

From: Ida McDonnell/R1/USEPA/US
To: Brendan Mccahill/R1/USEPA/US@EPA, Brian Hennessey/R1/USEPA/US@EPA
Date: 12/07/2010 04:16 PM
Subject: Fw: OCS Permit

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----- Forwarded by Ida McDonnell/R1/USEPA/US on 12/07/2010 04:16 PM -----

From: Rachel Pachter <rpachter@emienergy.com>
To: Ida McDonnell/R1/USEPA/US@EPA
Date: 12/07/2010 03:54 PM
Subject: FW: OCS Permit

Ida,

Please see responses below.

Thanks,
Rachel

From: Mike Feinblatt [mailto:mfeinblatt@essgroup.com]
Sent: Tuesday, December 07, 2010 3:52 PM
To: Rachel Pachter
Cc: Chris Rein
Subject: OCS Permit

Rachel,

In response to your questions from Ida:

1. The attached spreadsheet lists all of the receptors, and their locations relative to the ESP location, that were used for the WTG and ESP source modeling. There is a worksheet in the spreadsheet that specifically lists the Lewis Bay receptor locations. These receptors were included in the analysis and modeling files submitted to EPA, but a few were inadvertently removed from Figure 2 when we removed the cable laying route receptors. The receptors that were omitted from Figure 2 were located at 20 degrees, 13 km (4.617, 12.686 km) and at 20 degrees, 16 km (5.472, 15.035 km) from the ESP (0,0).
2. The NOx emission rate from the 6,000 Hp vessels were determined as follows: $(13.2 \text{ g/kW-hr [Emission Factor]} \times (6000 \text{ Hp}) \times (0.746 \text{ kW/Hp}) \times (1 \text{ lb/454 g}) \times (0.83 \text{ [Load Factor]}) \times (1.10 \text{ [Auxiliary Engine Power Adjustment]}) = 118.8 \text{ lb/hr}$. The emission factor, load factor, and auxiliary engine power adjustment factor used are all from the EPA's "Current Methodologies and Best Practices in Preparing Port Emissions Inventories", April 2009.

Call me if you have any questions or if you need any additional information.

Mike

Michael Feinblatt
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