

Exhibit 3, Attachment A

Summer's End Harbor Management Docking and Mooring Plan



WE MEASURE OUR SUCCESS BY OUR CLIENT'S RESULTS.

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RE: SAJ-2004-12518 (SP-JCM) St. John Marina Overview of Harbor Management Vessel Docking and Mooring

Currently, Coral Harbor has no organization for either vessel location or movement. A key contribution to organization and management of Coral Harbor by the St. John Marina will be the installation of channel markers which clearly identify the path of conveyance to be used by all incoming and out-going vessels.

The current randomness of vessel location and disregard for uniform ingress and egress by harbor occupants has created a hazard for public safety and a threat to aquatic life.

Guests at the St. John Marina will be required to use the channel for conveyance to and from the docks and her 12 moorings. Many boats will be captained by professionals who appreciate the value of the clearly defined channel. As an additional precaution, some vessels will receive an escort in and out of the marina by marina staff, acting as a pilot vessel.

Prior to arrival, all vessels will have informed the St John Marina Management of their vessel's specifics including their LOA, Beam and Draft. By mandating this policy for advance entry specifications, this will allow the management to ensure that yachts are placed in slips that are suitable for their specific requirements. This will also insure that yachts that are to be placed closest to the shoreline and thus in shallower waters, shall not exceed a clear space of less than Eighteen Inches (18") from the sea bed at low tide, thus insuring that the vessel does not disturb the sea bed eco system.

Additionally, in cooperation with USVI DPNR, the St. John Marina developers have agreed to professionally install, have inspected and maintain up to 75 public moorings throughout Coral Harbor whose locations will be identified by DPNR. Condemned moorings that are currently in use will be professionally removed with no impacts to listed species. Twelve (12) moorings directly associated with the marina will be available for boats from approximately 30-60'. Minimum depth will be a minimum of 10' and a maximum depth of 17'.



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It is estimated that there are currently 55 +/- vessels moored and anchored throughout Coral Harbor, of which approximately 95% are non-compliant with the Rules and Regulations for Mooring and Anchoring Vessels in the U.S. Virgin Islands, as identified in Title 25, Chapter 16 of VIRR.

The violations are too numerous to be comprehensively addressed, but some of the most obvious offenses include but are not limited to:

- 1) Sec. 406-4 Identification - Lack Of A 12" Mooring Ball
- 2) Mooring Ball Clearly Marked With Vessel's Registration Number Or Name
- 3) Sec. 405-8 Displaying Mooring Decal – Lack Of Mooring Permit Decal On Vessel
- 4) Sec. 404-1 Mooring & Anchoring – Vessel Has No Conveyance Ability, Esp. Within 60 Minutes Notice From DPNR To Evacuate, And
- 5) Sec. 405-4 Marine Sanitation Devices – Vessels Have No Macerator As Required And Habitually Dispose Of Untreated Wastewater And Sewage From Their Mooring.

Because of the pervasiveness of habitually non-compliant boats in the harbor, it is estimated that less than half of its current occupants would be willing to come into compliance and be relocated to a new mooring, and thus are expected to vacate Coral Harbor to places unknown.

The new, clearly marked channel will provide a much needed, clear cut pathway in and out of the harbor for boats strategically relocated to new moorings, providing them with a safer conveyance path than the current one of zig zagging their way through other moored vessels.

Boats presently moored or anchored in Coral Harbor range in size from approximately 35' +/- sail and power boats to a 100'+ schooner. Vessels at the St. John Marina will be similar in size but will additionally include vessels of 150'+/-. An increase in ingress and egress to Coral Harbor is anticipated, whether for use of marina facilities or DPNR designated moorings. Boats currently coming in and going out of Coral Harbor average 12 +/- per day. Once harbor improvements and mooring relocations have been completed and the St. John Marina is operational it is estimated that boat traffic in and out of the harbor to be 20 +/- per day on average, considering time of year as marina boat traffic and occupancy fluctuates seasonally. While combined long-term and short-term slip rental sales will average 90%+, marina occupancy will average annually at approximately 30%+/-, due to insurance regulations and other hurricane season related concerns, and seasonal tourist fluctuations.



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Due to a clearly marked channel and comprehensive organization of the harbor, conveyance within Coral Harbor will be safer for the boating public and will dramatically improve the marine environment, especially considering the fact that the marina will additionally offer both fixed and portable wastewater disposal for all vessels within the harbor.

Jeff Boyd

Managing Director

