



16000
March 13, 2006

Mr. Gordon Shearer
Chief Executive Officer
Weaver's Cove Energy, LLC
One New Street
Fall River, MA 02720

Dear Mr. Shearer:

On February 2nd, 2006, you submitted a letter amending the information contained in your original Letter of Intent (LOI) of May 12, 2004. Weaver's Cove now proposes to use smaller vessels to deliver LNG more frequently to the proposed facility in Fall River. Some of the changes proposed in your February 2nd, 2006 letter are captured in the below table:

Proposed LNG vessels:	Length (ft)	Beam (ft)	Draft (ft)	Volume (m3)	Frequency of Shipments (annual)
Original LOI: (Letter of May 12, 2004)	950	145	37.5	145,000	60
Amended LOI: (Letter of February 2, 2006)	725	82	36	55,000	120 port visits

*Opening of new Brightman Street bridge is 200 feet

*Opening of old Brightman Street bridge is 98 feet

I have reviewed your amended LOI, which as stated in your letter, was prompted by recent Federal legislation requiring the retention of the old Brightman Street bridge. There are risks associated with safe navigation through the waterway segment bounded by the new and old Brightman Street bridges for the proposed 120 annual LNG tanker arrivals, and involving 240 waterway transits. Specifically:

1. The separation between the old and new Brightman Street bridges is 1100 feet. With the respect to the shipping channel, the bridge openings of the old and new bridges are navigationally off-set, requiring a transiting vessel to stop (or be stopped by tugs) between the bridges, be moved laterally approximately one ship width, and then proceed forward through the next bridge opening. Given the length of the smaller LNG tankers proposed (725 feet), there exists little maneuvering room between the two bridges. The Marine Safety International (MSI) report that accompanies your letter states that LNG tanker transits through the old and new Brightman Street bridges may be feasible, but also suggests "...retaining the existing bridge significantly adds to the complexity of the maneuvers required for channel transit. Further, maneuvers that require ships to be driven directly at the objects while at speed will be inviting trouble."

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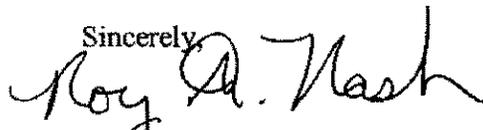
2. Large commercial vessels are constrained to favorable wind and current when passing through the 98 foot (wide) opening of the old Brightman Street Bridge, and rely heavily upon the assistance of tugs.
3. The current fendering system on the old Brightman Street bridge is damaged, and appears to be unsatisfactory for vessels such as those proposed by Weaver's Cove on the southeastern side. An improved fendering system, capable of withstanding typical (incidental) impacts from a vessel of the size and type you propose, needs to be addressed. Any reduction in the navigational width that may be caused by enhancements to the existing fendering system must also be considered.

In summary, extraordinary maneuvers are required to navigate the waterway segment between the old and new Brightman Street bridge openings. While such a transit may be feasible, the necessary favorable ambient conditions for safe passage through this waterway segment, as currently configured, present a practical challenge to your proposal. This waterway segment, including the opening through the existing Brightman Street Bridge, affords no margin for navigational error, and appears unsuitable in its current state, when considering the intended vessel size, cargo, and number of transits in your proposal. Given this navigational situation, a revised waterway suitability assessment and environmental impact review may be required, prior to issuance of a Letter of Recommendation.

This letter addresses only navigation safety through the new and existing Brightman Street bridges. Other impacts associated with the increased waterway transits and bridge closures pend a separate analysis. Also, comments received in response to our review of regulated navigation areas in Narragansett Bay and Mount Hope Bay are being addressed separately.

Per 33 CFR §127.015, you may request reconsideration of this letter. Address your request for reconsideration to me, within 30 days of receipt of this letter.

Sincerely,



ROY A. NASH
Captain of the Port
Southeastern New England

Copy: Commander, First Coast Guard District (d, p, l)
Commander, Atlantic Area (m)
Commandant (G-PSO)
Federal Energy Regulatory Commission