

**Bullet points for discussion with Mayor –  
04/09/2015**

- The city is no longer perceived as ‘boater friendly’ and is not listed in several, widely circulated state issued publication (such as the 2015 CT Anglers Guide Inland and Marine Fishing) as having facilities for water related recreation.
- Note: the bulk-head work completed by developer is of the highest quality and as good as, if not better than anything else in the area. It is not the quality of the work or plans that is disputed, but the intent and integrity of the plans. Nothing they have done to date has been of any benefit to boaters, rather the opposite.
  - The present temporary boat yard does not have facilities to remove a boat from the water and put it on blocks. They do not have blocks or the skill sets to use them.
  - The fuel dock closed a month early (causing me to take harbor boat to Greenwich to fuel). Even during the season, the availability of fuel had very restricted hours, even at weekends.
  - I find it difficult to believe that the developers have any interest whatsoever in the actual viability of a boat yard, boat storage or any other water borne activity.
- Having a boat yard and boat storage facilities on separate sites has inherent problems and disadvantages;
  - Having to move boats on trailers or travel lift on public roads will not only cause traffic issues but will be subject to restriction in size, primarily width and height. This will limit the usefulness to boat owners.
  - It will also delay the completion of lay-up or re-commissioning, increasing the time required for each ‘job’ and the cost to the boat owner. (reference Riverscape)
  - The effective restriction in size and type of boat capable of being serviced at the proposed yard will not re-attract the type of boater lost when Brewers was demolished. The high end sailing and racing yachts are unlikely to return without facilities suitable for servicing their boats.
- Boats in winter storage will be in circumstances that prevent owner or contractor work to be carried out. This will make the facilities less useful and less desirable for boat owners and local marine companies who undertake work on local boats.
- The proximity of a working boat yard to condos/residential properties may cause issues. With new developments, we need to foresee issues and design them out of the equation. Noise, dust like pollutants and smells that inevitably come with a working boatyard are likely to cause issues with residents (reference Selsey early morning noise) and restrictions on working hours making life difficult for owners wishing to work on their boats during the evening.
- Shared parking between the condo development and the ship yard/marina in summer and boat storage (?) in winter also has a high potential for conflict. Security for both condos and boats will need to have a high priority which may in itself cause inconvenience to all users.
- Silting and ice damage must also be considered. Both have increased within the harbor over recent years and mitigation should be built into any new development along the main federal channel.
- Water borne access to both fuel dock and travel hoist must be such that no additional conflict (perceived or otherwise) with tug/barge operations occur. (Note that larger barges are presently being used).

