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FAX (813) 272-5157



ROGER P. STEWART  
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ADMINISTRATIVE OFFICES  
AND  
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1900 - 9TH AVENUE  
TAMPA, FLORIDA 33605  
TELEPHONE (813) 272-5960  
AIR MANAGEMENT DIVISION  
TELEPHONE (813) 272-5530  
WASTE MANAGEMENT DIVISION  
TELEPHONE (813) 272-5788  
ECOSYSTEMS MANAGEMENT DIVISION  
TELEPHONE (813) 272-7104

September 12, 1991

Mr. Clair Fancy, P.E.  
Bureau of Air Regulation  
Florida Department of Environmental  
Regulation  
Twin Towers Office Building  
2600 Blair Stone Road  
Tallahassee, FL 32399-2400

Re: Hillsborough County - AP  
DER File No. AC29-185985  
Lafarge Corporation

Dear Mr. Fancy:

In regard to Mr. Robert Wallace's September 4, 1991 request to amend the above construction permit I would like the Environmental Protection Commission of Hillsborough County to be on record as recommending that the request be denied based on our belief that the specific process permitted by the above air construction permit is not the process currently being employed to unload the white cement from the ship to the silo. The Environmental Protection Commission of Hillsborough County feels that the difference although small does trigger "modification" since particulate matter will be released from the shiphold as demonstrated during both compliance tests. These emissions were not originally accounted for in the construction application (attachment III of the application) since the hatches were to be closed. The following descriptions should help clarify the Environmental Protection Commission of Hillsborough County's position.

Description #1, October 18, 1990 response:

The ship uses an enclosed screw conveyor to pick-up and transfer the cement from hold storage to a sealed tank on the ship where air is injected for the pneumatic transferring process. The cement is delivered from the ship directly into the silo by this pneumatic conveying system. No other transfers are made.

**RECEIVED**

SEP 16 1991

Division of Air  
Resources Management

Mr. Clair Fancy, P.E.  
September 12, 1991  
Page 2

Description #2, June 13, 1991 response:

A dedicated vessel, the Dania Portland is used to transport cement between it's loading port in Denmark, and various ports in the United States and Puerto Rico. Tampa is usually the last stop on it's voyage. The vessel is divided into 5 holds containing cement. The center or #3 hold, with a capacity of about 4,000 tons has at it's bottom a reclaim system that conveys the cement to a pneumatic pump discharging the cement to the receiving silos. Conveying from #3 hold is performed with the hatches closed, and all systems are enclosed.

Cement from the 4 other holds has to be transferred to #3 hold for pumping off the silos. This is done using a "Siwertell" ship unloading system. This consists of a ship mounted gantry screw unloader that picks up the cement from the open hatches with a screw head and transports it through an enclosed conveying system to the pumping hold. The system is remotely operated by the ship's operator.

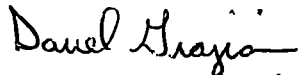
There is a certain amount of dust created around the screw head when material is agitated which is confined to the holds. However, when banks of material form and collapse, greater amounts of dust may be created for short periods of time and may escape through the open hatches. Without a breeze, this dust may hover above the hold of the ship. We believe this was most likely the case during the second hour of the visible emission test.

The above descriptions reveal a small but significant difference in that an additional transfer (hold to hold) is now required. This additional transfer requires that the hatch(es) be open thus allowing fugitive emissions. We strongly believe that this difference reflects a change in the method of operation which resulted in an increase in actual emissions. This belief has been communicated to Lafarge and Environmental Engineering and Consultants.

Mr. Clair Fancy, P.E.  
September 12, 1991  
Page 3

Thank you for considering our recommendations on this matter and should you have any questions please feel free to call me at (813) 272-5530.

Sincerely,



Darrel Graziani  
Chief, Air Permitting Section

bm

cc: J. Harry Kerns, P.E., FDER SW-District  
Robert Wallace, Environmental Engineering and Consultants  
Guy Schuch, Lafarge Corporation

Enclosures: Attachment III - Permit Application  
October 18, 1990 EEC Letter  
June 13, 1991 Lafarge Letter  
July 21, 1991 Method 9

LAFARGE CORPORATION - A029-127512

ATTACHMENT III

Process Weights and Emissions Estimates

The proposed ship offloading system for white cement will pump 20,000 tons per year into silos at the main plant. The pumping rate is dependent on the individual ship pumping capacity. The expected range is 200-500 tons per hour.

The estimated maximum emission rate (using the RACT emissions limit of 0.03 gr/dscf) is:

$$E = (12,000 \text{ cu.ft./min.})(0.03 \text{ gr/cu.ft.})(60 \text{ min/hr})/(7000 \text{ gr/lb})$$

$$E = 3.09 \text{ lb/hr.}$$

Actual tons per year (based on 100 hrs/yr operation @ 200 TPH)

$$E = (3.09 \text{ lb/hr})(100 \text{ hrs/yr})/(2000 \text{ lb/ton})$$

$$E = 0.15 \text{ ton/year maximum}$$

The unloading rate is expected to be greater than 200 TPH, with operating hours proportionally less, resulting in lower total tons per year.

The existing truck transfer operation, which will be discontinued except for special cases as explained in Attachment II, currently has a total emissions of 0.16 tons per year.

As a result of the proposed ship offloading system, less white cement will be handled through the existing systems at Terminal III. The process weights for both Permit No. A029-127516 for the ship offloading and Permit No. A029-132629 for

truck loading will be reduced by 20,000 tons per year from 52,500 T/yr to 32,500 T/yr. As a result, the total emission will be reduced by 0.2 T/yr. for Permit No. A029-127516 and by 0.06 T/yr for Permit No. A029-132629.

The net decrease in total plant emissions resulting from the proposed new system will be 0.27 tons per year.

October 18, 1990

Poor Quality Original



Mr. C. H. Fancy  
Department of Environmental Regulation  
2600 Blair Stone Road  
Tallahassee, Florida 32399-2400

ENVIRONMENTAL  
ENGINEERING  
CONSULTANTS, INC.  
DER-BA001

OCT 20 1990

Re: File No. A129-885195, White Cement Ship to Silo  
Conveyor System

E.P.C. OF H.C.  
APR 29 1990

Dear Mr. Fancy:

On behalf of Lafarge Corporation please accept the following response to your letter of September 23, 1990 requesting additional information on this project:

1. The ship uses an enclosed screw conveyor to pick-up and transfer the cement from hold storage to a sealed tank on the ship where air is injected for the pneumatic transferring process. The cement is delivered from the ship directly to the silo by this pneumatic conveying system. No other transfers are made.
2. Fugitive emissions are minimized by use of a complete enclosure around the screw conveying system. The ship board personnel will be instructed to operate the conveying equipment so as to keep fugitive emissions to a minimum.
3. Pursuant to Subsection 17-2.01(2)(c) 11.5(i), FAC the maximum visible emissions from the ship hold due to the proposed pneumatic conveyor system will not exceed 5 percent opacity.

If you have any questions or need additional information, please contact me.

Sincerely,

ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

Robert E. Wallace III, P.E.  
President

REW/dege

cc: G. Schuch, Lafarge

*J. ...*  
*B. Thomas*  
*G. Campbell*

5119 NORTH FLORIDA AVENUE  
P.O. BOX 7854  
TALLAHASSEE, FLORIDA 32307  
813/231-3781  
813/231-0036



June 13, 1991

Mr. Darrel Graziani, Chief  
Air Permitting Section  
Environmental Protection Commission  
Of Hillsborough County  
1410 North 21st Street  
Tampa, FL 33605

Re: Hillsborough County - AP  
Lafarge Corporation  
A029-195230

Dear Mr. Graziani:

In follow up to our meeting on June 5, 1991, I am providing a brief summary of problems identified during the recent visible emission test on the ship hold while unloading white cement.

1. A copy of the visible emission test for the ship hold and white cement silo baghouse exhaust were presented to the county at our June 5, 1991 meeting. An additional copy is being provided with this letter. Please note all visible tests were conducted on May 12, 1991, and one visible emission report form has been updated accordingly.
2. The average hourly and maximum six minutes opacity were as follows:

<u>Hour</u>	<u>Average/Hour</u>	<u>Max. 6 Minute Average</u>
First	1.6%	4.4%
Second	2.3%	15.2%
Third	0.9%	3.1%

3. As discussed a visible emission problem was noted during the second hour. The exact cause of the problem is unknown since the visible emission observer was not in a location where he could see the activity inside of the ship's hold. The observer did note, however, that it was a very still day and observed opacity hovered above the ship's hold without dissipating. Further, Lafarge personnel were busy elsewhere coordinating the off loading activities.
4. A dedicated vessel, the Dania Portland is used to transport cement between it's loading port in Denmark, and various ports in the Unites States and Puerto Rico. Tampa is usually the last stop on it's voyage. The vessel is divided into 5 holds containing cement. The center or #3 hold, with a capacity of about 4,000 tons has at it's bottom a reclaim system that conveys the cement to a pneumatic pump discharging the cement to the receiving silos. Conveying from #3 hold is performed with the hatches closed, and all systems are enclosed.

Cement from the 4 other holds has to be transferred to #3 hold for pumping off the silos. This is done using a "Siwertell" ship unloading system. This consists of a ship mounted gantry screw unloader that picks up the cement from the open hatches with a screw head and transports it through an enclosed conveying system to the pumping hold. The system is remotely operated by the ship's operator.

There is a certain amount of dust created around the screw head when material is agitated which is confined to the holds. However, when banks of material form and collapse, greater amounts of dust may be created for short periods of time and may escape through the open hatches. Without a breeze, this dust may hover above the hold of the ship. We believe this was most likely the case during the second hour of the visible emission test.

5. Since Lafarge does not operate the vessel unloading system, it is difficult to control the activity on the ship's hold. We would however propose to alter our operating and maintenance plan to include a preunloading meeting with the Captain of the ship and unloading personnel detailing what measures should be taken to minimize emissions. Further, an observer from Lafarge will be present at the hold at any time it is open to oversee the unloading activities. He will have the responsibility to shut down the unloading operation should a potential dust problem occur.



Mr. Darrel Graziani  
June 13, 1991  
Page 3

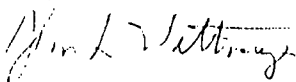
6. No ships have unloaded since the May 12, 1991 test.
7. Bob Soich from the EPC compliance section was present during a portion of the test. It is our understanding that he did not observe any problem with visible emissions during his visit and can attest to how calm a day it was.
8. Lafarge will retest the hold when another ship unloads using the above procedures.
9. Attached you will find a copy of FDER, Tallahassee May 28, 1991 letter extending the construction permit to September 30, 1991 and providing for a one hour test at this source.
10. You expressed a concern about the 90 day clock on the permit. Since we are still in the 30 day incompleteness cycle, a letter from EPC within 30 days of receipt of the visible emission test, requesting another test showing compliance would preclude the 90 day clock from starting.

We hope that the County will take into consideration that this is a new operation under a construction permit. As with any new source, some minor problems are bound to occur, and the so called bugs must be worked out of the system. This is part of the shake down on any new operation. Further as soon as the problem was discovered, Lafarge investigated the problem and came forward to discuss the matter with EPC.

Your cooperation in this regard is appreciated. If you have any questions, please give me a call at 238-3311.

Sincerely,

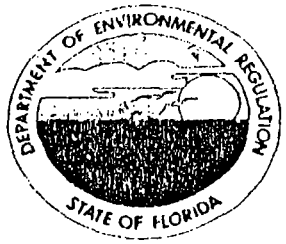
LAFARGE CORPORATION



John S. Wittmayer  
Environmental Manager

JWE/dege

cc: FDER, Tampa



# Florida Department of Environmental Regulation

Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

Lawton Chiles, Governor

Carol M. Browner, Secretary

May 28, 1991

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. Guy Schuch, Terminal Manager  
Lafarge Corporation  
2001 Maritime Blvd.  
Tampa, Florida 33605

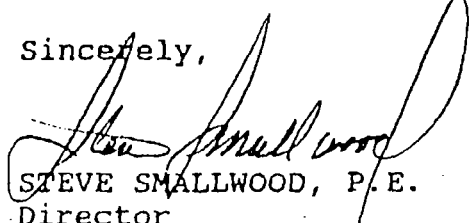
Dear Mr. Schuch:

Re: Amendment of Permit No. AC 29-185895

The Department is in receipt of Mr. Carl Fink's April 9 letter requesting that the expiration date of your permit to construct a ship to silo pneumatic transfer system for white cement be extended and that the Department allow the visible emission compliance test for the shiphold to be of one hour duration. These requests are acceptable to the Department. The expiration date of permit No. AC 29-185895 is extended from July 1, 1991, to September 30, 1991. The visible emissions tests on the shiphold, which is regulated under F.A.C. Rule 17-2.650(2)(c)11., shall be for 60 minutes duration (ten 6 minute averages).

A copy of this letter must be filed with the referenced construction permit and shall become a part of that permit.

Sincerely,



STEVE SMALLWOOD, P.E.  
Director  
Division of Air Resources  
Management

SS/WH/plm

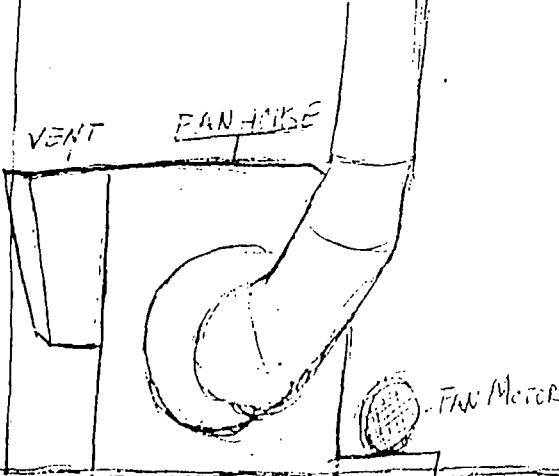
c: Bill Thomas, SW Dist.  
Jerry Campbell, EPCHC

ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

VISIBLE EMISSION OBSERVATION FORM

SOURCE NAME <b>LAFARGE CORP</b>		PROJECT NUMBER <b>E9162</b>	OBSERVATION DATE <b>5-12-91</b>
LOCATION <b>Hockeps Point</b>	PERMIT NUMBER <b>AC29-185895</b>	OBSERVER'S NAME (PRINT) <b>John Wallace</b>	
PROCESS <b>White Cement to Silos</b>	CONTROL EQUIPMENT <b>BACHHOUSE</b>	CERTIFIED BY <b>FDER</b>	DATE <b>5-28-91</b>
START TIME <b>1344</b>	STOP TIME <b>1444</b>		
DESCRIBE EMISSION POINT <b>VENT OFF OF FAN</b>			
EMISSION POINT HEIGHT ABOVE GROUND LEVEL <b>~ 4'-6"</b>	EMISSION POINT HEIGHT RELATIVE TO OBSERVER <b>~ 1'</b>		
DISTANCE TO EMISSION POINT <b>~ 12'</b>	DIRECTION TO EMISSION POINT <b>WEST</b>		
DESCRIBE EMISSIONS			
COLOR OF EMISSIONS	CONTINUOUS <input type="checkbox"/> FUGITIVE <input type="checkbox"/>		
WATER VAPOR PRESENT NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>	IF YES, IS PLUME ATTACHED <input type="checkbox"/> DETACHED <input type="checkbox"/>		
AT WHAT POINT WAS OPACITY DETERMINED <b>LIP OF VENT</b>			
DESCRIBE BACKGROUND <b>Brown Iron Oxide</b>			
COLOR OF BACKGROUND <b>Gray</b>	SKY CONDITIONS <b>Slight overcast</b>		
WIND SPEED <b>~ 5-16 mph</b>	WIND DIRECTION <b>North</b>		
AMBIENT TEMPERATURE <b>~ 89°F</b>	RELATIVE HUMIDITY <b>~ 52%</b>		
REMARKS <b>Cement being transferred at average rate of 100 T/hr during 3 hour test</b>			
AVERAGE OPACITY <b>0%</b>		RANGE OF OPACITY READINGS FROM <b>0%</b> TO <b>0%</b>	
OBSERVER'S SIGNATURE <i>John Wallace</i>		DATE <b>5-12-91</b>	

SOURCE LAYOUT SKETCH



STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

THIS IS TO CERTIFY THAT  
**JOHN WALLACE** has completed the  
STATE OF FLORIDA visible emissions evaluation training and is a qualified  
observer of visible emissions as specified by EPA reference method 9.  
THIS CERTIFICATE EXPIRES **Aug 28, 1991**

*Michael P. Clark*  
CERTIFICATE OFFICER

*John Wallace*  
OBSERVER'S SIGNATURE

Tot  
Looking West

# ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

## VISIBLE EMISSION OBSERVATION FORM

SOURCE NAME <b>LAFARGE COOP.</b>		PROJECT NUMBER <b>89162</b>	OBSERVATION DATE <b>5-12-91</b>																																																																																																																																																																																																																																																																																																																					
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PROCESS <b>White Cement to Silos</b>	CONTROL EQUIPMENT <b>Baghouse</b>	CERTIFIED BY <b>FDER</b>	EXPI. DATE <b>8-28-91</b>																																																																																																																																																																																																																																																																																																																					
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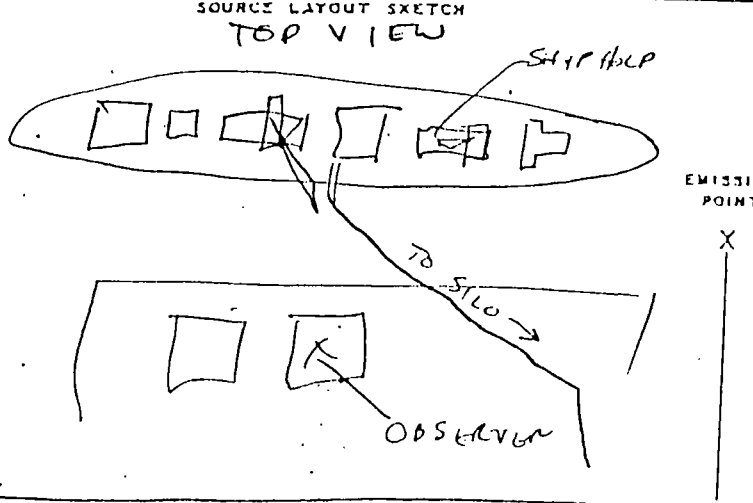
ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

VISIBLE EMISSIONS OBSERVATION FORM

SOURCE NAME <b>LAFARGE CORPORATION</b>		PROJECT NUMBER <b>27162</b>	OBSERVATION DATE <b>5-12-91</b>
LOCATION <b>2001 MARITIME BVD TAMPA FL</b>		PERMIT NUMBER <b>AC29-185895</b>	OBSERVER'S NAME (PRINT) <b>Byron Burrows</b>
PROCESS <b>WHITE SHIP OFFLOAD</b>		CONTROL EQUIPMENT <b>---</b>	CERTIFIED BY <b>FDR</b>
DESCRIBE EMISSION POINT <b>SHIP HOLD</b>		START TIME <b>1557</b>	STOP TIME <b>1657</b>
EMISSION POINT HEIGHT ABOVE GROUND LEVEL <b>~30 ft</b>		EMISSION POINT HEIGHT RELATIVE TO OBSERVER <b>~50 ft</b>	
DISTANCE TO EMISSION POINT <b>~80 ft</b>		DIRECTION TO EMISSION POINT <b>NW</b>	
DESCRIBE EMISSIONS <b>CEMENT</b>		COLOR OF EMISSIONS <b>WHITE</b>	
WATER VAPOR PRESENT <b>NO</b>		CONTINUOUS <input type="checkbox"/> FUGITIVE <input type="checkbox"/> <b>INTERMITTENT</b>	
AT WHAT POINT WAS OPACITY DETERMINED <b>AREA OF SHIP HOLD</b>		IF YES, IS PLUME ATTACHED <input type="checkbox"/> DETACHED <input type="checkbox"/>	
DESCRIBE BACKGROUND <b>WATER</b>		COLOR OF BACKGROUND <b>BROWN</b>	
WIND SPEED <b>0-2 MPH</b>		SKY CONDITIONS <b>70-90% CLOUDY</b>	
AMBIENT TEMPERATURE <b>90°F</b>		WIND DIRECTION <b>N</b>	
REMARKS <b>Cement transfer rate averaged 180 T/w during 3 hour test</b>		RELATIVE HUMIDITY <b>75%</b>	

1	0	0	0	0	0	0	0	0	0
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24	5	5	5	5	5	5	5	5	5
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27	0	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0

AVERAGE OPACITY: **0.92** RANGE OF OPACITY READINGS FROM **0** TO **15%**  
 MAX. 6 MIN. AVE. OPACITY: **3.12**  
 OBSERVER'S SIGNATURE: *[Signature]* DATE: **5-12-91**

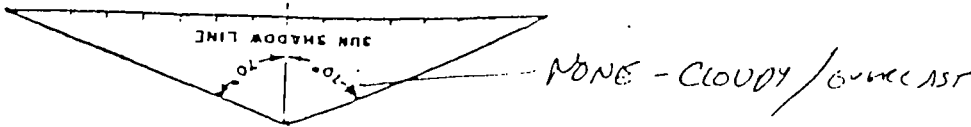


STATE OF FLORIDA  
 DEPARTMENT OF ENVIRONMENTAL REGULATION

THIS IS TO CERTIFY THAT  
**BYRON BURROWS** has completed the STATE OF FLORIDA visible emissions evaluation training and is a qualified observer of visible emissions as specified by EPA reference method 9.

THIS CERTIFICATE EXPIRES **Aug 28, 1991**

*Michael P. Clark* CERTIFICATE OFFICER  
*Byron Burrows* BEARER'S SIGNATURE



# ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

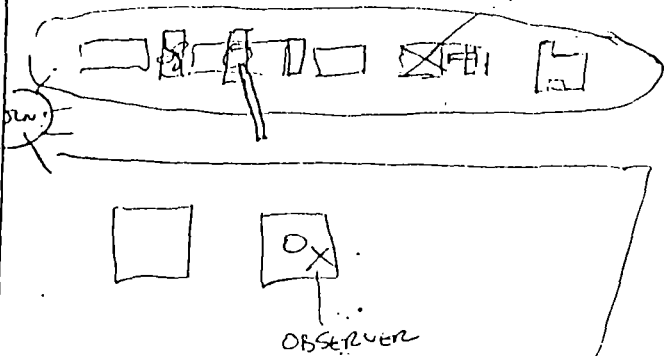
## VISIBLE EMISSION OBSERVATION FORM

SOURCE NAME <b>LAFARGE CORPORATION</b>		PROJECT NUMBER <b>89162</b>	OBSERVATION DATE <b>5-10-91</b>																																																																																																																																																																																																																																																								
LOCATION <b>2001 MARITIME RD TAMPA FL</b>		PERMIT NUMBER <b>A029-185895</b>	OBSERVER'S NAME (PRINT) <b>Byron Burrows</b>																																																																																																																																																																																																																																																								
PROCESS <b>WHITE CEMENT SHIPVNL</b>	CONTROL EQUIPMENT <b>---</b>	CERTIFIED BY <b>FOLTR</b>	EXP. DATE <b>8-30-91</b>																																																																																																																																																																																																																																																								
DESCRIBE EMISSION POINT <b>SHIPHOLD (OPEN)</b>		START TIME <b>1457</b>	STOP TIME <b>1557</b>																																																																																																																																																																																																																																																								
EMISSION POINT HEIGHT ABOVE GROUND LEVEL <b>~30 ft</b>	EMISSION POINT HEIGHT RELATIVE TO OBSERVER <b>0 ft</b>	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>15</td><td>30</td><td>45</td><td>60</td> <td>15</td><td>30</td><td>45</td><td>60</td> </tr> <tr> <td>1</td><td>0</td><td>0</td><td>0</td> <td>31</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>2</td><td>0</td><td>0</td><td>0</td> <td>32</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>3</td><td>0</td><td>0</td><td>0</td> <td>33</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>4</td><td>0</td><td>0</td><td>0</td> <td>34</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>5</td><td>15</td><td>20</td><td>20</td> <td>35</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>6</td><td>20</td><td>25</td><td>25</td> <td>36</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>7</td><td>15</td><td>10</td><td>0</td> <td>37</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>8</td><td>20</td><td>25</td><td>20</td> <td>38</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>9</td><td>15</td><td>10</td><td>20</td> <td>39</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>10</td><td>20</td><td>0</td><td>10</td> <td>40</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>11</td><td>0</td><td>10</td><td>10</td> <td>41</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>12</td><td>10</td><td>5</td><td>5</td> <td>42</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>13</td><td>0</td><td>0</td><td>0</td> <td>43</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>14</td><td>5</td><td>10</td><td>10</td> <td>44</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>15</td><td>10</td><td>5</td><td>0</td> <td>45</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>16</td><td>0</td><td>0</td><td>0</td> <td>46</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>17</td><td>0</td><td>0</td><td>0</td> <td>47</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>18</td><td>0</td><td>0</td><td>0</td> <td>48</td><td>5</td><td>10</td><td>0</td> </tr> <tr> <td>19</td><td>0</td><td>0</td><td>0</td> <td>49</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>20</td><td>0</td><td>0</td><td>0</td> <td>50</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>21</td><td>0</td><td>0</td><td>0</td> <td>51</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>22</td><td>0</td><td>0</td><td>0</td> <td>52</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>23</td><td>0</td><td>0</td><td>0</td> <td>53</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>24</td><td>0</td><td>0</td><td>0</td> <td>54</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>25</td><td>0</td><td>0</td><td>0</td> <td>55</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>26</td><td>0</td><td>0</td><td>0</td> <td>56</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>27</td><td>0</td><td>0</td><td>0</td> <td>57</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>28</td><td>0</td><td>0</td><td>0</td> <td>58</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>29</td><td>0</td><td>0</td><td>0</td> <td>59</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>30</td><td>0</td><td>0</td><td>0</td> <td>60</td><td>0</td><td>0</td><td>0</td> </tr> </table>		15	30	45	60	15	30	45	60	1	0	0	0	31	0	0	0	2	0	0	0	32	0	0	0	3	0	0	0	33	0	0	0	4	0	0	0	34	0	0	0	5	15	20	20	35	0	0	0	6	20	25	25	36	0	0	0	7	15	10	0	37	0	0	0	8	20	25	20	38	0	0	0	9	15	10	20	39	0	0	0	10	20	0	10	40	0	0	0	11	0	10	10	41	0	0	0	12	10	5	5	42	0	0	0	13	0	0	0	43	0	0	0	14	5	10	10	44	0	0	0	15	10	5	0	45	0	0	0	16	0	0	0	46	0	0	0	17	0	0	0	47	0	0	0	18	0	0	0	48	5	10	0	19	0	0	0	49	0	0	0	20	0	0	0	50	0	0	0	21	0	0	0	51	0	0	0	22	0	0	0	52	0	0	0	23	0	0	0	53	0	0	0	24	0	0	0	54	0	0	0	25	0	0	0	55	0	0	0	26	0	0	0	56	0	0	0	27	0	0	0	57	0	0	0	28	0	0	0	58	0	0	0	29	0	0	0	59	0	0	0	30	0	0	0	60	0	0	0
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DESCRIBE BACKGROUND <b>TREES / BUILDINGS</b>																																																																																																																																																																																																																																																											
COLOR OF BACKGROUND <b>GREEN / BLUE / GRAY</b>	SKY CONDITIONS <b>CLOUDY 70-90%</b>																																																																																																																																																																																																																																																										
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REMARKS <b>SHIP: DANIA PORTLAND PRODUCT: WHITE CEMENT Cement transfer rate averaged 180 T/hr during 3 hour test</b>		AVERAGE OPACITY: <b>2.3%</b> RANGE OF OPACITY READINGS MAX 6 MIN: <b>15.2%</b> FROM <b>0</b> TO <b>30</b>																																																																																																																																																																																																																																																									
* SWITCHED SHIPHOLD		OBSERVER'S SIGNATURE <b>Byron Burrows</b> DATE <b>5-10-91</b>																																																																																																																																																																																																																																																									

SOURCE LAYOUT SKETCH

TOP VIEW

OPEN SHIPHOLD OFFLOADING



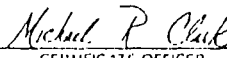
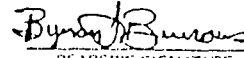
STATE OF FLORIDA  
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THIS IS TO CERTIFY THAT

**BYRON BURROWS**

has completed the  
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THIS CERTIFICATE EXPIRES **Aug 28, 1991**

        
 CERTIFICATE OFFICER      BEARER'S SIGNATURE

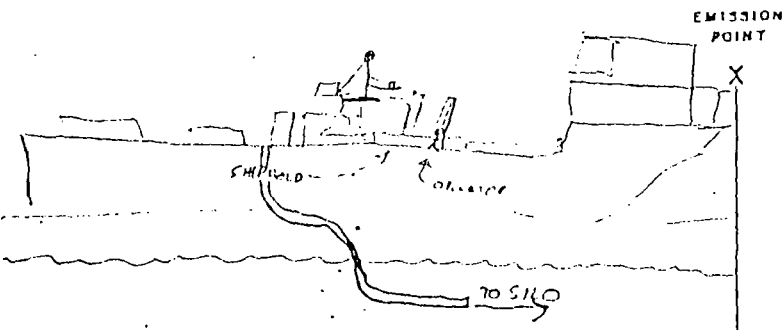


# ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

## VISIBLE EMISSION OBSERVATION FORM

SOURCE NAME <b>LAFARGE CORP</b>		PROJECT NUMBER <b>87162</b>	OBSERVATION DATE <b>5-12-91</b>																																																																																																																																																																																																																																																																																																																						
LOCATION <b>2001 MARITIME BLVD</b> <b>TAMPA FL</b>		PERMIT NUMBER <b>AC29-185895</b>	OBSERVER'S NAME (PRINT) <b>Byron Burrows</b>																																																																																																																																																																																																																																																																																																																						
PROCESS <b>WHITE SHIP UNL.</b>	CONTROL EQUIPMENT <b>---</b>	CERTIFIED BY <b>FOUR</b>	EXP. DATE <b>8-30-91</b>																																																																																																																																																																																																																																																																																																																						
DESCRIBE EMISSION POINT <b>SHIPHOLD</b>		START TIME <b>1357</b>	STOP TIME <b>1457</b>																																																																																																																																																																																																																																																																																																																						
EMISSION POINT HEIGHT ABOVE GROUND LEVEL <b>~30 ft</b>	EMISSION POINT HEIGHT RELATIVE TO OBSERVER <b>0 ft</b>	<table border="1" style="width: 100%; text-align: center;"> <tr> <td></td><td>15</td><td>30</td><td>45</td><td>60</td><td></td><td>15</td><td>30</td><td>45</td><td>60</td> </tr> <tr> <td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>31</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>32</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>33</td><td>5</td><td>5</td><td>10</td><td>5</td> </tr> <tr> <td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>34</td><td>5</td><td>5</td><td>5</td><td>10</td> </tr> <tr> <td>5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>35</td><td>5</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>36</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>37</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>38</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>9</td><td>0</td><td>0</td><td>0</td><td>0</td><td>39</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>10</td><td>0</td><td>0</td><td>0</td><td>0</td><td>40</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>11</td><td>0</td><td>5</td><td>5</td><td>5</td><td>41</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>12</td><td>5</td><td>5</td><td>10</td><td>10</td><td>42</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>13</td><td>10</td><td>5</td><td>5</td><td>5</td><td>43</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>14</td><td>5</td><td>5</td><td>5</td><td>5</td><td>44</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>15</td><td>5</td><td>5</td><td>0</td><td>0</td><td>45</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>16</td><td>0</td><td>0</td><td>0</td><td>0</td><td>46</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>17</td><td>0</td><td>0</td><td>5</td><td>5</td><td>47</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>18</td><td>0</td><td>0</td><td>0</td><td>0</td><td>48</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>19</td><td>0</td><td>0</td><td>0</td><td>0</td><td>49</td><td>0</td><td>0</td><td>5</td><td>5</td> </tr> <tr> <td>20</td><td>0</td><td>0</td><td>0</td><td>0</td><td>50</td><td>5</td><td>10</td><td>5</td><td>5</td> </tr> <tr> <td>21</td><td>0</td><td>0</td><td>0</td><td>0</td><td>51</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>22</td><td>0</td><td>0</td><td>0</td><td>0</td><td>52</td><td>10</td><td>10</td><td>5</td><td>5</td> </tr> <tr> <td>23</td><td>0</td><td>0</td><td>0</td><td>0</td><td>53</td><td>5</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>24</td><td>0</td><td>0</td><td>0</td><td>0</td><td>54</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>25</td><td>0</td><td>0</td><td>0</td><td>0</td><td>55</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>26</td><td>0</td><td>0</td><td>0</td><td>0</td><td>56</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>27</td><td>0</td><td>0</td><td>0</td><td>0</td><td>57</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>28</td><td>0</td><td>0</td><td>0</td><td>0</td><td>58</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>29</td><td>0</td><td>0</td><td>0</td><td>0</td><td>59</td><td>0</td><td>5</td><td>5</td><td>5</td> </tr> <tr> <td>30</td><td>0</td><td>0</td><td>0</td><td>0</td><td>60</td><td>10</td><td>10</td><td>5</td><td>5</td> </tr> </table>			15	30	45	60		15	30	45	60	1	0	0	0	0	31	5	5	5	5	2	0	0	0	0	32	5	5	5	5	3	0	0	0	0	33	5	5	10	5	4	0	0	0	0	34	5	5	5	10	5	0	0	0	0	35	5	0	0	0	6	0	0	0	0	36	5	5	5	5	7	0	0	0	0	37	5	5	5	5	8	0	0	0	0	38	0	0	0	0	9	0	0	0	0	39	0	0	0	0	10	0	0	0	0	40	0	0	0	0	11	0	5	5	5	41	0	0	0	0	12	5	5	10	10	42	0	0	0	0	13	10	5	5	5	43	0	0	0	0	14	5	5	5	5	44	0	0	0	0	15	5	5	0	0	45	0	0	0	0	16	0	0	0	0	46	0	0	0	0	17	0	0	5	5	47	0	0	0	0	18	0	0	0	0	48	0	0	0	0	19	0	0	0	0	49	0	0	5	5	20	0	0	0	0	50	5	10	5	5	21	0	0	0	0	51	5	5	5	5	22	0	0	0	0	52	10	10	5	5	23	0	0	0	0	53	5	5	5	5	24	0	0	0	0	54	0	0	0	0	25	0	0	0	0	55	0	0	0	0	26	0	0	0	0	56	0	0	0	0	27	0	0	0	0	57	0	0	0	0	28	0	0	0	0	58	0	0	0	0	29	0	0	0	0	59	0	5	5	5	30	0	0	0	0	60	10	10	5	5
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DISTANCE TO EMISSION POINT <b>~50 ft</b>	DIRECTION TO EMISSION POINT <b>NW</b>	AVERAGE OPACITY: <b>1.6%</b>																																																																																																																																																																																																																																																																																																																							
DESCRIBE EMISSIONS <b>White cement</b>		RANGE OF OPACITY READINGS FROM <b>0</b> TO <b>10</b>																																																																																																																																																																																																																																																																																																																							
COLOR OF EMISSIONS <b>white</b>	CONTINUOUS <input type="checkbox"/> FUGITIVE <input type="checkbox"/> <b>INTERMITTENT</b> <input checked="" type="checkbox"/>	MAX. 6 MIN. AVE. OPACITY: <b>4.4%</b>																																																																																																																																																																																																																																																																																																																							
WATER VAPOR PRESENT <b>NO</b> YES <input type="checkbox"/>	IF YES, IS PLUME ATTACHED <input type="checkbox"/> DETACHED <input checked="" type="checkbox"/>	OBSERVER'S SIGNATURE <i>Byron Burrows</i>																																																																																																																																																																																																																																																																																																																							
AT WHAT POINT WAS OPACITY DETERMINED <b>AREA OF SHIPHOLD</b>		DATE <b>5-10-91</b>																																																																																																																																																																																																																																																																																																																							
DESCRIBE BACKGROUND <b>TREES/BUILDINGS</b>																																																																																																																																																																																																																																																																																																																									
COLOR OF BACKGROUND <b>GREEN/BLUE/GRAY</b>	SKY CONDITIONS																																																																																																																																																																																																																																																																																																																								
WIND SPEED <b>3-5 MPH</b>	WIND DIRECTION <b>N</b>																																																																																																																																																																																																																																																																																																																								
AMBIENT TEMPERATURE <b>85°F</b>	RELATIVE HUMIDITY <b>70%</b>																																																																																																																																																																																																																																																																																																																								
REMARKS <b>Cement transfer rate averaged 180 T/hr during 3 hour test</b>																																																																																																																																																																																																																																																																																																																									

SOURCE LAYOUT SKETCH



STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

THIS IS TO CERTIFY THAT

**BYRON BURROWS**

has completed the STATE OF FLORIDA visible emissions evaluation training and is a qualified observer of visible emissions as specified by EPA reference method 9.

THIS CERTIFICATE EXPIRES **Aug 28, 1991**

*Michael P. Clark*  
CERTIFICATE OFFICER

*Byron Burrows*  
BEARER'S SIGNATURE





NO LIVED



July 23, 1991

JUL 25 1991

Mr. Bill Schroeder  
Environmental Protection Commission  
Of Hillsborough County  
1410 North 21st Street  
Tampa, FL 33605

E.P.C. OF H.C.  
AIR PROGRAM

ENVIRONMENTAL  
ENGINEERING  
CONSULTANTS, INC.

Re: Permit No. AC29-185895/A029-195230  
Lafarge Corporation - White Cement Transfer

Dear Mr. Schroeder:

Enclosed is a copy of the visible emissions re-test of the open shiphold during the white cement transfer operation at Lafarge Corporation in Tampa, Florida. The test was one hour in duration per the May 28, 1991 amendment letter from the Florida Department of Environmental Regulation, Tallahassee.

The maximum six minute average opacity was 1.0 percent. The allowable opacity is 5 percent. The average cement transfer rate was 161 tons per hour. As explained in previous correspondence, this reported transfer rate is an average rate and should not be used as a maximum permissible transfer rate. The instantaneous pumping rate at some points in the pumping cycle will be much higher than the average rate.

If you have any questions, please contact me at (813) 238-3311.

Sincerely,

ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

Carl F. Fink  
Senior Environmental Engineer

CFF/dege/lrp

Enclosure:

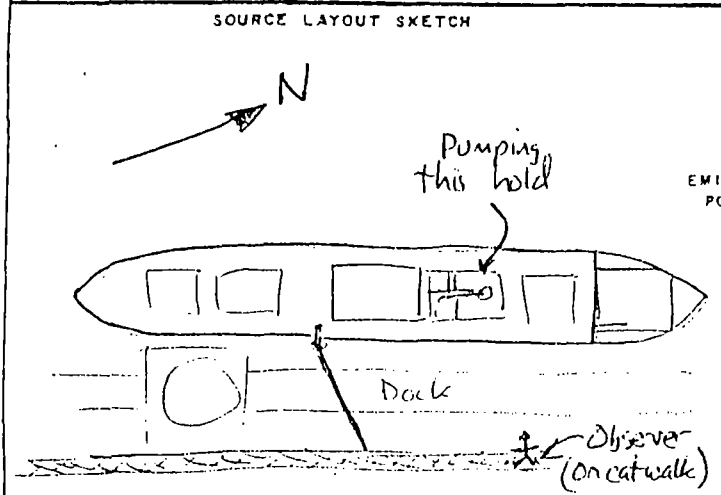
- cc: D. Graziani, HCEPC
- J. H. Kerns, DER, Tampa
- G. Schuch, Lafarge Corp.
- J. Wittmayer, Lafarge Corp.

519 NORTH FLORIDA AVENUE  
P.O. BOX 7851  
TAMPA, FLORIDA 33613  
813 275 3781  
TELEFAX 813 275 0956

# ENVIRONMENTAL ENGINEERING CONSULTANTS, INC.

## VISIBLE EMISSION OBSERVATION FORM

SOURCE NAME <b>LAFARGE CORPORATION</b>		PROJECT NUMBER <b>89162</b>	OBSERVATION DATE <b>7-21-91</b>																																																																																																																																																																																																																																																																																																																							
LOCATION <b>TAMPA, FL</b>	PERMIT NUMBER <b>AC24-185895</b>	OBSERVER'S NAME (PRINT) <b>CARL F. FINK</b>																																																																																																																																																																																																																																																																																																																								
PROCESS <b>WHITE SHIP OFFLOAD</b>		CONTROL EQUIPMENT		CERTIFIED BY <b>FDec</b>																																																																																																																																																																																																																																																																																																																						
DESCRIBE EMISSION POINT <b>OPEN SHIP HOLD</b>		START TIME <b>1013</b>		STOP TIME <b>1138</b>																																																																																																																																																																																																																																																																																																																						
EMISSION POINT HEIGHT ABOVE GROUND LEVEL <b>APPROX 40 FT.</b>	EMISSION POINT HEIGHT RELATIVE TO OBSERVER <b>- 10 FT.</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td></td> <td>15</td> <td>30</td> <td>45</td> <td>60</td> <td></td> <td>15</td> <td>30</td> <td>45</td> <td>60</td> </tr> <tr> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>31</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>32</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>33</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>34</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>35</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>36</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>7</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>37</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>8</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>38</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>9</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>39</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>10</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>40</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>11</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>41</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>12</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>42</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>13</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>43</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>14</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>44</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>16</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>46</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>17</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>47</td> <td>0</td> <td>5</td> <td>5</td> <td>0</td> </tr> <tr> <td>18</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>48</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>19</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>49</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>20</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>50</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>21</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>51</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>22</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>52</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>23</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>53</td> <td>5</td> <td>5</td> <td>10</td> <td>0</td> </tr> <tr> <td>24</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>54</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>25</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>55</td> <td>0</td> <td>5</td> <td>0</td> <td>0</td> </tr> <tr> <td>26</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>56</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>27</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>57</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>28</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>58</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>29</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>59</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>30</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>60</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table>				15	30	45	60		15	30	45	60	1	0	0	0	0	31	0	0	0	0	2	0	0	0	0	32	0	0	0	0	3	0	0	0	0	33	0	0	0	0	4	0	0	0	0	34	0	0	0	0	5	0	0	0	0	35	0	0	0	0	6	0	0	0	0	36	0	0	0	0	7	0	0	0	0	37	0	0	0	0	8	0	0	0	0	38	0	0	0	0	9	0	0	0	0	39	0	0	0	0	10	0	0	0	0	40	0	0	0	0	11	0	0	0	0	41	0	0	0	0	12	0	0	0	0	42	0	0	0	0	13	0	0	0	0	43	0	0	0	0	14	0	0	0	0	44	0	0	0	0	15	0	0	0	0	45	0	0	0	0	16	0	0	0	0	46	0	0	0	0	17	0	0	0	0	47	0	5	5	0	18	0	0	0	0	48	0	0	0	0	19	0	0	0	0	49	0	0	0	0	20	0	0	0	0	50	0	0	0	0	21	0	0	0	0	51	0	0	0	0	22	0	0	0	0	52	0	0	0	0	23	0	0	0	0	53	5	5	10	0	24	0	0	0	0	54	0	0	0	0	25	0	0	0	0	55	0	5	0	0	26	0	0	0	0	56	0	0	0	0	27	0	0	0	0	57	0	0	0	0	28	0	0	0	0	58	0	0	0	0	29	0	0	0	0	59	0	0	0	0	30	0	0	0	0	60	0	0	0	0
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DISTANCE TO EMISSION POINT <b>75-100 FT.</b>	DIRECTION TO EMISSION POINT <b>NW</b>	DESCRIBE EMISSIONS <b>CEMENT DUST</b>																																																																																																																																																																																																																																																																																																																								
COLOR OF EMISSIONS <b>WHITE</b>	CONTINUOUS <input type="checkbox"/> FUGITIVE <input type="checkbox"/> <b>INTERMITTENT</b> <input checked="" type="checkbox"/>	WATER VAPOR PRESENT <b>NO</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/>																																																																																																																																																																																																																																																																																																																								
AT WHAT POINT WAS OPACITY DETERMINED <b>EDGE OF SHIPHOLD</b>		IF YES, IS PLUME ATTACHED <input type="checkbox"/> DETACHED <input type="checkbox"/>																																																																																																																																																																																																																																																																																																																								
DESCRIBE BACKGROUND <b>OPPOSITE SHORE OF CHANNEL (VEGETATION BUILDINGS)</b>		AVERAGE OPACITY $\bar{O}$ <b>0.1%</b>																																																																																																																																																																																																																																																																																																																								
COLOR OF BACKGROUND <b>GREEN</b>	SKY CONDITIONS <b>10% CLOUDS</b>	RANGE OF OPACITY READINGS FROM <b>0</b> TO <b>10%</b>																																																																																																																																																																																																																																																																																																																								
WIND SPEED <b>2-5 MPH</b>	WIND DIRECTION <b>E</b>	MAX 6 MW AUG OPACITY: <b>1.0%</b>																																																																																																																																																																																																																																																																																																																								
AMBIENT TEMPERATURE <b>~ 85°F</b>	RELATIVE HUMIDITY <b>~ 75%</b>	OBSERVER'S SIGNATURE <b>Carl F. Fink</b>																																																																																																																																																																																																																																																																																																																								
REMARKS <b>Pumping from shiphold stopped at 1030:30 for 8 minutes and at 1055:00 for 17 minutes.</b>		DATE <b>7-21-91</b>																																																																																																																																																																																																																																																																																																																								
<b>Unloading rate: 161 Tons/hr</b>																																																																																																																																																																																																																																																																																																																										
<b>Ship: Dania Portland</b>																																																																																																																																																																																																																																																																																																																										



STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

THIS IS TO CERTIFY THAT  
**CARL F. FINK**

has completed the  
STATE OF FLORIDA visible emissions evaluation training and is a qualified  
observer of visible emissions as specified by EPA reference method 9.

THIS CERTIFICATE EXPIRES **Aug 28, 1991**

*Michael P. Clark*  
CERTIFICATE OFFICER

*Carl F. Fink*  
BEARER'S SIGNATURE

