Private craft /sailboat/fishing trolly/side bars	24,872	4.71	5 - 7
10	60	Private	Stationary	30,357	5.75	
7	30	Private	Small	35,061	6.64	
Sunday, September 9, 2007 (see Figure 3)						
10	50	Private	Fast moving	17,288	3.27	3 - 5
15	50	Private	Private craft hard to determine	17,907	3.39	
11	27	Private		18,437	3.49	
8	26	Private		21,104	4.00	
7	42	Private		23,820	4.51	
14	30	Private		25,001	4.73	5 - 7
4	32	Private		28,929	5.48	
13	40	Private		28,963	5.49	
6	48	Private		29,920	5.67	
12	20	Private	Small	31,852	6.03	
1	30	Private		32,453	6.15	
8	22	Private	Stationary no wake	32,716	6.20	
5	33	Private		33,062	6.26	
3	22	Private		35,305	6.69	
2	330	Commercial	Commercial - large barge	35,847	6.79	

Figure 1
FSRU Vessel Location Analysis
September 1, 2007



Legend

- FSRU
- Identified Vessel (9/1/2007)
- Distance from FSRU**
 - 1 mile
 - 3 miles
 - 5 miles
 - 7 miles

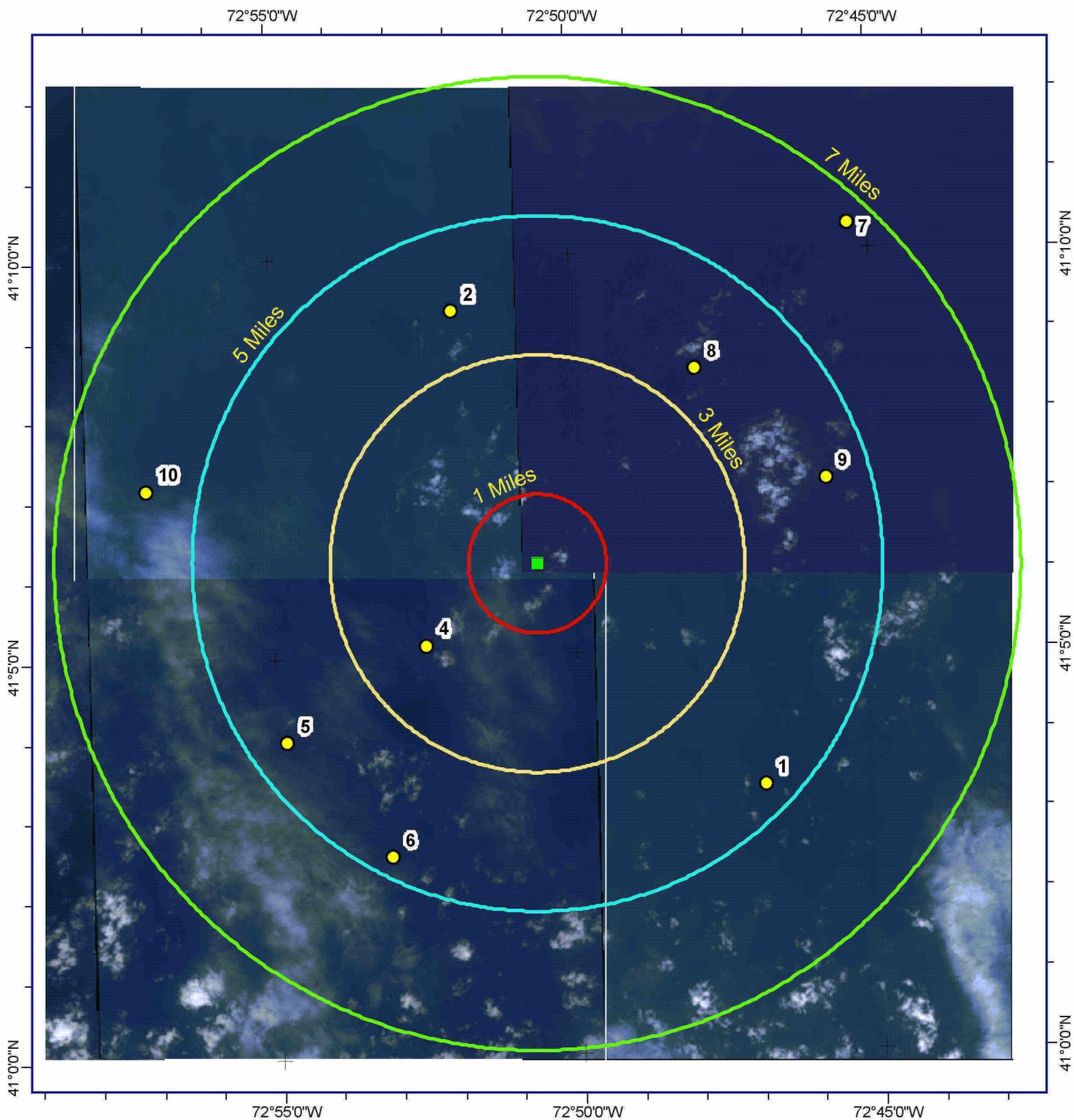


© Ecology & Environment, Inc. GIS Department: Project #02003 TA08 11
\\Burd4\GIS\Penacola\NG\BRO ADWATER Map\MKD\Vessel locations\boatloc_sep11.mxd 9/25/2007

Figure 2

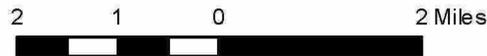
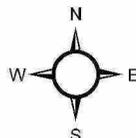
FSRU Vessel Location Analysis

September 6, 2007



Legend

- FSRU
- Vessel Location (09/06/2007)
- Distance from FSRU**
 - 1 mile
 - 3 miles
 - 5 miles
 - 7 miles

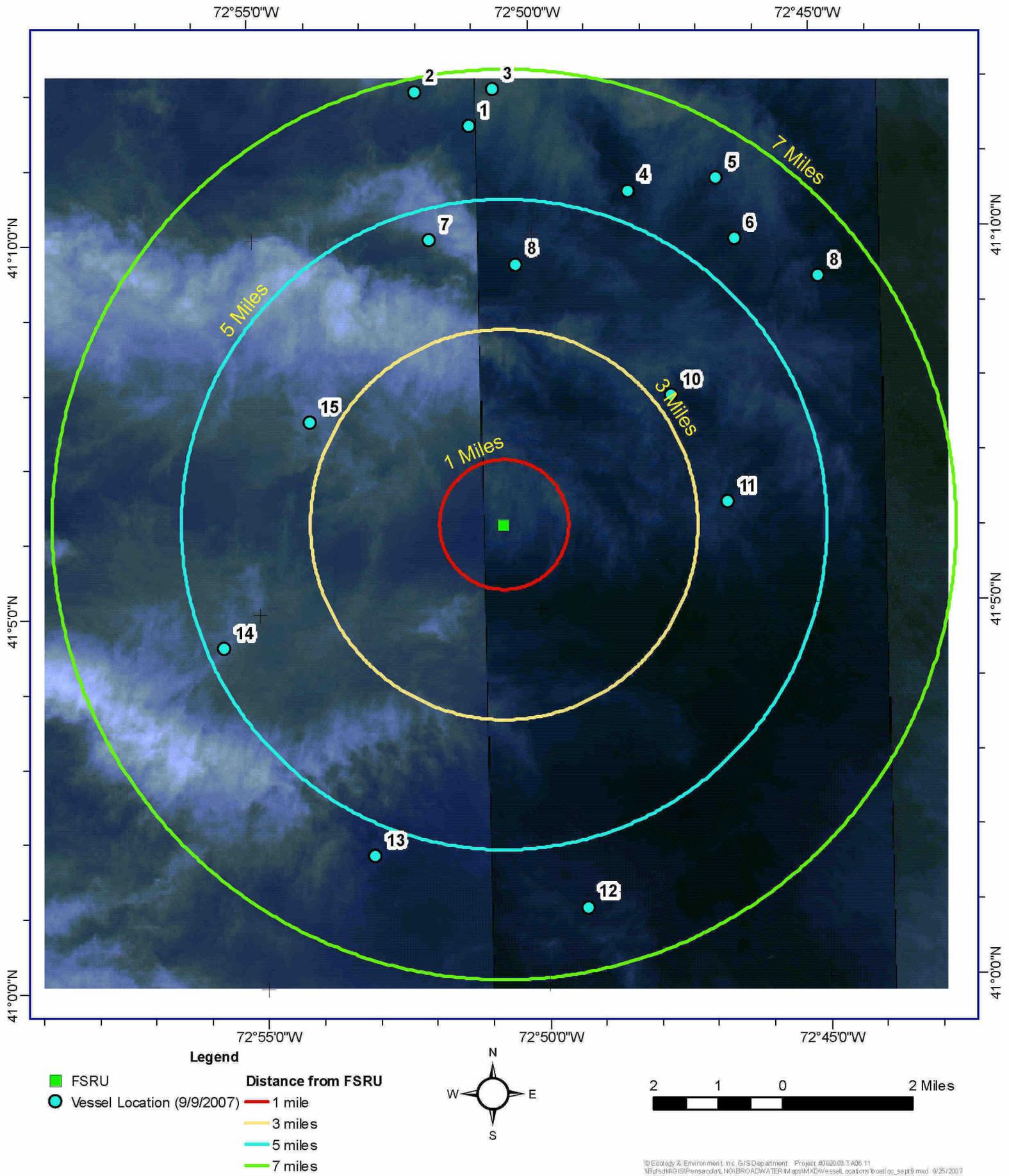


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Figure 3

FSRU Vessel Direction Analysis

September 9, 2007



CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon each person designated on the official 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 11th day of October 2007.

/s/ Brett A. Snyder
Brett A. Snyder

Submission Contents

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