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March 20, 2002

Elaine Tata, Hearing Officer
State of Connecticut Department of Environmental Protection
79 Elm Street
Hartford, CT 06106
Re: Application 200103104

I am writing to express my concerns regarding the accuracy of many of the exhibits submitted by the Applicant in this matter.

First, to establish my credentials regarding engineering drawings, photography, and photocomposition:

- 1) *Technical drawing credentials*: I worked for almost twenty years in the microwave electronics field as a sales engineer in a highly technical environment. I read, interpreted, and generated technical drawings every day as part of my job. For the last ten years, I have owned an advertising agency with customers in this same field, and have generated literally thousands of technical drawings for various marketing materials (*see attachments CG-3C through CG-3H for examples*).
- 2) *Photographic and photocompositing credentials*: I was co-owner of a photography studio for three years in the mid-1970s. I continue to perform both studio and location photography as a significant part of my business, and have extensive experience with 35mm, medium format, and digital camera equipment. In addition, photocompositing (placing disparate elements into one photograph, accurately and realistically) is my specialty. (*see attachments CG-3A and CG-3B for examples*). In attachment CG-3A, I inserted the computer monitor from another photograph into the picture, and the image of the website onto the computer monitor's screen. In attachment CG-3B, I placed pictures of communications towers into the desert scene, then replaced the masts of these towers with electronic cables manufactured by my customer.

My photocomposition and technical drawing work require the utmost in realism and accuracy, given that the target market is electronic design engineers.

My first concern is the lack of accuracy in the drawing marked as Exhibit APP-17. The cross-section view of this drawing was **not** drawn proportionally, and the effect of the misproportioning was to make the dock appear to be **half** as long as would in fact be if it were drawn in conformance to standard engineering practice (see *attachment CG-1* for a drawing with correct proportions).

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I simply cannot believe that this drawing was misproportioned for the convenience of making it fit with the other views on a relatively small piece of drafting paper. The larger size of many of the other drawings submitted by the applicant, in my opinion, demonstrate that the applicant's engineer has no shortage of larger 'C' size drafting paper in his office.

Other drawing inaccuracies also call the veracity of the applicant's engineer into doubt. The drawing of the end view of the dock (reproduced as attachment CG-4) calls out the 4-foot width of the dock as being measured from the centerline of the downstream pilings to the centerline of the upstream pilings.

This would indicate that:

- 1) The actual width of the dock deck would be greater than four feet (as shown by the crosshatched area on the drawing); and
- 2) The pilings would be "notched into" the deck of the docks, rather than the deck being entirely between the pilings, as is shown on Attachment CG-1.

I believe that the actual intention is to place the pilings tangent to the deck of the dock, resulting in an effective width of roughly six feet (pilings in addition to the four-foot deck width), and that the drawing reproduced as attachment CG-4 deliberately attempts to conceal this fact.

Exhibit APP-16 is inaccurately drawn as well; the 42-foot width of the total dock structure is not, in fact, centered on the dock itself as the drawing indicates. See attachment CG-1 for a corrected view.

I am also very concerned about the applicant's claim that the boat lift, as shown, would be intended only for use with a 24-foot boat. The applicant's drawings **clearly** indicate that the "deck" of the boat lift would extend from the upper triple pilings on the downstream side of the dock, to the lower triple pilings.

This indicates a boat-lift width of **roughly twenty feet**. I cannot understand why a twenty-foot-wide boatlift is needed for a 24-foot SeaRay boat, which has a beam width of only **eight and one-half feet**. The fact that the boat lift is almost **three times as wide** as the boat that the applicant claims will be hoisted upon it, indicates to me that a much larger boat than a 24-foot SeaRay is intended to be docked at this location.

Such a large vessel would add immeasurably to the visual impact of this dock.

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I also have grave concerns that the applicant's other exhibits deliberately contrive to minimize the mass of this structure, and therefore its impact on the visual beauty of the proposed location.

First, **all** of the photographs marked APP 23— appear to have been taken with a very wide-angle lens, greatly exceeding the field of view of the human eye, in an attempt to minimize the viewer's perception of the actual size of the proposed dock.

The pictures were also taken on a very overcast day, which is **not** the kind of weather in which the dock would be seen by the typical tourist. Exhibit APP-23B, moreover, is taken from far out into the river, and has two bright-orange floats framed in a manner which distracts the eye from the **very faint** representation of the dock in this **very dark** picture.

I believe that these pictures are at the least disingenuous, in their attempt to represent a structure that would be over 100 feet in length, and 42 feet wide at the end, with a four-by-four foot plywood box. That is **not** what the dock would look like if approved and built.

My attachments CG-2A through CG-2D are very accurate representations of what the proposed dock would, in fact, look like.

Attachment CG-2A is a photograph of the "box" in the river, taken (by me) from the upstream side of the Chester ferryboat landing.

Attachment CG-2B places the side view drawing from attachment CG-1 into the photograph, properly scaled and with accurate perspective applied.

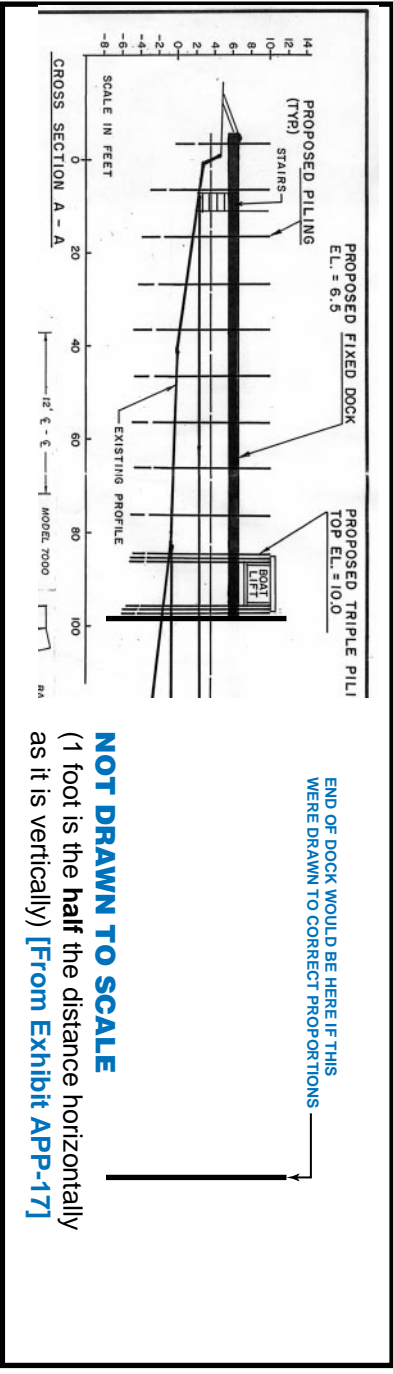
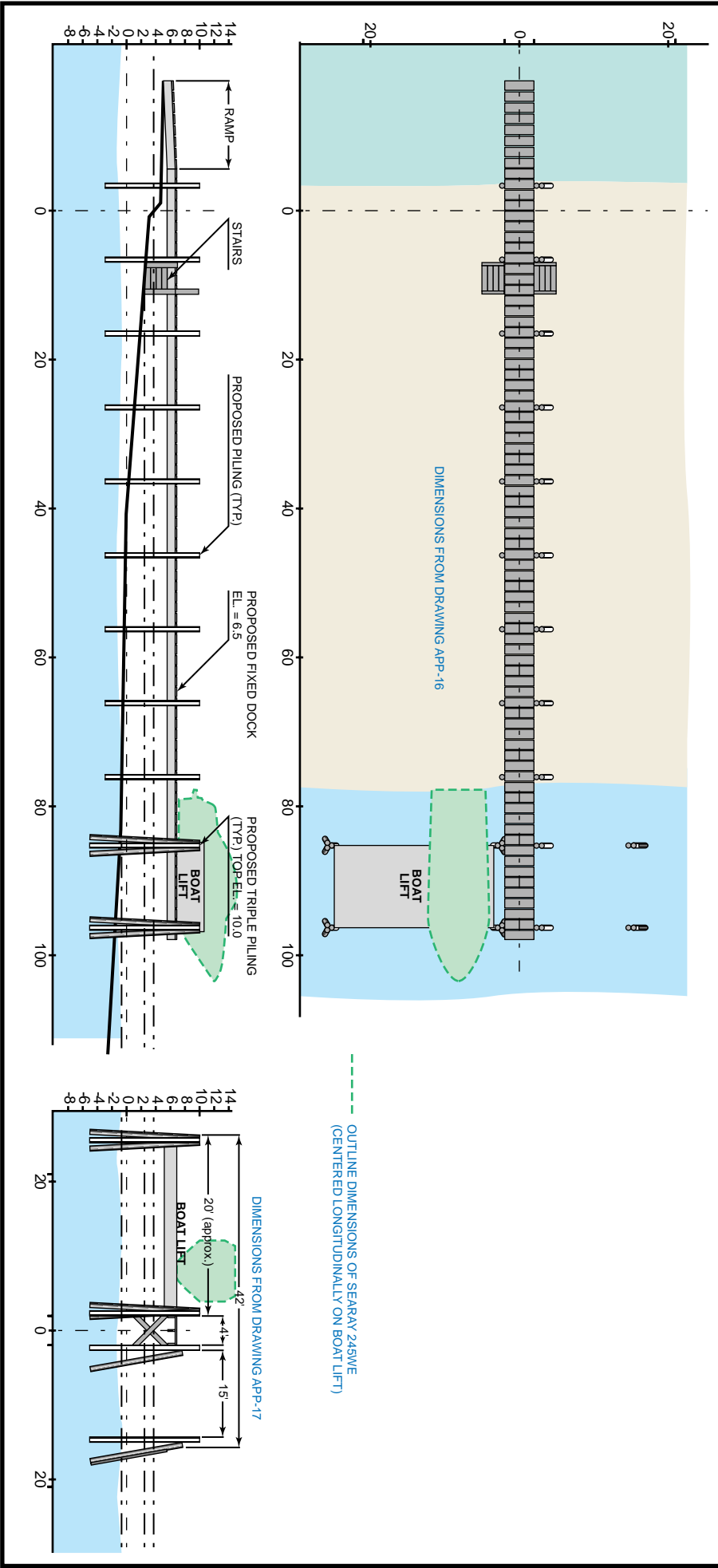
Attachment CG-2C composites parts from pictures of existing docks, and a picture of a SeaRay Weekender Model 245, with the boat lift in fully-up position.

Again, these picture elements are as accurately placed and proportioned as my professional skills can make them.

A winter view of the dock does not accurately reflect the negative impact that this dock would have on this area during the summer, when peak tourist traffic occurs. Attachment CG-2D is a photocomposite of the same elements into a photograph I took from approximately the same location last summer.

In summary, I believe that the DEP and the public have **not** been presented with materials that convey an accurate impression of the negative visual impact that this structure would have on this location. I ask that you examine my attachments carefully, and take appropriate action.

DRAWN TO SCALE (1 foot is the same distance both horizontally and vertically)
Scale: .047 inch = 1 foot Third Angle Projection



NOTE: The original document submitted to the DEP was 13 x 19 inches; this document has been scaled down to fit on standard 8-1/2 by 11 inch paper.

Attachment CG-1
 Rev.0 3-16-02



Attachment CG-2A
3-20-02



Attachment CG-2B
3-20-02

**Attachment CG-2C
3-20-02**





Attachment CG-4

3-20-02

LEGEND

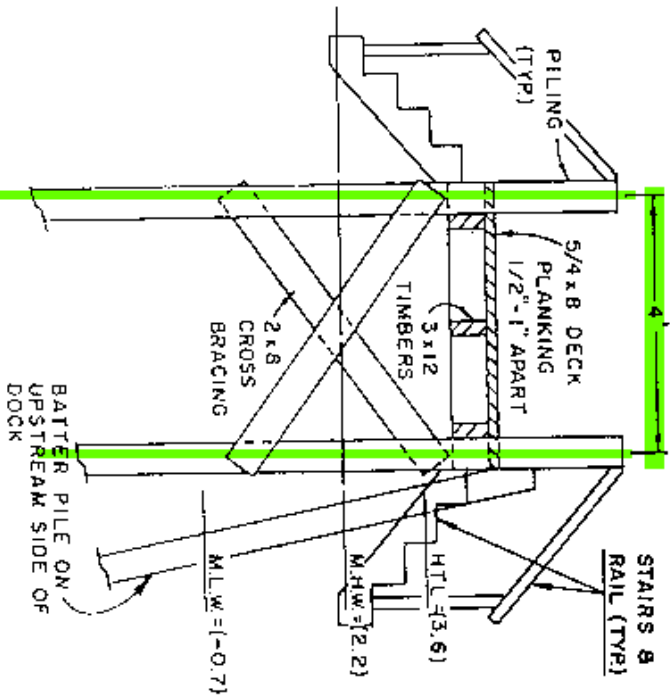
- HTL HIGH TIDE LINE (3.6)
- MHW MEAN HIGH WATER (2.2)
- MLW MEAN LOW WATER (-0.7)

NOTE:

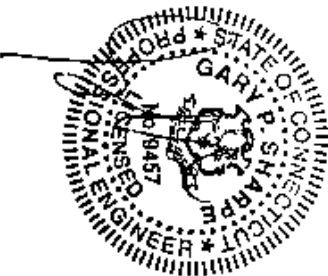
ALL ELEVATIONS REFERENCED TO
NGVD MEAN SEA LEVEL DATUM.

ANGUS McDONALD / GARY SHARPE
& ASSOCIATES, INC.
CIVIL ENGINEERS - PLANNERS - SURVEYORS
OLD SAYBROOK, CONNECTICUT

DATE: 9/1/01
DRAWN BY: GSK
APP'D: [Signature]
JOB NO. 983948
SHEET 6 OF 6



FIXED DOCK DETAIL
NOT TO SCALE



DETAIL PLAN
PREPARED FOR
ARTHUR SCHALLER
FERRY ROAD - CONN. RTE. 148
CHESTER, CONNECTICUT
DATED: SEPT. 25, 2001