

17 August 2014  
Mr. Jean-Pierre Oriol, Acting Commissioner  
VI Department of Planning and Natural Resources  
8100 Lindbergh Bay, #61  
St. Thomas VI 00802  
RE: CZJ-3-14C and CZJ-4-14W

Sir:

In 1979 my wife, Karye, and I came to St. John to operate the Dive concession at Maho Bay. Over the ensuing years, I've owned and operated maybe a dozen boats here from outboards to the Mohawk III to ferry boats and Glass bottom semi-sub. You would think someone with a 3,000 ton license would know better... I'm a slow learner.

I've also had the reluctant distinction of working as a Marine Surveyor for the local Lloyds agencies in St. Martin, St. Croix, St. John, and St. Thomas for Hurricanes Hugo, Marilyn, and Luis. So I feel that I can speak with some authority on the effect of storms here. What has always been most telling to me was that in the first week following each of those, all of our surveys were done by car because the shores and roads were littered with boats. That is what happens: the wind blows and the boats go away.

Aside from its eastern inner quadrant, Coral Bay Harbor is basically an open roadstead. There is adequate holding for certain size vessels with proper ground tackle under normal situations, if you don't mind bucking and lurching. But under no circumstances is it suitable for storm conditions. To consider placing an extensive dock system there beggars comprehension. With few exceptions, marinas require boats to vacate in advance of a named storm. Where would these boats go? I mean aside from Cocolobo Mall and the parking lot at Voyages.

We need a marina on St. John. It would also be good to see Coral Bay spruced up with some appropriately scaled development. Property owners should be able to sensibly develop their own property, but not to the extent that it materially affects the whole community. That is especially true for a venture as patently dubious as this.

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