

I am writing as the Executive Director of the Claytor Lake Sailing Association (CLSA) to comment on the application for relicensing of the Claytor Lake Hydro Project No. 739 that AEP has submitted to FERC. CLSA operates out of the State Park Mariana and has been promoting sailing, boating safety and sustainable, non-polluting, boating recreation on the lake since 1999. There are two significant issues that the Navigation Study and Management Plan do not address that concern our membership:

1. The published height of power lines/conductors in the application (Table 5.5-1 in the Navigation Study) do not seem to account for the TV/Phone lines that are substantially below the conductors and represent a significant safety and navigation hazard for sailboats on the lake. Since AEP rents/leases/controls the attachment of these ancillary service lines to their power poles, you are in direct control of their height off of the full pond elevation and must be responsible to publish and mark these crossings of the lake with the correct, safe passage, heights. We ask that you publish both the conductor and ancillary line heights and mark these crossings with appropriate signage consistent with US Coast Guard requirements for marking bridge clearance heights and other overhead hazards to navigation.
2. The projections and significance of sailboat based recreation are seemingly underestimated in the future for recreation on the lake and are inexplicably in conflict with current trends in the boat type distribution at the marina, the economic pressure to move from motor fuel consuming boat recreation to sustainable wind-based boating recreation, and the environmental movement to reduce recreational activities that create pollution and environmental degradation in favor of more environmentally friendly recreation. In the past 20 years, the number of sailboats, relative to motor boats, at the Claytor Lake State Park Marina has increased dramatically, as have sailboats tied to private docks on the lake and members of our association. Yet, Table 45 provided by AEP in the application's Recreation Study shows a general decline in sailboat-based recreation on the lake until the 2040 decade. We question the analysis of Berger (2008), or whoever compiled these estimates, for our lake on the significance of sailboat recreation and ask that you publish the basis for such an assumption for a decline in sailing on the lake and reassess its potential significance.

Shepard M. Zedaker
Executive Director
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