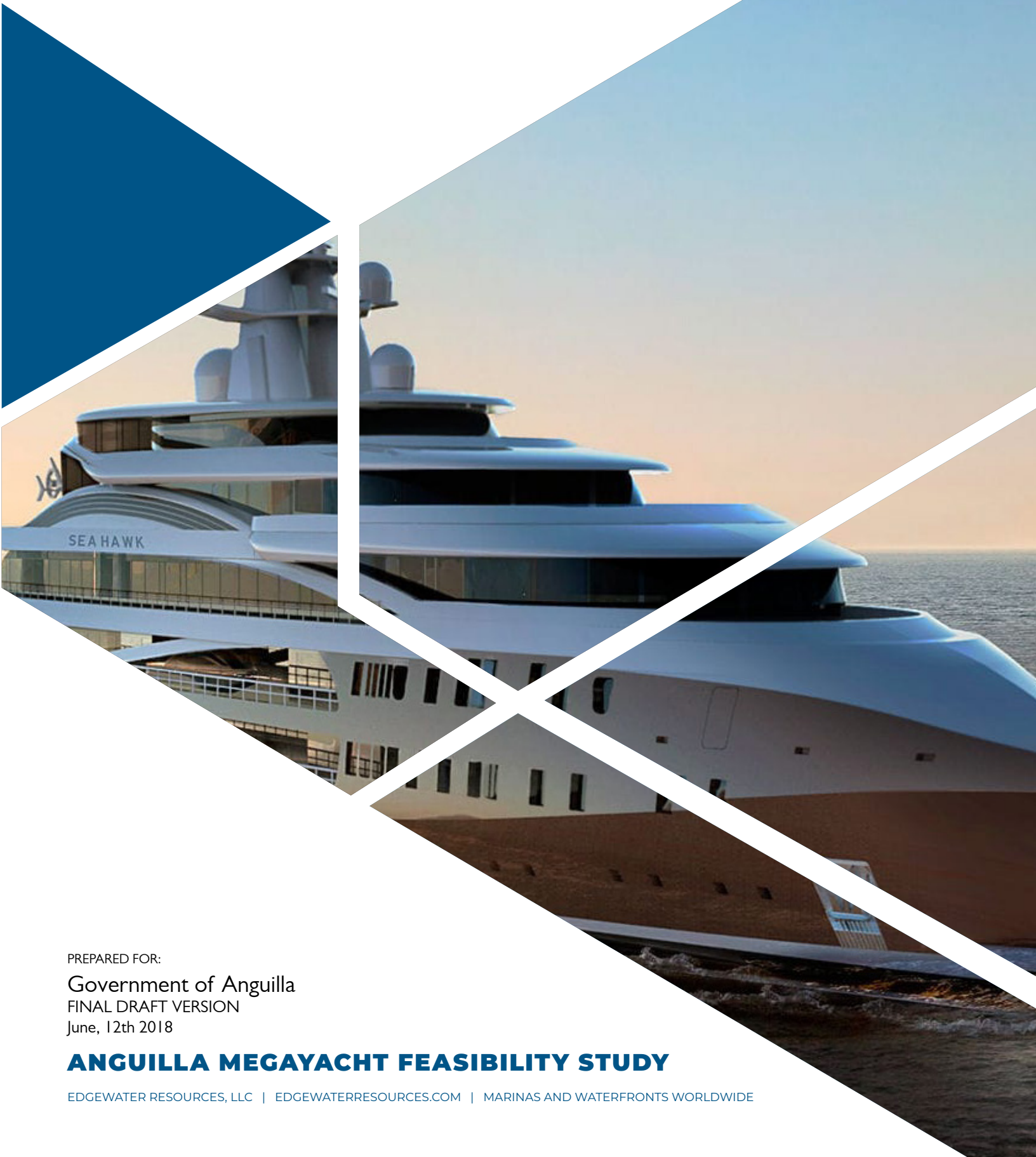




Florida Office
7501 NW 4th Street, Ste 208
Plantation, FL 33317

Michigan Office
518 Broad Street, Ste 200
St. Joseph, MI 49085



PREPARED FOR:

Government of Anguilla

FINAL DRAFT VERSION

June, 12th 2018

ANGUILLA MEGAYACHT FEASIBILITY STUDY

EDGEWATER RESOURCES, LLC | EDGEWATERRESOURCES.COM | MARINAS AND WATERFRONTS WORLDWIDE

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY	4
II. BOATING IN ANGUILLA: PAST, PRESENT & FUTURE	5
III. MEGAYACHT MARINA MARKET ANALYSIS	7
GOALS AND OBJECTIVES	8
ANGUILLA AREA AND YACHTING MARKETS	9
MARINA MARKET RATES AND DEMAND	10
REGIONAL YACHTING MARKETS	11
YACHT MIGRATION PATTERNS	12
BOATING MARKET SERVED	13
MARKET SUMMARY	14
IV. OVERALL SITE ANALYSIS / EVALUATIONS	15
INTRODUCTION / BACKGROUND	16
SITE SELECTION MATRIX	17
YACHTING MARKETS	18
COASTAL CONSIDERATIONS FOR EACH SITE	21
ENVIRONMENTAL CONSIDERATIONS FOR EACH SITE	29
MARINE PARK SYSTEM & PROTECTED AREAS OF ANGUILLA	30
ENVIRONMENTAL SUMMARY	37
IMPORTANT BIRD AREAS	38
SEA LEVEL RISE AND RESILIENCY	42



V. MARINA CONCEPT PLANS **45**

MARINA DESIGN CONSIDERATIONS	46
SANDY GROUND	52
BLOWING POINT	56
SCRUB ISLAND	60
RENDEZVOUS BAY	64
LITTLE Harbour	68
COST ESTIMATE ASSUMPTIONS	72

VI. DEVELOPMENT ECONOMICS **73**

ECONOMIC IMPACT OF YACHTS	72
GLOSSARY OF INPUT - OUTPUT TERMS	76

REFERENCES	86
------------	----



PAGE INTENTIONALLY LEFT BLANK





I. EXECUTIVE SUMMARY

Anguilla has a rich maritime history of ship building, sailing, and racing, which has permeated the very character of the island. Yet the island doesn't have any yacht clubs or marinas to service these vessels or the numerous yachts that travel the Caribbean. The beauty, serenity, and exclusivity of Anguilla provides an ideal destination for high end vacationers. As such, it's about time that Anguilla launches itself as a major player in the megayacht industry, capable of servicing the clientele it aims to attract.

A market analysis was performed that showed the rising demand for world-class marinas located in the Caribbean to service the rising number of megayachts travelling this area. Anguilla is perfectly suited to provide a competitive advantage over other islands in the Caribbean due to its tax free status, proximity to deep waters, protected harbors, and on island amenities. In addition, Anguilla's largest market is in luxury tourism and the island has a large and expertly trained workforce in hospitality and construction.

The Government of Anguilla (GoA) commissioned a study to evaluate the island and identify suitable sites for development of megayacht marinas with upland amenities. The process of selecting potential sites for megayacht facilities included evaluating existing site conditions, such as geography, coastal processes, environmental concerns, property ownership, property availability (unencumbered by development agreements), existing infrastructure, proximity to amenities, and ability to augment tourism on the island. We initially viewed all island locations and through feasibility analysis, we've identified five potential sites for consideration in this study, including: Sandy Ground, Blowing Point, Rendezvous Bay, Little Harbour, and Scrub Island. Preliminary slip mixes, cost estimates and adjacent upland development opportunities were identified for each site and concept plans were developed for all the sites. Each site has potential for development with various pros and cons for each.



PAGE INTENTIONALLY LEFT BLANK



II. BOATING IN ANGUILLA

PAST, PRESENT & FUTURE



BOATING IN ANGUILLA

PAST, PRESENT & FUTURE



The Warspite, Anguilla's most famous ship

Since its occupation, Anguilla has been a place for boaters. The deeply rooted tradition spans back hundreds of years starting with the original seafaring inhabitants of the island, the Taino and Arawak people¹. These oceangoing people navigated the Caribbean establishing their roots on the island and sustaining themselves off the spoils of the surrounding waters. Maritime traditions changed as the island became a British colony and occupations such as fishing, shipbuilding, farming and international trading flourished.

After the American Revolution, trade with the United States stopped and was replaced by trade with large schooners from Nova Scotia, Canada. Anguilla was exposed to new ship building technologies and techniques, allowing them to expand their craftsmanship and designs. Later, as the spoils of farming dwindled due to persistent droughts and international trade declined, the resourceful people of Anguilla turned to traveling to other nations to conduct trade. As the sugar trade began booming in 1895, crews of workers would set off racing each other to their destinations and back to Anguilla at the end of the harvesting season^{2,3}. The journey could last up to 21 days so sailors often raced each other to cure boredom. Fishing ships were also built for speed, as refrigeration wasn't available



BOATING IN ANGUILLA PAST, PRESENT & FUTURE

and fisherman needed to head out, claim their catch, and return to sell it before it spoiled⁴. What started as a way to entertain the crew and pass time on the trip between islands turned into a national past time. Anguillians of all ages would gather at the shore to see the schooners race home. With this, a history of boat racing emerged and the golden age of Anguillian sailing began. Anguilla's most famous ship, The Warspite (1902) quickly sailed into the hearts of Anguillians as one of the fastest and most beautiful ships. Tales of boat races and captains became legends in Anguilla, still passed down through generations to this day.

Anguilla carried its rich history of boating into the 21st century. Anguilla's own Rebel Marine Ltd., whose motto is 'When love and skill come together, expect a masterpiece', have been building expertly crafted boats for the past 30 years. Founded by David Carty, Rebel Marine is an excellent example of Anguillian skill and craftsmanship. Historically, Rebel Marine's fast ferries have been dubbed 'marine limousines' for their sleek looks in conjunction with a smooth and quiet ride in open ocean conditions. Seafaring and boat-building is very much a part of the economy and cultural way of life in Anguilla. The face of Anguilla's maritime culture has changed several times throughout its history and is expected to adapt and change to meet the future demands and desires of the global boating market. While Anguilla has a rich history of sailing and racing, which has permeated the very character of the island, it does not yet host any yacht clubs or marinas. With Anguilla prizing itself as a destination for the high end vacationers, it's about time that the island launches itself as a major player in the megayacht industry capable of servicing the clientele it aims to attract.

Anguilla now hosts several annual regattas, or races, that stem from the earlier days of sailing off the island in search of work, fish, and economic opportunities. In fact the national sport of the island is boat racing, with major races taking place during public holidays and popularly attended by most the islanders and vacationers alike⁵.



The Rebel Marine crew hard at work building one of the boats Anguilla is so famous for.

PAGE INTENTIONALLY LEFT BLANK



III. MEGAYACHT MARINA MARKET



MEGAYACHT MARINA MARKET ANALYSIS

Although the island nation has been identified as an ideal destination for the highest caliber yachts, there are currently no megayacht marinas in Anguilla. The following analysis has been carefully developed to ensure that the lifestyle of Anguilla is enhanced by this new market and that the authenticity of Anguilla is preserved.



GOALS & OBJECTIVES

THE GOALS OF THE MARINA MARKET ANALYSIS (MARKET ANALYSIS) ARE TO:

Identify and quantify economic benefits to the Anguillian Gross Domestic Product (GDP) and fiscal benefits to the Government of Anguilla (GoA).

Identify the 'pull factors' that would attract yachting to Anguilla and provide recommendations on how to develop them. The object is to attract visitors and provide incentives for them to extend the duration of their stay and utilize existing and future hotel, resort, and tourism/

ecotourism attractions in Anguilla.

Determine the potential market to develop a marina associated with a boutique hotel, luxury residences, and commercial development.

Identify the potential to create a megayacht industry, not only to serve as a marina to tie up yachts, but also to provide other direct and indirect benefits to Anguilla, such as yachting jobs and related economic

activities. This Market Analysis presents recommendations for optimizing the slip mix at the conceptually designed megayacht marinas on Anguilla.

The study also identifies the revenue potential for various options including seasonal, transient, charters, long-term leases, sale of berths and yacht club memberships. This study includes research on marinas in the Caribbean, South Florida, and European market areas.





ANGUILLA AREA & YACHTING MARKETS

Anguilla is located in the eastern Caribbean and is the most northerly of the Leeward Islands. This English speaking nation is just 91 square (sq.) kilometers (35 sq. miles); 26 kilometers (16 miles) long and 5 kilometers (3 miles) wide at its widest point. The average temperature on the island is 27° Celsius (80°F).



Caribbean, Florida and Europe Marina Analysis

Conclusions to this research were compiled from an analysis of rates, demand, and amenities of popular megayacht destinations in Florida, the Caribbean, and Europe. These marinas were selected based on their comparative ability to accommodate megayachts for short and long-term stays, richness of amenities, and location.



MARINA MARKET RATES & DEMAND

RESEARCH SHOWS THAT MARINA BERTHING RATES ARE BASED ON A WIDE RANGE OF FACTORS INCLUDING:

- Supply of Berths Compared to Demand
- Quality of Marina Facilities Overall
- Quality of Marina Facilities Relative to Competitors
- Amenities / Services Provided
- Proximity of Marina Relative to Market Served
- Deep Water / Direct Ocean Access
- Protected Harbour

DEMAND FOR MARINAS IS BASED ON THE FOLLOWING AMENITIES FOR BOTH SMALLER BOATS AND MEGAYACHTS:

- Amenities
- Ease of Access to Open Waters
- Quality of Marina / Docks
- Protection from Coastal Elements

MEGAYACHT MARINAS REQUIRE ADDITIONAL PORT ATTRIBUTES TO BE SUCCESSFUL, INCLUDING:

- Deep Water, Safe Navigation, and No Fixed Bridges
- Protection from Major Storms
- Adequate Security Provided by the Host Country both in territorial waters and in port
- World-class Dock Systems
- World-class Ambiance Including Hotels and Restaurants
- Access to Medical Facilities for Crew and Guests
- Located Near an International Airport
- Efficient Customs and Immigration Process
- Reasonable Prices for Fuel, Dockage, Electricity, Water and Chandlery
- Reliable and Expert Yacht Repair, Maintenance and Re-fit
- Crew Lifestyle for Fitness, Entertainment, Housing and Transport



REGIONAL YACHTING MARKETS

THIS REPORT INCLUDES A SAMPLING OF MEGAYACHT MARINAS IN THE CARIBBEAN, FLORIDA AND EUROPE OFFERING COMPARATIVE AMENITIES AND AVAILABLE ACCOMMODATIONS. AN IN-DEPTH OVERVIEW OF EACH MARINA IS LOCATED IN APPENDIX A. THE FOLLOWING SECTION HIGHLIGHTS THE PRIMARY COMPETITIVE MARINAS WITHIN THE MARKET AREA:

CHRISTOPHE HARBOUR ST.KITTS

The Marina Christophe Harbour, located along the southwest coast of St. Kitts, is a relatively new marina and resort development that has experienced substantial success not only leasing docks, but also selling them. Twenty-two megayacht slips have been constructed to accommodate vessels up to 76 meters (250 feet) long. The sale prices for these slips range from \$1,875,000 to \$3,500,000, for berths that are 46 meters (150 feet) to 67+ meters (220+ feet), respectively. The facility has sold 11 of 22 berths in recent times with most of the sales in the larger 67m (220 feet) sizes. The marina offers customs clearance, single access point, 24-hour security, in-berth tax and duty-free fueling, ultra-fast Wi-Fi, provisioning and import services, and courtesy transportation, to shore-side amenities such as Park Hyatt hotel facilities, a Tom Fazio golf course, Marina Village, the Pavilion Beach Club, and SALT Plage beach bar. This Marina is an excellent example of what can be experienced in Anguilla in terms of pricing and quality of development.

BLUE HAVEN MARINA TURKS AND CAICOS

Blue Haven Marina, is the newest location in the Turks & Caicos, located on the north end of Providenciales. This brand new facility is positioned within the Blue Haven Resort and is surrounded by nearly 8 hectares (20 acres) of waterfront land. Blue Haven offers 100 slips for yachts up to 67 meters (220 feet) with a maximum draft of 2.6 meters (8.5 feet) at mean low water. Blue Haven Marina is an example of a full-service resort, which comprises on-site fueling (gas and diesel), concierge services, catering and provisioning services, a hotel, gym, spa, grocery store, café, private beach, infinity-edge swimming pool, several restaurants, bars, and a variety of water-sport activities including both sail and sport fishing day charters.

YACHT HAVEN GRAND ST.THOMAS

Yacht Haven Grande is considered the gateway to the Caribbean and has direct flights from 15 major cities in the United States (U.S.). The international airport is only 10 minutes from the marina. The U.S. Virgin Islands has no sales tax on goods or services, along with competitive fuel prices. Yacht Haven Grande is the premier St. Thomas marina facility for megayachts within the Caribbean and is the centerpiece of the IGY Marinas portfolio of yachting destinations. Located alongside the scenic Charlotte Amalie Harbour, the St. Thomas marina encompasses a 46-slip megayacht facility including side-to-berthing for yachts up to 200 meters (656 feet), with 6 meter (18 foot) concrete docks and piers.

The marina at Yacht Haven Grande offers world-class amenities including customs & immigration, 24-hour gated dock security, high speed fuel pumps, Wi-Fi, provisioning, laundry service, customs and immigration, spa, business center, nautical provisioning, catering, florist, and ships' chandlery, complemented by 7,432 square meters (80,000 square feet) of retail space, exciting dining and entertainment options, recreational amenities, and seaside residences.

ISLE DE SOL ST.MAARTEN

St. Maarten is currently the most popular "home port" of the megayacht industry in the Caribbean region due to both its location and promotional efforts undertaken by the marine industry trade association of St. Maarten. Half of the island is Dutch and half is French, resulting in a popular port for Europeans and travel destination for Americans. The island is also a duty free port. Simpson Bay and the Marina have always been a hurricane hole for yachts riding out storms. As a safe harbor, it is an ideal location for the marina and yacht club on Isle de Sol, St. Maarten.

The Yacht Club at Isle de Sol is situated on the southwest side of St. Maarten, near the Simpson Bay Bridge. Exclusively designed for megayachts and their crew, The Yacht Club at Isle de Sol offers a gated entrance with a private bridge leading to 45 berths, along concrete slips. The slips can accommodate yachts ranging from 24 meters (80 feet) to 97 meters (320 feet) with a maximum 5.5 meter (18 foot) draft, unlike any other St. Maarten marina.

The Isle Del Sol Marina offers, highly secure, and private ambiance including 24-hour security, provisioning, laundry service, yacht maintenance, fuel, satellite TV, high speed Wi-Fi, and customs and immigration services. Other amenities include a fitness center, swimming pool, tennis courts, restaurants, and retail outlets.



CARIBBEAN YACHT MIGRATION PATTERNS

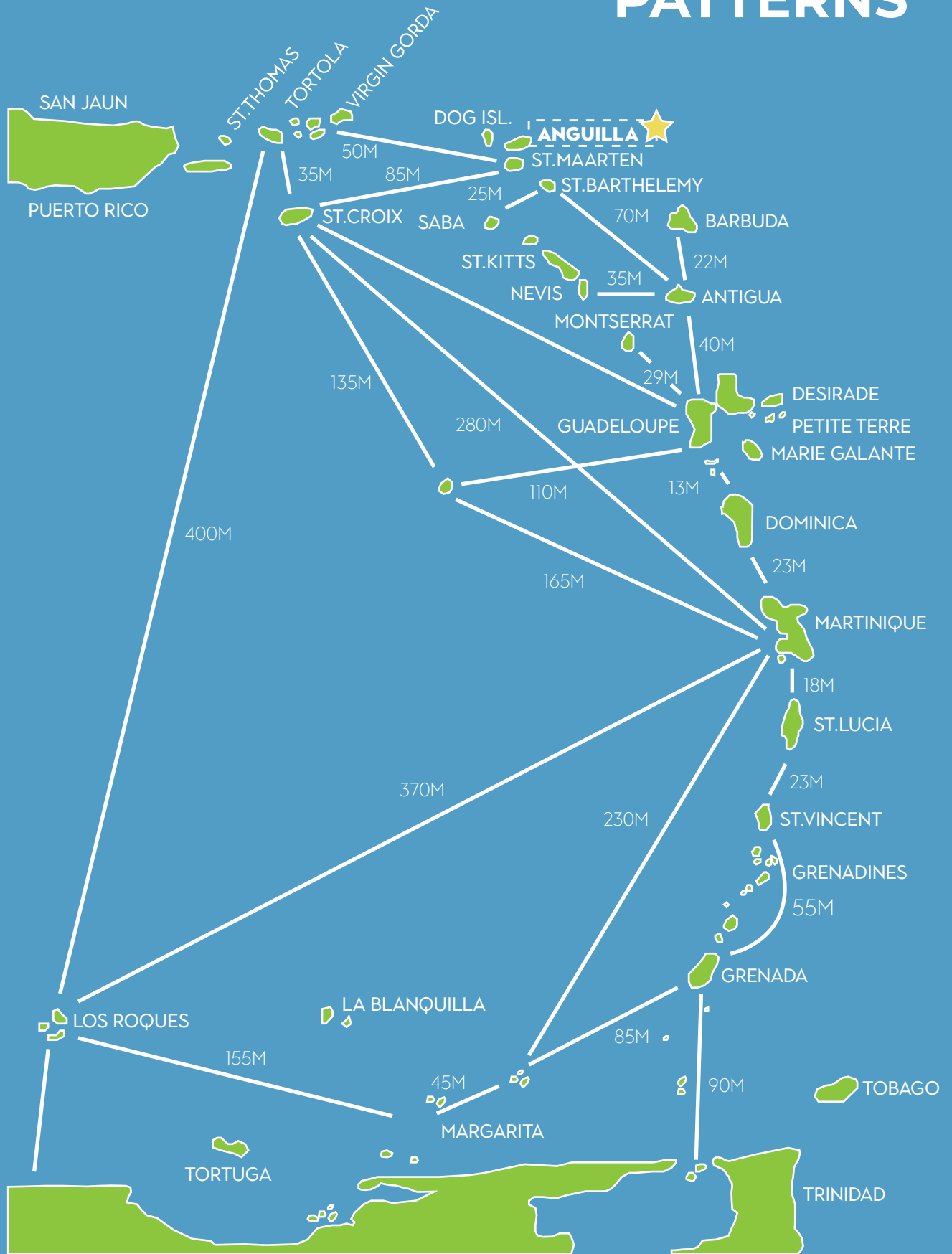


FIGURE B



BOATING MARKET SERVED

A STUDY CONDUCTED BY THE MARINE INDUSTRIES ASSOCIATION OF SOUTH FLORIDA FOUND THAT THE NUMBER OF MEGAYACHTS WORLDWIDE HAS INCREASED BY 53% OVER THE PAST 5 YEARS (BETWEEN 2013 AND 2018). EACH 120' (36.5M) MEGAYACHT SPENDS APPROXIMATELY \$2 MILLION ANNUALLY, PROVIDING A HUGE ECONOMIC IMPACT TO GOVERNMENTS THAT COLLECT TAXES AND THE FACILITIES THAT PROVIDE FOR THEM. LARGER YACHTS 300'+ (90+M) SPEND ON AVERAGE \$10 MILLION/YEAR AND UP TO \$50 MILLION/YEAR ON THE HIGHER 400' (122M) SIZE MEGAYACHTS.

AFTER STUDYING THE POTENTIAL YACHTING MARKET IN ANGUILLA, BASED ON A REVIEW OF CURRENT SUCCESSFUL MARINA TRENDS ON THE EASTERN SEABOARD OF THE UNITED STATES, THROUGHOUT THE CARIBBEAN, AND THROUGHOUT EUROPE, THE FOLLOWING MARKETS HAVE BEEN IDENTIFIED:

MEGAYACHTS (46+ METERS/150+ FEET)

The primary market will target megayachts as they travel from Europe to the Caribbean on their way to the United States. The northeasterly location of Anguilla within the Leeward Islands makes the island an attractive destination for yachts entering the Caribbean.

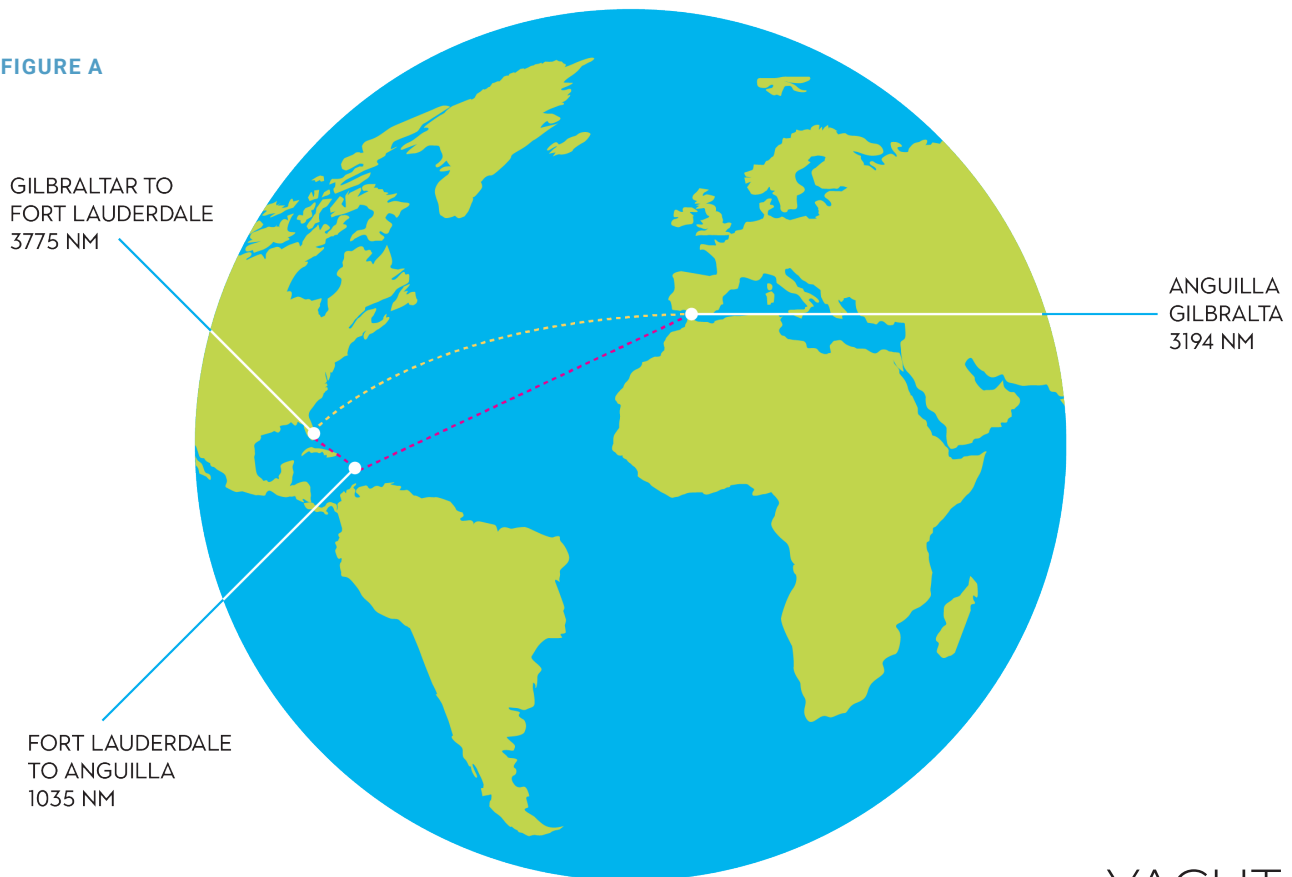
CARIBBEAN CHARTER YACHTS AND SAILBOATS

There are dozens of megayachts available for charter that reside in the Caribbean with weekly rental rates as high as \$1,000,000. Sailboat charters are also a viable target to attract new tourists to Anguilla.

LOCAL BOATERS IN ANGUILLA

The goal is to capture and expand the local boating market share by offering existing boat owners a safe, secure, full-service marina with state-of-the-art dockage, calm water, and five-star amenities.

FIGURE A



YACHT MIGRATION PATTERNS

The map in Figure A depicts typical megayacht travel patterns in the Mediterranean. The general patterns of megayacht travel in the Caribbean is indicated in Figure B (to the left). These general travel patterns traverse nearly all of the Caribbean Islands.



ANGUILLA MEGAYACHT MARKET SUMMARY

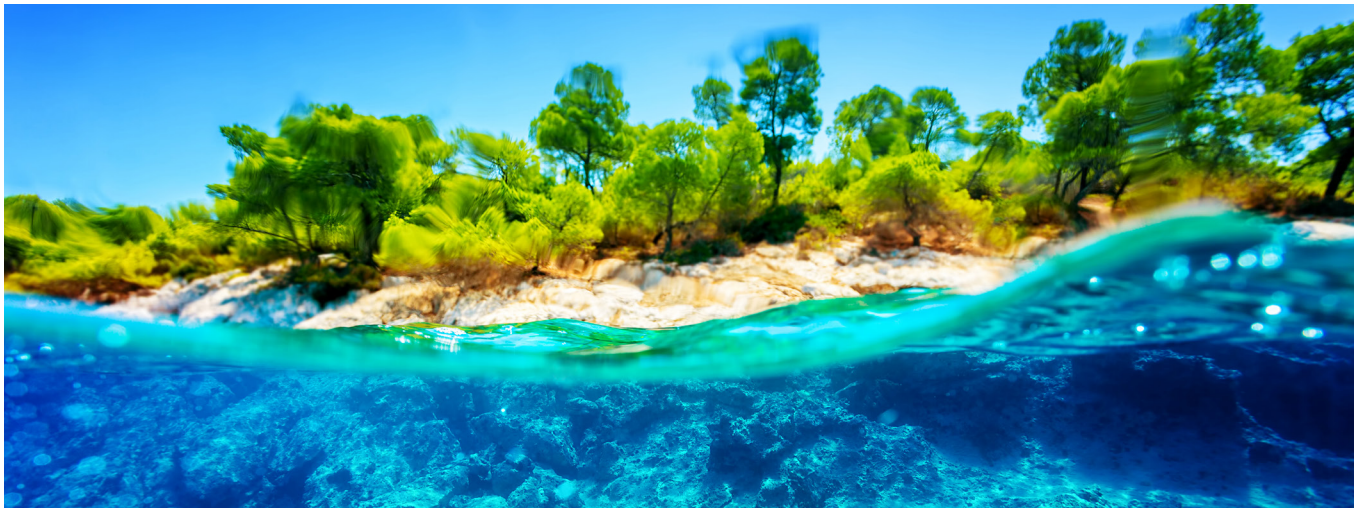
Based upon our experience in marina development, with an emphasis on the existing Caribbean markets in view of successful recent projects, detailed below is an example Phase 1 development of one location given two examples from our site plans. The two projects could be developed concurrently for a Phase 1 development of 239 total moorings. A phased development process allows for market stabilization between projects.

ANGUILLA MARINA PLAN PHASING EXAMPLES

BERTH SIZE	PHASE 1 PROJECT EXAMPLES		MASTER PLAN ALL PROJECTS
	SANDY GROUND	BLOWING POINT	
300' OR GREATER	7	7	30
250' - 299'	6	6	28
200' - 249'	10	11	57
150' - 199'	12	0	43
100' - 149'	16	7	34
50' - 99'	89	31	266
LESS THAN 50'	9	28	90
TOTAL	149	90	548



IV. OVERALL SITE ANALYSIS & EVALUATIONS



OVERALL SITE ANALYSIS & EVALUATIONS

Edgewater Resources was commissioned by the GoA to evaluate the entire island in order to identify the most desirable sites for developing megayacht marina(s) and destination resort(s). The process of selecting potential sites for a megayacht marina facility was initiated by developing an understanding of the existing conditions observed throughout the island. Important components that make up the existing conditions include, from a high level assessment, geography of the Anguilla shoreline with attention to peninsulas, points, bays, coves, reefs, etc. that naturally create a calm sea environment. A large portion of the Anguilla shoreline remains exposed to extreme wind and wave energies due to the large fetch distances in several directions, which is why the selection of a site that provides natural shelter is highly important. Another component that served as a major draw in identifying potential sites was implementing the use of existing salt ponds that are found near the island's shoreline in several areas. Once these components were identified, property ownership information was evaluated to understand if land acquisition would be required or if existing government properties could be utilized. Bathymetric information is necessary to categorize sites and calculate the amount of necessary dredging required to create a navigable entrance channel and mooring basin for megayachts. To accompany bathymetric data, topographic information is necessary to understand existing grades of the surrounding land that may have potential to be developed. A cursory environmental assessment was performed to identify existing species of marine life, their associated habitats, and how the implementation of a marina facility could potentially impact the environmental aspects of each site. Consideration of existing infrastructure on the island is also key to identifying a site's viability based on where it is in relation to these existing features.



Potential suitable marina sites at Forest Bay (Conch Bay Group/ICA), Gull Pond (Shoal Bay West Properties/ Altamer), Cove Bay (Leeward Islands Resort Ltd. (now rebranded)) were not evaluated, as there are existing Memoranda of Agreement, concessions or similar arrangements with the GoA for the development or required studies of those sites. Additionally, the other outer islands such as Dog Island and Prickly Pear Cays were not evaluated, as they are located too far from the mainland. Anguilla has been in pursuit of attracting and procuring investments on the east end of the island Scrub Island, on the other hand, is considered to be within that geographic boundary, given it's closer proximity to the mainland and that some development has already taken place including a small airstrip. Due to the close proximity to Anguilla, Scrub Island might serve to diversify Anguilla's tourism sector, should a developer choose to invest there. Further development of the out islands and cays can be exploited at a future stage in Anguilla development, given the distance away and the lack of infrastructure on those isolated undeveloped islands. These sites would be subject to separate evaluation and analysis and are therefore outside the remit of this feasibility study.

The sites considered in this feasibility study are unencumbered by active development projects and appear to be suitable to meet the goals and objectives presented by the GoA. Please refer to the matrix on the following page presenting the environmental, land use, and amenity parameters evaluated for the sites considered in this study.



SITE MATRIX PROS & CONS BY SITE

Parameters	Sandy Ground	Blowing Point	Scrub Island	Rendezvous Bay	Little Harbor
ENVIRONMENTAL					
Bathymetric Suitability	X		X	X	
Deep Water Approach	X	X	X	X	
Beach Erosion Concerns from Potential Project				X	
Exposure to Winds		X	X		X
Protection from Winds	X			X	
Exposure to Waves		X	X		
Protection from Waves	X			X	X
Existing Ingress / Egress	X			X	
Existing Basin Flushing					X
Dense Seagrass (Native)	X	X			
Coral Reef/ Hardbottom Resources Present	X	X	X		X
Wetlands Present	X		X	X	
Important Bird Area	X		X	X	
LAND USE					
Protected Anchorage for Vessels	X			X	X
Existing Vessel Use	X	X		X	
Sufficient Land Area to Support Upland Facilities	X				
Sufficient Water Area to Support Marina Facilities	X				
ft) Megayachts	X	X		X	
Excavation into Uplands Required	X	X	X	X	X
Dredging Required	X	X	X	X	X
Breakwater(s) Required	X	X	X	X	X
Proximity to Commercial Areas	X				
Proximity to Residential Areas	X				X
Compatible to Adjacent Land Uses	X	X	X	X	
Land Available for Development	X		X	X	
Public/ Private Benefit	Private	Public	Private	Public	Public
Property Ownership (Easy vs Complex)	Easy	Complex	Easy	Complex	Complex
Isolated			X		
AMENITIES					
Existing Upland Access via Roads	X	X		X	X
Access to Utilities (Electric/Water/Trash)	X	X		X	X
Customs & Immigration	X	X			
Near Existing Stores, Restaurants, Bars, etc	X	X		X	
Close Proximity to Tourist Attractions	X	X		X	
Beach in Walking Distance	X	X	X	X	X
Hiking Trails	X		X	X	
Close Proximity to a Clinic/Hospital	X				X
Close to Diving/Snorkeling Sites			X		X
Taxi/Car/Bicycle for Hire		X		X	
Close to Water Taxi/Ferry	X	X		X	
Cultural/Historical Area	X			X	X
Scenic Views	X		X	X	



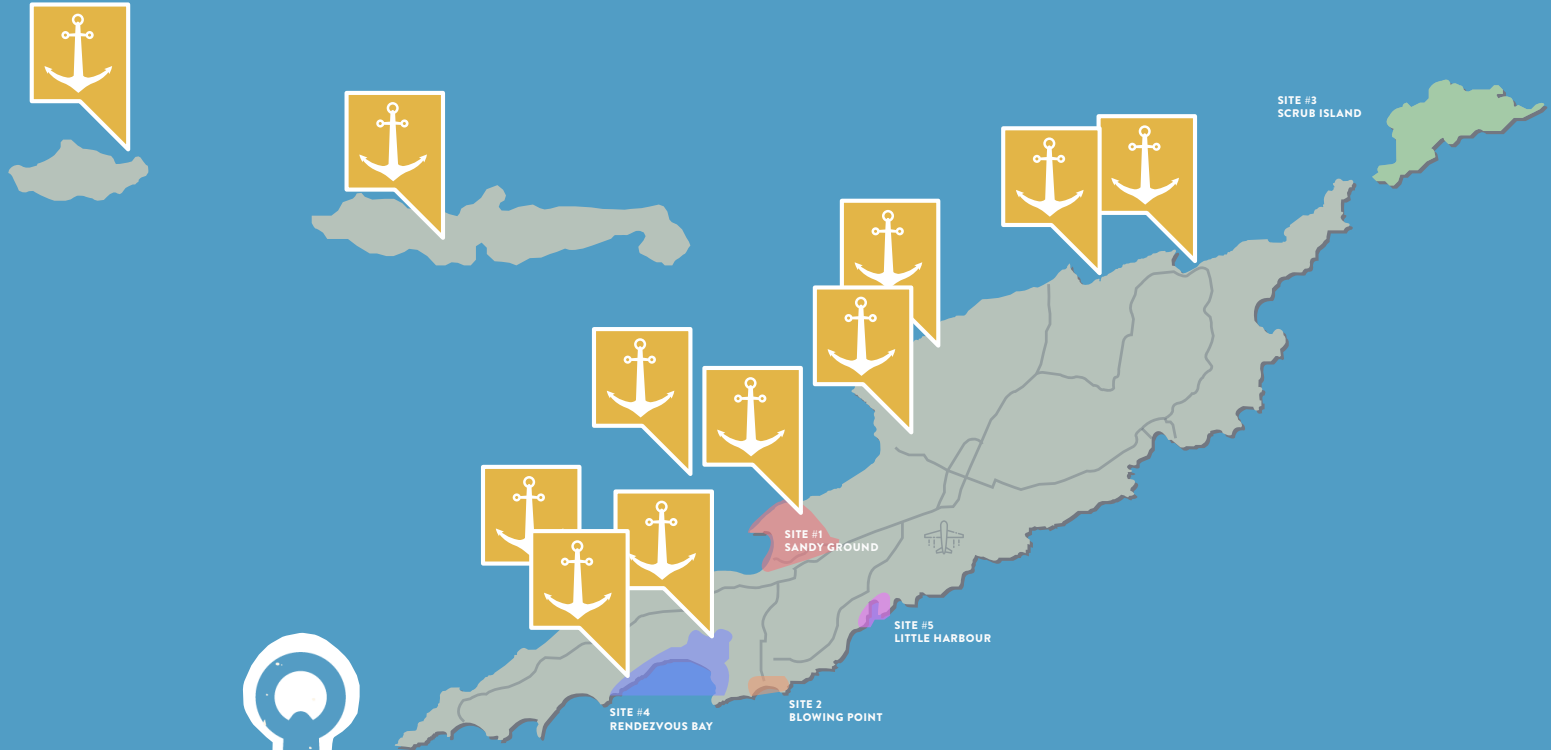


FIGURE E

ANGUILLA YACHTING MARKETS

IN SEARCHING FOR PLACES TO TAKE THEIR VESSELS, CAPTAINS OFTEN TURN TO THE INTERNET. A QUICK SEARCH FOR DOCKAGE IN ANGUILLA YIELDS THE FOLLOWING ELEVEN SWING MOORING OPPORTUNITIES⁷. THIS SEARCH INDICATES THAT THERE ARE NO OPPORTUNITIES FOR TRAVELING MEGAYACHTS TO COME TO PORT IN ANGUILLA. CLEARLY THERE IS A NEED IN THE MARKET FOR A MEGAYACHT FACILITY IN ANGUILLA.

PRICKLY PEAR CAYS, BETHEL

This anchorage has 10 moorings with a maximum draft of 10.6 meters (35 feet) and a maximum vessel length of 50 meters (164 feet).

RENDEZVOUS BAY LONG BAY VILLAGE

This anchorage has 20 moorings with a maximum draft of 15.2 meters (50 feet) and a maximum length of 50 meters (164 feet).

BARNES BAY AND MEADS BAY WEST END VILLAGE

This anchorage has 10 moorings with a maximum draft of 4.8 meters (16 feet) and a maximum length of 50 meters (164 feet).

LOWER SHOAL BAY, SHOAL BAY VILLA

This anchorage has 5 moorings with a maximum draft of 12.1 meters (40 feet) and a maximum length of 50 meters (164 feet).

SANDY ISLAND, BETHEL

This anchorage has 10 moorings with a maximum draft of 9.1 meters (30 feet) and a maximum length of 30 meters (98 feet).

DOG ISLAND, WEST END VILLAGE

This anchorage has 10 moorings with a maximum draft of 10.6 meters (35 feet) and a maximum vessel length of 50 meters (164 feet).

CROCUS BAY, EBENEZER

This anchorage has 20 moorings with a maximum draft of 10 meters (32 feet) and a maximum length of 50 meters (164 feet).

LOWER SHOAL BAY, SHOAL BAY VILLAGE

This anchorage has 5 moorings with a maximum draft of 5.7 meters (19 feet) and a maximum length of 50 meters (164 feet).

ISLAND HARBOUR, ISLAND HARBOUR

This anchorage has 5 moorings for vessels with a maximum draft of 10.6 meters (35 feet) and a maximum length of 50 meters (164 feet).

LITTLE BAY, EBENEZER

This anchorage has 7 moorings with a maximum draft of 4.5 meters (15 feet) and a maximum length of 50 meters (164 feet).

COVE BAY, LONG BAY VILLAGE

This anchorage has 10 moorings with a maximum draft of 3.35 meters (11 feet) and a maximum length of 50 meters (164 feet).



SITE SELECTION & CRITERIA

After careful review of the physical characteristics at numerous sites throughout the island, the following shortlist of potential Anguilla marina opportunities was identified:

- 1. SANDY GROUND
- 2. BLOWING POINT
- 3. SCRUB ISLAND
- 4. RENDEZVOUS BAY
- 5. LITTLE HARBOUR

THESE SITES WERE SELECTED FOR FURTHER REVIEW WHILE CONSIDERING THE FOLLOWING:



SAFETY

The ability to create a safe basin/harbour with enough area to support megayachts.



COASTAL DYNAMICS

Coastal considerations with respect to the impacts of ocean currents, surge, wind energy, wave energy, and their anticipated effects on a marina entrance channel.



LAND USE

Existing property ownership that is readily available with additional upland properties that can further support resort developments.



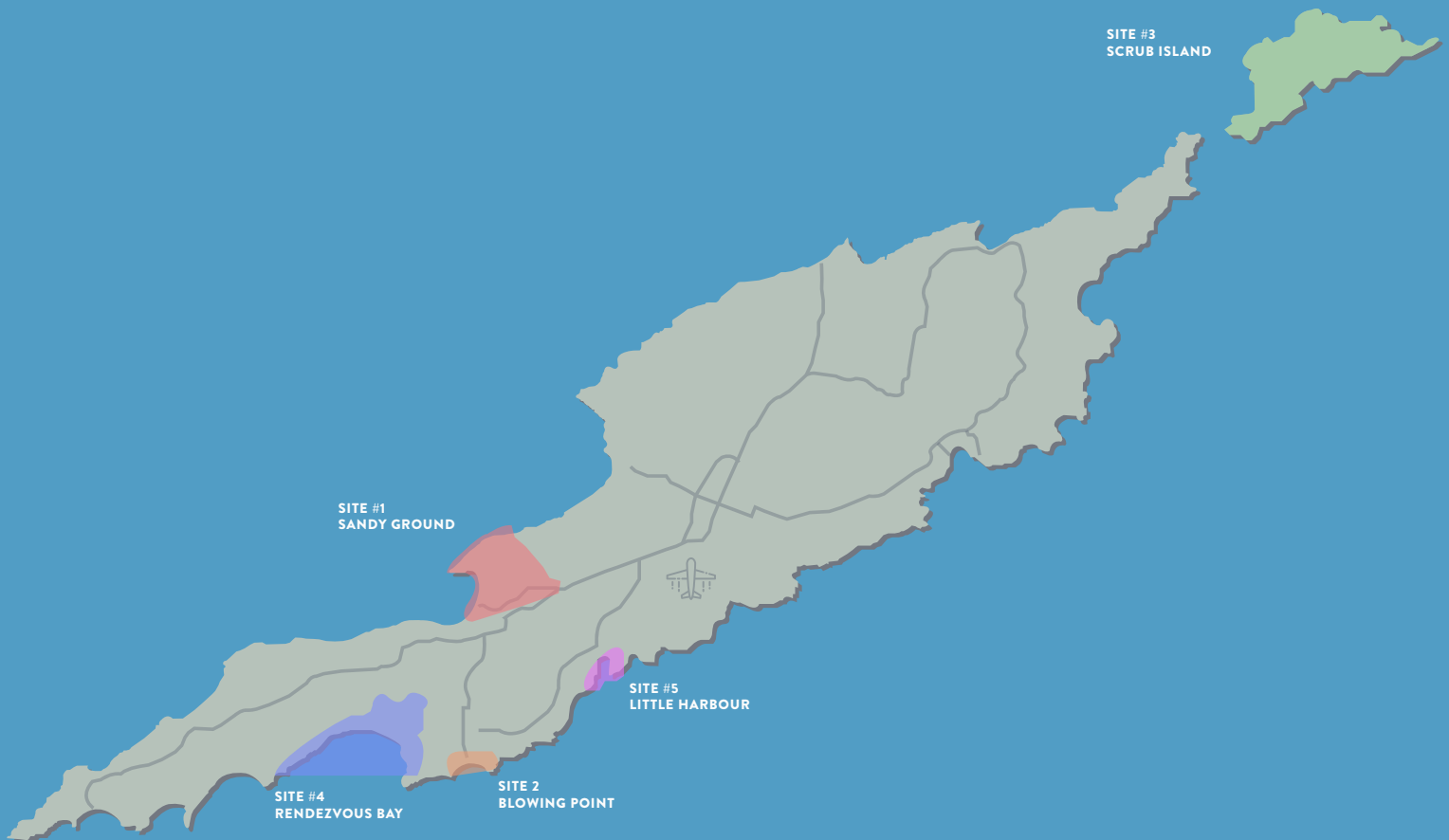
ENVIRONMENT

Potential environment impacts.



LOCATION

Proximity to amenities such as beaches, restaurants, retail developments (existing or future), and access to 5-star resorts with desirable amenities.



PAGE INTENTIONALLY LEFT BLANK



COASTAL CONSIDERATIONS



ANGUILLA COASTAL CONSIDERATIONS

A preliminary coastal dynamics assessment was performed to aid in the site selection for a megayacht marina on Anguilla. The main goal of this coastal assessment was to analyze the predominant wind and wave direction and associated magnitudes to help identify to most suitable site for a megayacht marina.

The United States Army Corps of Engineers (USACE) division of Wave Information Studies (WIS) has developed coastal wave hindcast models that are generated from available wind data. WIS uses proven discrete spectral wave models and input wind fields to produce wave characteristic estimates and directional spectral estimates. Through the WIS division, long-term wave estimates are available for all US Coastal waters. This extensive log of high quality data provides coastal climatology information that is commonly used in the planning, designing, maintenance, and monitoring of projects.

There are two WIS Stations in close proximity to Anguilla, which provided wind and wave data for this assessment. Atlantic WIS Station 62021 is approximately 136 kilometers (85 miles) northwest of Anguilla and Atlantic WIS Station 62022 is located approximately 104 kilometers (65 miles) west southwest of the island. Upon analyzing available hindcast data from 1984 – 2014, we confirmed that the predominant wind and wave direction is from the east. Although the WIS stations are not within nearshore proximity to Anguilla, data results report deep water wave heights that are applicable to the project area. The wind and wave roses from each WIS station are presented in Figures F through I. Wind and waves also travel from the west on occasion, but are much lower in magnitude and frequency.

The hindcast data shows that the maximum significant wave height for WIS Station 62021 was over 12 meters (nearly 40 feet) from the east-northeast during a September 1995 storm event. According the USACE WIS extremes return period analysis, the 1995 storm equivalent has a 2% probability of occurring on any given day of the year (50 year storm event). Data showed that a more common, 10% probability storm event, will generate deep water wave heights ranging between 4 and 5 meters (13 to 16 feet). It is important to note that the direction of every event categorized in the WIS extremes analysis is from the east-northeast direction. Based upon the monthly mean wave height values, the average wave height generally ranges from a 1 to 2 meter wave (3 to 6.5 feet) each month, with some months that reach average wave heights of 3 meters (nearly 10 feet). The maximum significant wave height for WIS Station 62022 was 11 meters (36 feet) from the easterly direction during a September 1989 storm, which was considered to be a 50 year storm event. Results of a more common, 10% probability storm at this station location, show a 4 meter (13 feet) average wave height. Data from WIS Station 62022 to the north of Anguilla indicate monthly average wave heights that are far more moderate with monthly average wave heights between 1 and 2 meters (3 to 6.5 feet) .

The ideal mooring climate for a megayacht marina has a maximum wave height of 0.30 meter (1 foot). The facility should be sited in a naturally sheltered location, with coastal structures implemented to dissipate wave energy as needed. As the predominant winds and waves affecting Anguilla approach from the east, sites openly exposed to the east are less desirable for marina development.

Extreme weather generally approaches from the northeast and southeast directions, with occasional , storms from the west. There is a significant amount of fetch to the west and southwest of Anguilla; therefore, wave dissipating structures will likely be required, even in a sheltered location. The need for coastal structures will be confirmed during a future phase through a wave study, once a site is selected. It is important to achieve a mooring environment with 0.3 meter (1 foot) wave heights or less to ensure protection of



ANGUILLA COASTAL CONSIDERATIONS

these expensive vessels and enjoyment of owners and crew. It is equally important to create a protected entrance channel to allow for safe and navigable ingress and egress.

Several sites around the island are adjacent to large bays, coves, and/or salt ponds that could accommodate a megayacht marina. Although several of these sites are naturally sheltered, conceptual design plans suggest entrance breakwaters to create a safe and navigable entrance channel, protect the adjacent shoreline, reduce the need for future maintenance dredging, and act as a wave break to dissipate wave energy entering the marina basin. The entrance channel locations for each site considered wind and wave energies, estimated water depths, and existing environmentally sensitive areas. Tidal fluctuations are minimal, averaging approximately 0.3 meter (1 foot); however, storm surge periodically impacts the island and sea level rise must be considered for the design life of the structures.

The conceptual designs presented herein include the excavation of an adjacent salt pond to be used for a marina basin. Geotechnical investigations will be required to confirm substrate characteristics. This information will be utilized to refine cost estimates, particularly with respect to dredging, sediment disposal options, and structural design constraints. The following site evaluations and associated conceptual designs are based on our extensive marina design experience, site visits, and desktop research. Future phases of work should include site specific evaluations including field data collection for wind and waves, bathymetric and topographic evaluations, and environmental assessments.



COASTAL CONSIDERATIONS [FIGURES F:I]

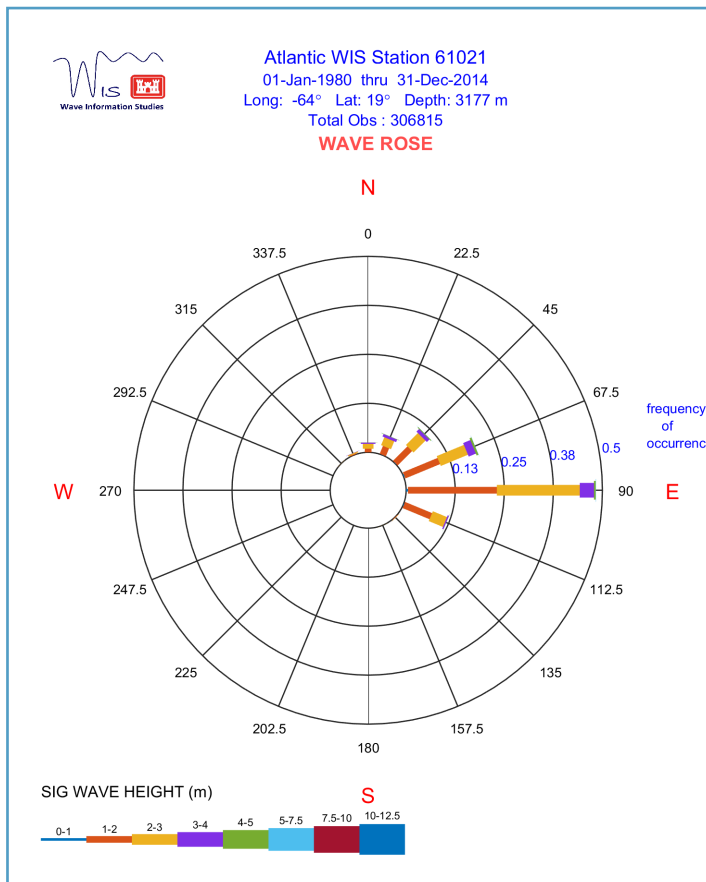


FIGURE F: STATION 61021 LAT:19, LONG:-64 WAVE ROSE

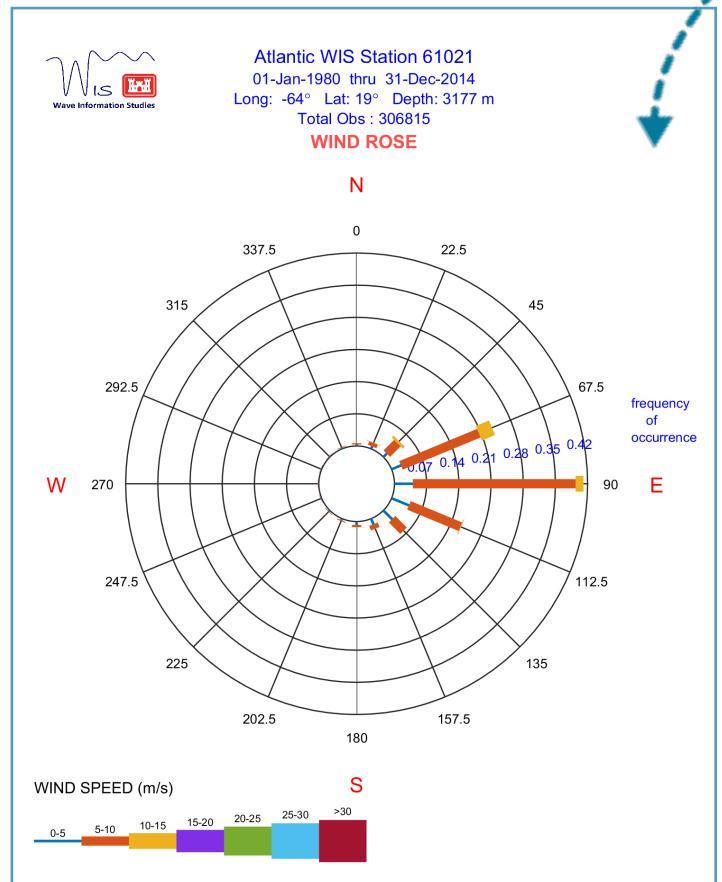


FIGURE G: STATION 61021 LAT:19, LONG:-64 WIND ROSE

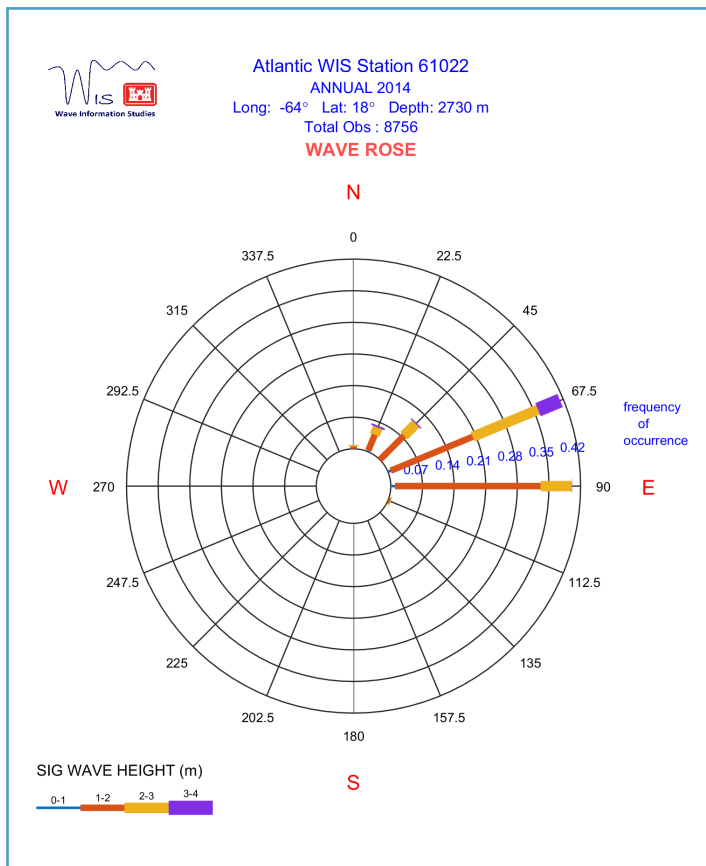


FIGURE H: STATION 61022 LAT:18, LONG:-64 WAVE ROSE

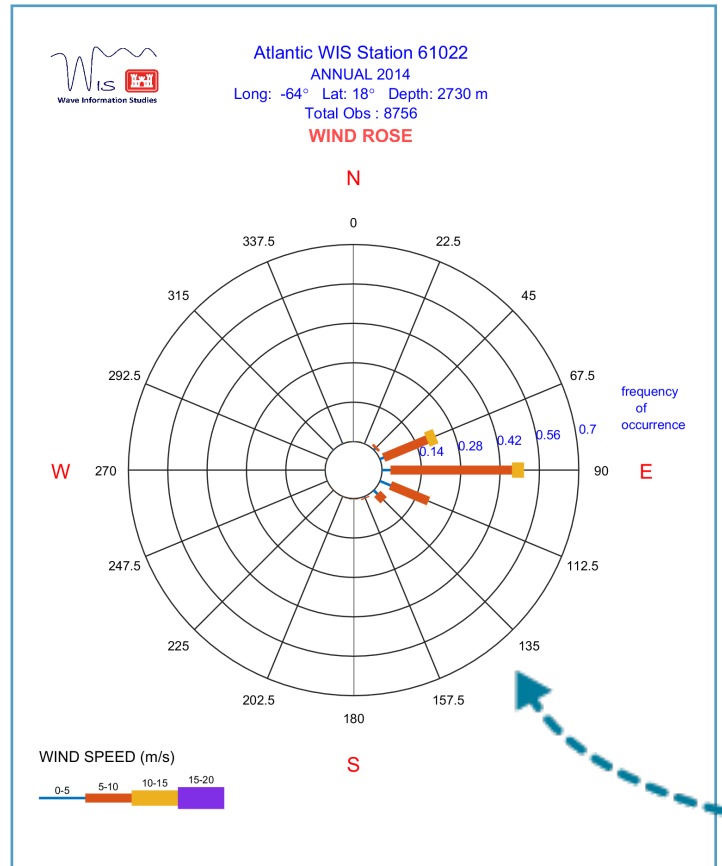


FIGURE I: STATION 61022 LAT:18, LONG:-64 WIND ROSE





61021

ATLANTIC
OCEAN

61022

ANGUILLA

*ANGUILLA*WAVE
INFORMATION STUDIES SITE MAP

ANGUILLA

COASTAL CONSIDERATIONS

SANDY GROUND

Sandy Ground is a naturally sheltered west facing shoreline that looks over Road Bay. The sites greatest exposure is directly from the west-northwest direction, which is favorable considering the findings of the wind and wave analysis. A cliff at the north end of the bay extends approximately 305 meters (1,000 feet) westward from the innermost location along the shoreline, and provides shelter from wind and waves from the greater northerly direction. The beach extends south and west from the cliff for approximately 762 meters (2,500 feet) until reaching the commercial shipping pier and continues westward for roughly 549 meters (1,800 feet) before arriving at a large bluff. There does not appear to be significant sand movement along the shoreline from the cliff at the northern extent, south to the commercial pier. However, the beach is narrower immediately south of the pier, which is likely serving as a permeable groin.

Much of the basin appears relatively protected by fringing reefs. A majority of the land surrounding Road Bay is steep terrain that reaches elevations of 53 meters (175 feet) above sea level, providing shelter from winds. A large salt pond is located east of the existing beach at Sandy Ground. The conceptual design for this site proposes to excavate the salt pond to accommodate the megayacht mooring basin. The proposed entrance channel and breakwaters are located at the northern end the bay, adjacent to an existing drainage canal. This location appears to be sheltered from predominant wind and wave energy.

To encourage flushing and protect water quality within the basin, a large culvert is proposed on the south end of the basin, exiting in the vicinity of the commercial shipping pier. Due to the low elevations that exist on the land between the salt pond and the bay, this area is considered vulnerable to sea level rise; however, the remainder of surrounding land is at substantially higher elevations. The existing bathymetry within Road Bay appears adequate for vessel navigation. It appears that vessels up to 91 meters (300 feet) can safely access the commercial pier. However, dredging would be required to establish an entrance channel, as well as adequate depths for mooring within the proposed marina basin .

BLOWING POINT

The bay at Blowing Point faces south-southwest protected by two reefs that extend from either end to create a natural oval shaped basin. This is the site where the existing fixed pier ferry terminal docks are located. After construction of the third pier, sometime between 2005 and 2011, the shoreline east of the new pier began to retreat. The piers are likely acting as semi-permeable groins and interrupting the longshore sediment transport from west to east. As a result, the beach east of the new pier is being starved of sediment. It appears that a riprap revetment was constructed to protect the southeast side of the upland property at the ferry terminal, while the immediately adjacent shoreline retreated. The east end of the sandy shoreline appears protected by a natural reef formation that is acting like a terminal groin and holding the sand within the limits of the Blowing Point basin. While some variability in shoreline position is evident on available Google Earth aerial imagery; overall, the shoreline appears relatively stable. The west end of the shoreline is protected by a natural reef immediately offshore that appears to be acting as a submerged breakwater. In response to this offshore formation, the beach is forming a tombolo. This is essentially anchoring the west end of the sandy shoreline. Additionally, there are fringing reefs immediately offshore that are protecting the shoreline in this area. These fringing reefs essentially “trip” the waves coming in from offshore, thereby reducing impacts to the shoreline. As a result, the basin is relatively calm, which is evidenced by the vessels anchored within it. A break in the reef allows for navigable ingress and egress of ferry boats.

The primary marine exposure for Blowing Point ranges from southeast to southwest. The uplands at Blowing Point are relatively low; however, they still offer some shelter from wind and waves out of the north. The island of St. Maarten is approximately 8 kilometers (5 miles) south of Blowing Point and provides some protection against wind and waves traveling from this direction. Predominant wind and wave approach this site from the east. Although the site appears to be a fairly calm basin, with an active ferry terminal and mooring of local vessels, our conceptual designs incorporate a protective breakwater that would also be used for mooring of vessels.



Smaller vessels would moor in an inner basin excavated from the adjacent salt pond. Further coastal analysis is necessary to refine the level of protection that would need to be provided by the protective breakwater surrounding the outer basin. Existing depths appear to be adequate near the entrance of the Bay; however, dredging would be required to accommodate megayachts in the outer basin, as well as to create a marina basin within the existing salt pond.

SCRUB ISLAND

Scrub Island is located roughly 5.6 kilometers (3.5 miles) from Island Harbour, off the northeastern point of mainland Anguilla. The island's coastline is primarily made up of rock outcroppings, with the exception of a few pocket beaches and a sheltered cove area. On the island's western facing shore is a beach that is protected by a large cliff to the south; however, this area has minimal protection from wind and wave energy from the north. The cove area on the island's eastern end is surrounded by a sandy beach with a small, unnavigable inlet, that allows the circulation of water through tidal cycles. A small beach is present on the island's southern coast, which remains exposed to storm energy from the east.

Due to the island's exposure to wind and wave action, the western facing coast has been selected as the preferred location for a marina facility. The selected western beach site remains exposed to wind and wave energy from the north, which will require mitigation at the entrance channel location. The conceptual design for Scrub Island utilizes the salt pond on the west end of the island as the proposed mooring basin, with an entrance channel that meanders from the southern end of the beach, north towards the salt pond. It will be necessary to dissipate wave energy at the mouth of the entrance channel to create a safe and navigable entrance channel. Wave energy is focused on the north end of the beach and as a result, the northern half of the shoreline is very narrow. A sand channel is present towards the center of the shoreline between higher relief reefs. From the sand channel towards the south, the beach is somewhat wider. The beach was observed to be very steep with a significant plateau elevation that is considered to be resilient against sea level rise. This beach is known for an abrupt drop off in bathymetry close to shore, providing favorable depths for the approach to the entrance channel.

Another location on the southern side of Scrub Island has been explored as a potential marina site and is depicted on the conceptual design plan. Two substantial breakwaters are depicted on the conceptual design to dissipate wave energy and create a calm basin for mooring in this location due to the open exposure that exists to the south and southeast. Existing depths at this site appear to be adequate for navigation; however, they may render the required breakwaters cost prohibitive.



ANGUILLA

COASTAL CONSIDERATIONS

RENDEZVOUS BAY

Rendezvous Bay is surrounded by a southwesterly facing beach and separated from a salt pond by a small spit of land. The beach shoreline travels southwest from the bay, where a large cape extends further, providing shelter from westerly storm events. A smaller headland feature extends south from the eastern end of Rendezvous Bay that separates the bay from Blowing Point and provides shelter from incoming eastern wind and wave energy. The island of St. Maarten is approximately 8 kilometers (5 miles) south of Rendezvous Bay and dissipates storm energy approaching from the south. With the natural protection that is provided by the formations surrounding Rendezvous Bay, the site offers desirable features for a megayacht marina. Coastal evaluations have led conceptual designs to include the use of two jetties to create a safe entrance channel. Elevations adjacent to the project site appear low and therefore vulnerable to sea level rise. The basin does not appear to be protected by nearshore fringing reefs and as a result, unimpeded waves are evident in several historical aerials entering the basin from the southeast and continuing towards the shoreline. The observed existing depths at Rendezvous Bay are navigable within close proximity to the shoreline; however, it is estimated that dredging will be necessary to construct an adequate entrance channel.

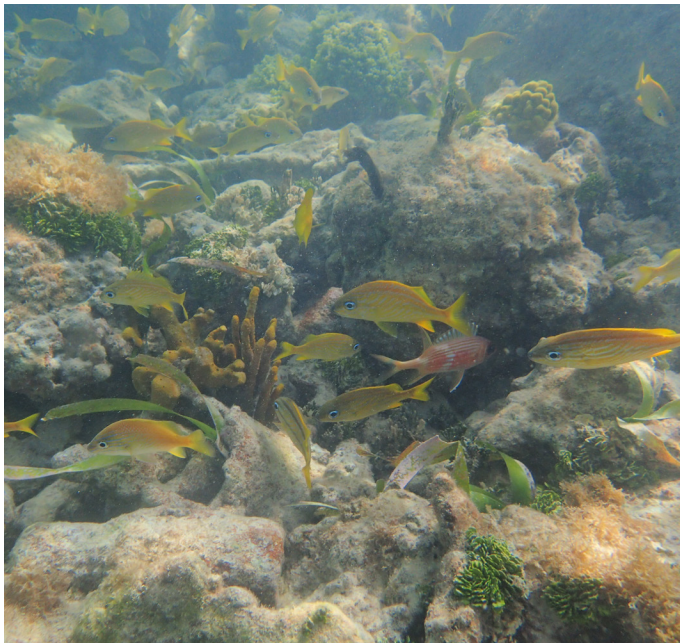
LITTLE HARBOUR

Little Harbour is appropriately named, as the shoreline rock outcropping and submerged reef creates a cove area along the southern coast of Anguilla. The shoreline at this location faces southeast and is accompanied by an outer reef that is approximately 183 to 366 meters (600 to 1200 feet) offshore. These structures consist of coral rubble and appear to be manmade. The reef connects to land at the northern end of this natural wave break, where a natural harbour area exists to the northwest. There is one breach in the structure, which does allow wave energy to enter the channel leading into Little Harbour. Similarly, wave energy enters the channel at the mouth on the south end. Despite the waves traversing the channel in these two locations, the inner basin is well protected and calm. Features of the surrounding land and nearly 427 meter (1,400 feet) reef break make for a suitable marine climate for a megayacht facility. Predominant wind and wave energies from the east and southeast are the greatest threat to a marina in Little Harbour, although the existing reef mitigates incoming swells.

Conceptual designs suggest the natural harbour area to be used as the primary mooring basin with an additional inner basin to the northeast within an existing salt pond. The salt pond appears to be breached and therefore, tidally flushed. A natural channel lies within the fairway between the shoreline and reef line, which requires modification to accommodate megayacht vessels. Observed existing depths are not adequate for megayacht drafts and therefore, dredging would be necessary to create a functional entrance channel. Sea level rise and storm surge would reduce the effectiveness of the existing wave break at the site.



ENVIRONMENTAL CONSIDERATIONS





MARINE PARK SYSTEM & MARINE PROTECTED AREAS

Seven marine parks have been established in Anguilla, five of which are a part of the Marine Park System. The Marine Park System includes the two heritage sites Sombrero Island and Junks Hole, as well as, the five Marine Protected Areas located at Dog Island, Prickly Pear Islands, Little Bay, Shoal Bay/Island Harbour, and Sandy Island. An eighth area, not officially legislated as a marine park, is in Rendezvous Bay, which is an important seagrass area and has been listed, but not enforced, as a no anchoring area in the Cruising Permits Act .

Anguilla has established five Marine Protected Areas (MPA) in order to protect its sensitive marine environment through the

management of visiting tourists, coastal development, and extractive fishing practices. Anchoring is restricted in the five MPAs (Dog Island, Prickly Pear Islands, Little Bay, Shoal Bay/Island Harbour, and Sandy Island) in an effort to reduce impacts to marine resources. Anchoring may occur only during daylight hours and in sandy areas. Otherwise vessels must use the provided buoys and pay the Marine Park Mooring Permit day fee. Mooring buoys have been installed within these five parks to protect the sensitive coral reefs and seagrass beds from anchoring. The buoys are color coded, with red buoys to be utilized by Anguillian Licensed dive operators only, yellow buoys to be used by vessels under 12 meters (40 feet) and white buoys

are for use by other boats, under 17 meters (55 feet) in length⁹. The coral reefs and seagrass beds provide for the livelihood of many Anguillians through fishing and tourism, while protecting the island from storms, stabilizing nearshore sediments, and producing beach sand. The Ministry of Home Affairs oversees the MPAs with the Department of Fisheries and Marine Resources (DFMR) managing the areas through surveillance, enforcement, and buoy maintenance¹⁰. The five locations selected as potential sites for a megayacht marina are not located within the boundaries of the five MPAs (See Figure D) :¹

¹ Any proposed development should be consistent with the [Anguilla National Environmental Management Strategy and Action Plan 2005-2009](#).



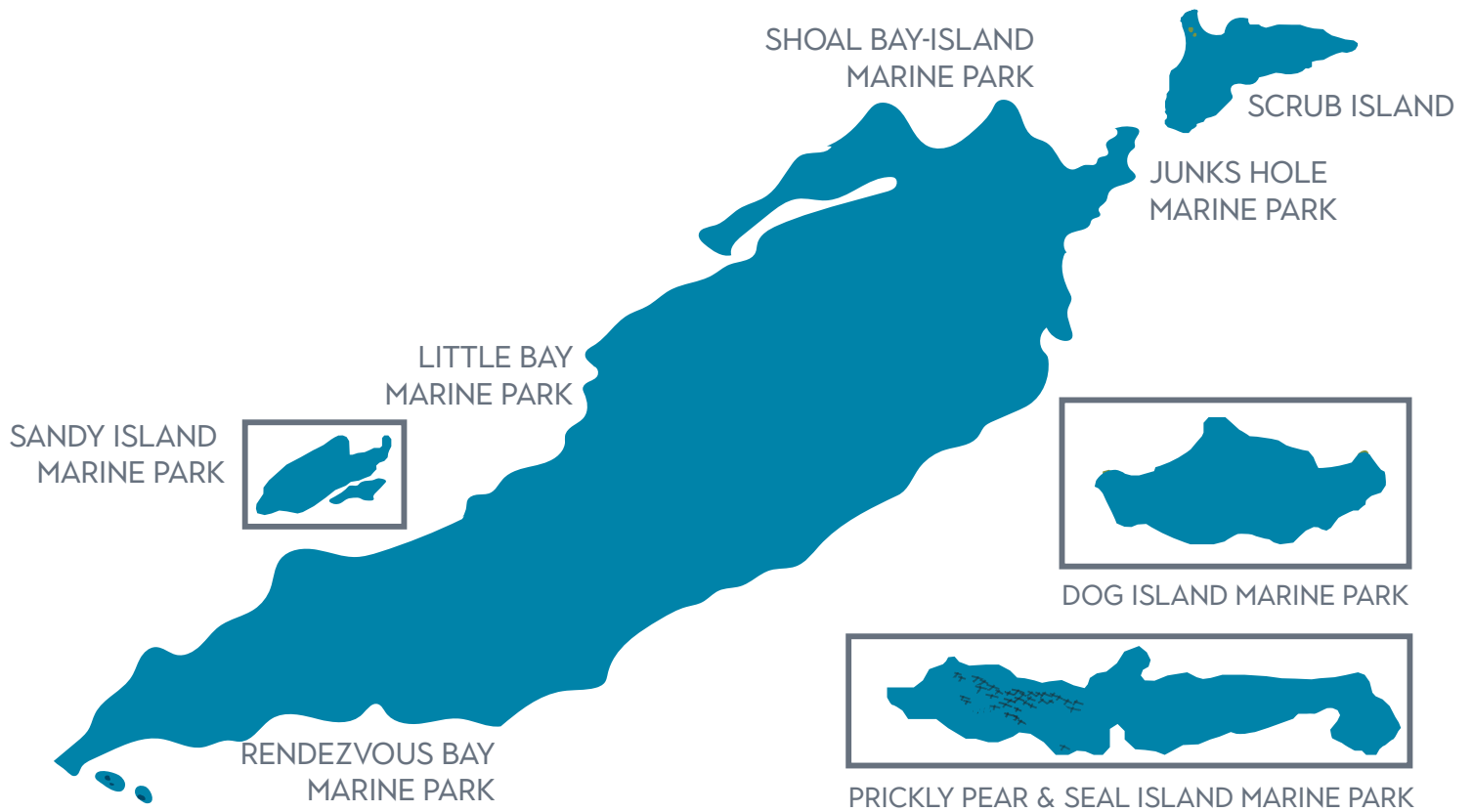


FIGURE D

MAP OF ANGUILLA ILLUSTRATING LOCATIONS OF MARINE PARKS, INCLUDING RENDEZVOUS BAY AND SHALLOW WATER AREAS. THE SHALLOW AREAS ARE PROPOSED TO BECOME THE COASTAL ZONE FISHERY MANAGEMENT AREA, A BUFFER ZONE AND LINK BETWEEN THE MARINE PARKS AND SURROUNDING COASTAL REGIONS WHERE SURVEILLANCE EFFORTS WILL BE CONCENTRATED. THE ENTIRE AREA DEPICTED ON THE MAP, EXCLUDING THAT WHICH BELONGS TO FRENCH ST. MARTIN WILL BECOME THE ANGUILLA MARINE MANAGEMENT AREA. FUTURE ENHANCED SURVEILLANCE WILL FOCUS ON THIS AREA SHOULD RESOURCES ALLOW.

ANGUILLA

ENVIRONMENTAL CONSIDERATIONS

SANDY GROUND/ROAD BAY

Sandy ground is the site of an existing shipping terminal with haphazard mooring throughout the basin. The majority of the basin is colonized by turtle grass (*Thalassia testudinum*) and the exotic invasive seagrass species Mediterranean seagrass (*Halophila stipulacea*; Photo 1). The sediments varied from sandy to silty within the basin and seagrass density varied throughout the basin.

In the north end of the basin, there is a large ballast pile, supporting a diverse ecological habitat. The ballast stones were generally 30.5 centimeters (1foot) in diameter. Stones on the periphery of the pile were buried in sand and supported little to no benthic growth or habitat (Photo 2). The majority of the ballast pile supported a variety of tropical fish, Scleractinian (stony) corals, macroalgae, and invertebrates (Photos 3 and 4). The larger corals were generally growing on the northeastern portion of the ballast pile and very little coral stress was observed. The landward edge of the ballast pile provided the most relief and supported the highest numbers of fish. Fish species observed include grunt (Family – Haemulidae), snapper (Family – Lutjanidae), parrotfish (Family – Scaridae), sheepshead (*Archosargus probatocephalus*), lookdown (*Selene vomer*), French angelfish (*Pomacanthus paru*), and ballyhoo (*Hemirhamphus brasiliensis*). Corals included starlet corals (*Siderastrea* sp.), finger corals (*Porites porities*), and elliptical star coral (*Dichocoenia stokesii*). Macroalgae species included brown algae (Phaeophyceae) *Padina* sp., and green algae (Chlorophyta) *Caulerpa* sp., and *Halimeda* sp. Invertebrates observed included rock boring urchins (*Echinometra lucunter*), octopus (Octopodidae), decorator crab (Family – Majoidea), and a spotted eagle ray (*Aetobatus narinari*). Sea turtles (Family – Cheloniidae) were also observed within the basin.



PHOTO 1: TURTLE & MEDITERRANEAN SEAGRASS



PHOTO 2: EDGE OF BALLAST PILE



PHOTO 3: BALLAST PILE HABITAT



PHOTO 4: BALLAST PILE HABITAT



BLOWING POINT

Blowing Point is the site of an existing ferry terminal and haphazard mooring of vessels. Much of the site is densely vegetated by turtle grass and manatee grass (Photo 5). Sediments were finer grained at this site and visibility was poor. The basin was relatively choppy with strong currents observed during the assessment. Large deep propeller scars were observed throughout the seagrass bed, with scars too deep for seagrass to naturally recover (Photo 6). Occasional large boulders were observed; however, they supported very little benthic growth.

In the vicinity of the proposed entrance channel that would lead to the proposed basin in the salt pond, 90% cover of turtle grass and manatee grass was observed. Several large blowholes were observed in this area. The area between the blowholes supported shoal grass (*Halodule wrightii*) with sprigs of manatee grass. Landward of the seagrass beds, and within the blowholes and prop scars, a thick layer of detritus was observed.

There is a natural, emergent, rock groin formation extending west from the east end of the basin, acting as a natural terminal groin (Photo 7). It appears that this structure provides protection to the eastern section of shoreline and a reduction in wave energy entering the eastern part of the basin. This structure provides habitat for a variety of tropical fish and was primarily colonized by calcareous algae and rock boring urchins. Seagrass beds inside of this formation consisted of turtle grass and manatee grass, at densities approaching 100% coverage. A few small starlet stony corals (*Siderastrea* sp.) were observed, less than 8 centimeters (3 inches) in diameter. Additionally, green macroalgae (*Chlorophyta*) was observed including *Penicillus* sp., *Caulerpa* sp., and *Halimeda* sp. with the invertebrate chitons (Class - Polyplacophora) on the intertidal portions of the structure.

The waterward face of this rock formation provided approximately 1 meter (3 feet) of relief with a few starlet stony corals, less than 5 centimeters (2 inches) in diameter. The substrate in this area was hardbottom supporting numerous rock boring urchins (Photo 8). Turtle grass was growing in pockets in the hardbottom that were filled with sand. Hardbottom relief and rugosity decreased towards the western edge of this rock formation.

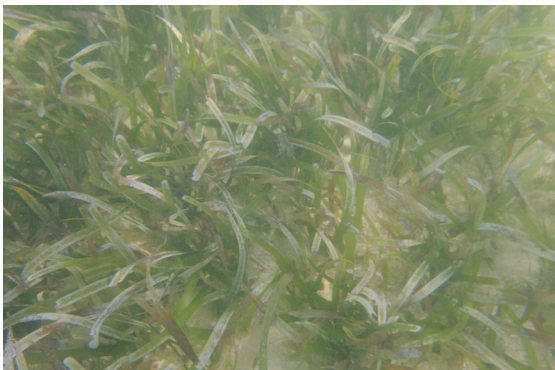


PHOTO 5: TURTLE & MANATEE GRASS BED



PHOTO 6: PROPELLER SCAR IN SEAGRASS BED



PHOTO 7: ROCK FORMATION ACTING AS TERMINAL GROIN



PHOTO 8: TYPICAL HARDBOTTOM SOUTHEAST BASIN

ANGUILLA

ENVIRONMENTAL CONSIDERATIONS

SCRUB ISLAND (WEST SHORELINE)

The western shoreline of Scrub Island is characterized by a steeply sloping shoreline with substantial relic coral features and relief (Photo 9). Strong surges were evident in the area, as was damage from past storms. Large rock structures, measuring on average 1.8 meters (6 feet) tall and 1.8 meters (6 feet) in diameter, were present on the northern third of the submerged area. Stony corals were colonizing the rocky substrate, inclusive of symmetrical brain coral (*Diploria strigosa*), elkhorn coral (*Acropora palmata*), and mustard hill coral (*Porites astreoides*) (Photos 10 and 11). The center third of the shoreline was barren sand under laid by rock substrate. The southern third of the shoreline was rocky with 0.6 meter (2 feet) to 1.2 meters (4 feet) of relief. The southern third of the shoreline supported a variety of fish including eyed flounder (*Bothus ocellatus*), balloonfish (*Diodon holocanthus*), and doctorfish (*Acanthurus chirurgus*) (Photo 12). Also common were fire corals (*Millipora complanata*) and white encrusting zoanthids (*Palythoa carbaeorum*). If construction were to occur in this area, it is recommended that stony corals suitable for transplantation (healthy corals >5 cm) be relocated to an adjacent suitable substrate.



SCRUB ISLAND SHORELINE PHOTOGRAPHED BY EDGEWATER TEAM



PHOTO 9: RELIC REEF FORMATION

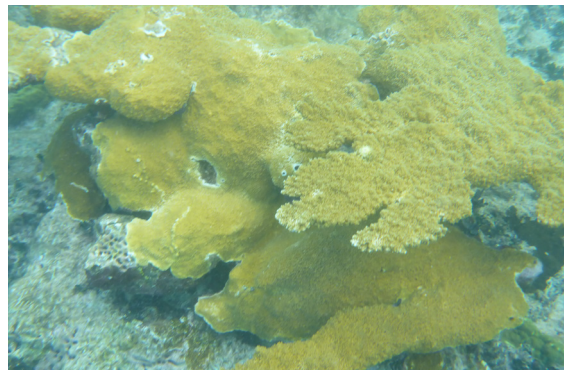


PHOTO 10: ELKHORN CORAL (*ACROPORA PALMATA*)



PHOTO 11: SYMMETRICAL BRAIN CORAL (*DIPLORIA STRIGOSA*)



PHOTO 12: BALLOONFISH (*DIODON HOLOCANTHUS*)



RENDEZVOUS BAY

The substrate within Rendezvous Bay was predominantly sand (Photo 13). Closer to shore there was rock substrate emerging through the sand with 1 meter (3.3 feet) of relief in some areas (Photos 14 and 15). Occasional starlet stony corals were observed on the emergent substrate, less than 5 centimeters (2 inches) in diameter. Further from shore, in approximately 3 meters (10 feet) of water, a seagrass bed was observed (Photo 16). The bed was dominated by turtle grass and manatee grass with green macroalgae including *Penicillus* sp., *Caulerpa* sp., and *Halimeda* sp. Also observed were occasional cushion stars (*Oreaster reticulatus*), a donkey dung sea cucumber (*Holothuria mexicana*), sea anemones, sponges, and occasional reef fish.



PHOTO 13: BARREN SAND BOTTOM

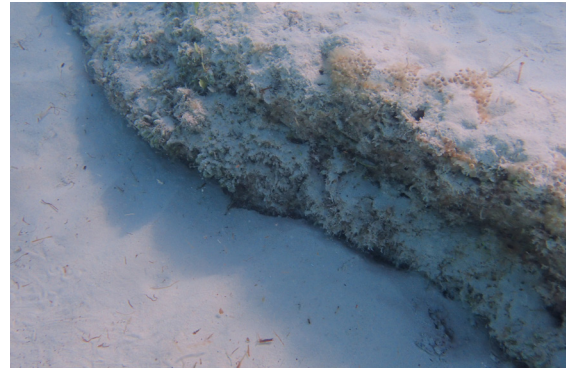


PHOTO 14: ROCK SUBSTRATE



PHOTO 15: ROCK SUBSTRATE



PHOTO 16: TURTLE GRASS BED



RENDEZVOUS BAY SHORELINE AS PHOTOGRAPHED BY EDGEWATER TEAM

ANGUILLA

ENVIRONMENTAL CONSIDERATIONS

LITTLE HARBOUR

Little Harbour consists of an entrance channel bounded on the southeast by a relic reef rubble jetty (Photo 17) leading to a protected inner basin. The entrance channel and basin is colonized by Mediterranean seagrass (*H. stipulacea*), which is an exotic species from the Indian Ocean (Photos 18 and 19). This species generally forms dense beds and coverage within Little Harbour ranged between 30% and 70%. The relic reef structures on either side of the entrance channel were colonized by macroalgae (i.e. *Padina* sp., *Dictyota* sp., *Caulerpa* sp., *Halimeda* sp.) with occasional sponges and stony corals (i.e. *Porites asteroides*, *Porites porites*; Photo 20). Also observed were rock boring urchins, an arrow crab (*Stenorhynchus seticornis*), a donkey dung sea cucumber (*Holothuria mexicana*), southern stingray (*Dasyatis americana*), and occasional reef fish.



PHOTO 17: REEF RUBBLE JETTY



PHOTO 18: INVASIVE MEDITERANIAN SEAGRASS (*HALOPHILA STIPULACEA*)



PHOTO 19: CLOSE-UP OF *HALOPHILA STIPULACEA*



PHOTO 20: RELIC REEF WITH CORAL AND MACROALGAE



LITTLE HARBOUR SHORELINE AS PHOTOGRAPHED BY EDGEWATER TEAM



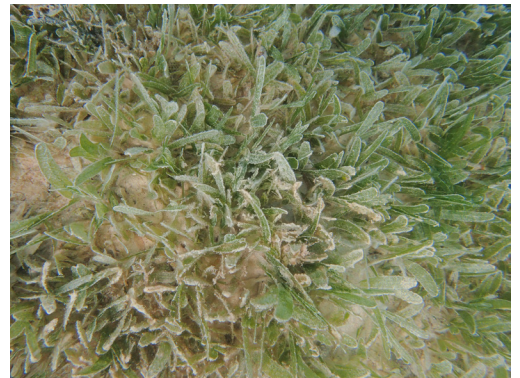
Of the areas surveyed during this cursory biological assessment, the highest value ecological habitat was located along the western shoreline of Scrub Island. This area supported the largest coral colonies, which were growing on relic coral formations. This area appeared to have been damaged by recent hurricanes. If an entrance channel is proposed in this area, any corals suitable for relocation should be transplanted to an area with comparable water depth, exposure, and substrate.

The other area with very high value ecological habitat is the ballast pile in the northwest portion of the basin at Sandy Ground. It is recommended that impacts to the ballast pile be avoided if at all possible. If the entrance channel is to be located here, ballast rocks supporting stony corals and sponges should be cached in an appropriate area, while the remainder of the ballast is relocated to a suitable area devoid of ecological resources to create a foundation. The boulders with stony corals and sponges can then be added to the pile, in a stable configuration that is likely to protect the resources growing on them.

Halophila stipulacea is an invasive, exotic seagrass, native to the Indian Ocean¹¹. The species has been documented in the Caribbean and is currently being studied by the University of the Virgin Islands. This species was found in a near monoculture in Little Harbor and colonized much of Sandy Ground. The grass is outcompeting native seagrass species and provides reduced habitat value. Impacts to this species should not require ecological mitigation.



CORAL PHOTOGRAPHED AT SANDY GROUND
BALLAST PILE PHOTOGRAPHED BY EDGEWATER
TEAM



INVASIVE SEAGRASS AT LITTLE HARBOUR AND
SANDY GROUND PHOTOGRAPHED BY EDGEWATER
TEAM



SCRUB ISLAND SHORELINE, THE HIGHEST VALUE ECOLOGICAL HABITAT PHOTOGRAPHED BY EDGEWATER TEAM



LESSER ANTILLEAN BULLFINCH

IMPORTANT BIRD AREAS OF ANGUILLA

There are 16 Important Bird and Biodiversity Areas (IBAs) on Anguilla and 5 of the surrounding islands. An IBA is an area that has been identified by BirdLife International, using internationally accepted criteria, to label globally important areas for the conservation of bird species. The Anguilla IBAs encompass approximately 5,091 hectares (12,580 acres) and have been identified on the basis of 17 key bird species, including 5 restricted range species (Caribbean elaenia, Green-throated carib, Antillean Crested Hummingbird, Lesser Antillean bullfinch, and Pearly-eyed thrasher) and 13 congregatory seabirds (red-billed tropicbird, magnificent frigatebird, brown pelican, masked and brown booby, laughing gull, brown noddy, and the royal, roseate, least, bridled, and sooty terns¹³).

There are 16 species of nesting seabirds present during the breeding season and over 130 species of birds that reside in Anguilla for all, or a portion of the year. It is estimated that a third of these are resident species. Four of the cays off Anguilla have been designated IBAs by Birdlife International due to their large congregations of nesting seabirds. The salt ponds on the island are wetlands and provide critical habitat for both resident and migratory seabirds. Species include the brown booby, magnificent frigatebird, least tern, semipalmated sandpiper, Antillean crested hummingbird, caribbean elaenia, as well as other raptors, herons, waders, and waterfowl. Most of Anguilla's IBA's are located on privately held land and are not protected¹⁴.

The mainland of Anguilla has 25 main salt ponds, which are the only wetlands on the limestone island. Of these, 22 are natural and the other three are manmade¹⁵. Many of these salt ponds were historically used to harvest salt from the ocean. These salt ponds are a favorite feeding and resting ground for migratory and native shorebirds. These salt ponds also act as reservoirs and help to minimize flooding during tropical downpours¹⁶.





PEARLY-EYED THRASHER

LISTED SPECIES

Anguilla hosts 321 native plants, of which approximately 65% of plant species on Anguilla are native with the other 35% being exotic¹⁷. Anguilla has one endemic plant species, the Anguilla bush (*Rondeletia anguillensis*), a species of small shrub, which predominantly grows on the northwest side of the island on limestone outcrops. Anguilla also hosts two Caribbean endemic genera of plants (*Dendropemon* and *Hypelate*).

There are 21 species of reptiles reported in Anguilla, of which only two are endemic [the Censky's ameiva (*Ameiva corax*) and the Sombrero ameiva (*Ameiva corvina*)] and are restricted to the outer islands of Little Scrub and Sombrero Island, respectively¹⁸. Other native faunal species include the endangered Anguilla Bank Racers and Lesser Antillean Iguanas. Threatened sea turtles including the hawksbill (*Eretmochelys imbricata*), green (*Chelonia mydas*), and leatherback (*Dermochelys coriacea*) nest on Anguilla's beaches, while the loggerhead (*Caretta caretta*) has been observed in the nearshore waters. The Anguilla National Trust monitors sea turtle nesting along Anguilla's beaches and has been instrumental in extending the moratorium on sea turtle harvesting¹⁹. The island is surrounded by 50 square kilometers (19 square miles) of coral reef²⁰. Migrating humpback whales and sperm whales have been observed off the northwest and west coasts²¹. Native faunal species that are regionally important also include 5 species of bats (Anguilla's only native terrestrial mammals) and a host of resident and migratory birds. The Country has more than 20 uninhabited limestone islands, which provided habitat for endemic and globally threatened lizards, invertebrates, and birds. Some of these islands, along with multiple mainland salt ponds, are designated as Important Bird Areas.

Exotic invasive faunal species include Cuban tree frog, giant African snail, black rats, brown rats, cats, green iguanas, lionfish, and goats. *Halophila stipulacea* is an invasive, exotic seagrass, native to the Indian Ocean²². The species has been documented in the Caribbean and is found in the nearshore waters in Anguilla.

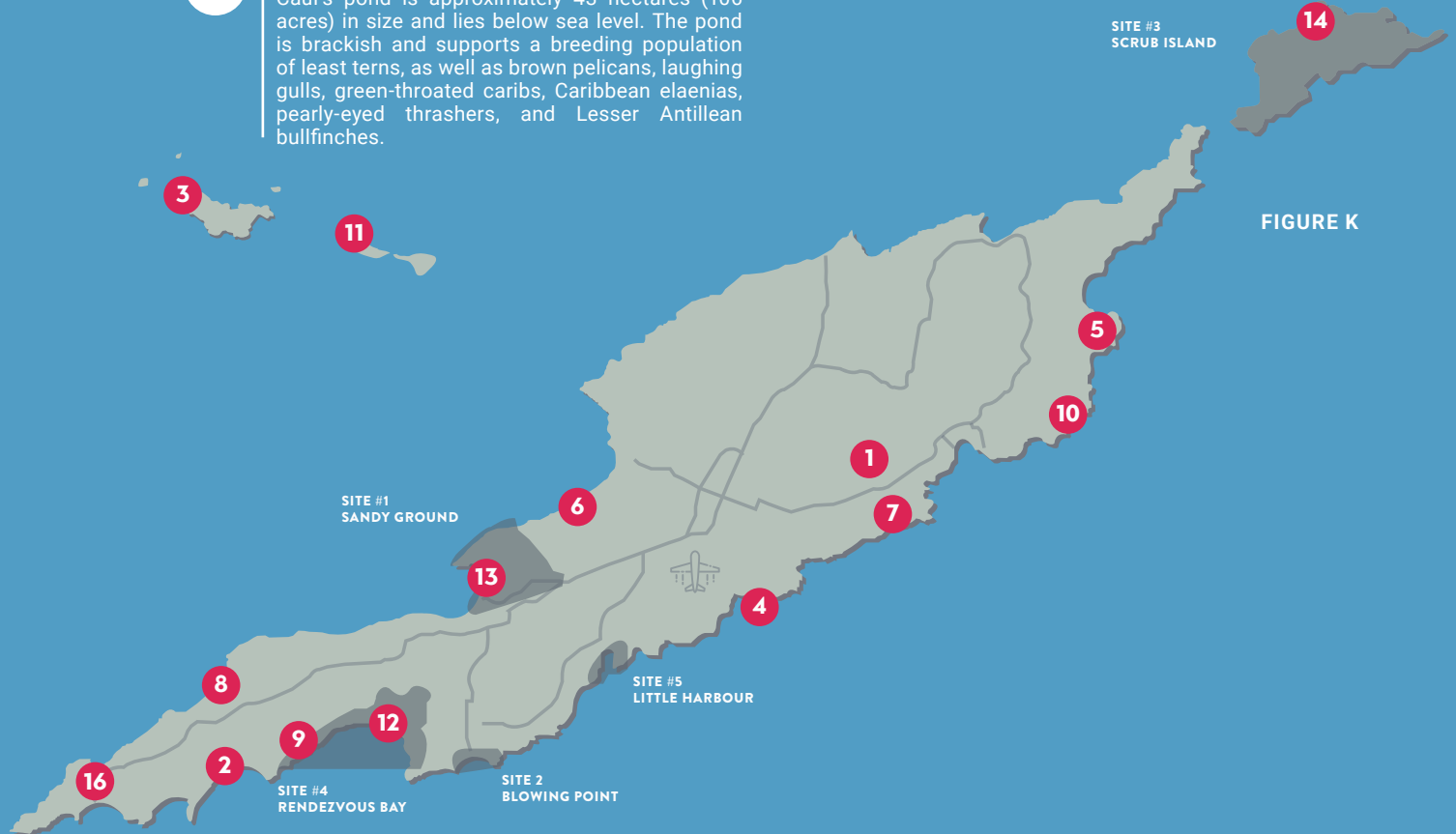
Several of these salt ponds are designated IBAs due to large colonies of nesting seabirds. Specifically, 1) Cauls Pond, 2) Cove Pond, 3) Dog Island, 4) Forest Bay Pond, 5) Grey Pond, 6) Katouche Canyon, 7) Long Salt Pond, 8) Meads Bay Pond, 9) Merrywing Pond System, 10) Mimi Bay, 11) Prickly Pear East and West, 12) Rendezvous Bay Pond, 13) Road Salt Pond, 14) Scrub Island, 15) Sombrero, and 16) West End Pond. The salt ponds also support other wildlife including 5 of the Lesser Antilles Restricted Range Species (see FIGURE K).

IMPORTANT BIRD AREAS OF ANGUILLA MAP

1

CAUL'S POND

Caul's pond is approximately 43 hectares (106 acres) in size and lies below sea level. The pond is brackish and supports a breeding population of least terns, as well as brown pelicans, laughing gulls, green-throated caribs, Caribbean elaenias, pearly-eyed thrashers, and Lesser Antillean bullfinches.



SITE #3
SCRUB ISLAND

FIGURE K

SITE #1
SANDY GROUND

SITE #5
LITTLE HARBOUR

SITE #4
RENDEZVOUS BAY

SITE 2
BLOWING POINT

2

COVE POND

Cove pond is approximately 287 hectares (709 acres) in size and is relatively shallow. It is part of a coastal lagoon, but was separated by the causeway constructed to access Cap Jaluca. Over 40 species of birds have been observed nesting, resting, and feeding at this pond, including a breeding colony of least terns and wintering common terns. Other birds frequently observed at this site include snowy and piping plovers, green-throated carib, and Lesser Antillean bullfinches.

3

DOG ISLAND

Dog Island is also known as Codania, is located 13 kilometers (8.1 miles) northwest of mainland Anguilla on the Anguilla Bank. There are large ponds located inside of two of the beaches. This island is home to over 100,000 pairs of sooty terns, as well as red-billed tropic birds, magnificent Frigatebirds, masked and brown boobies, laughing gulls, bridled terns, and brown noddies. In addition to feral goats, the island is also home to a variety of reptiles including the Anguilla Bank ameiva, Anguilla Bank anole, little dwarf gecko, island least gecko, and Mabuya skink.

4

FOREST BAY POND

Forest Bay Pond is approximately 3 hectares (7.4 acres) and is brackish. There are two basins separated by a mudflat. This pond supports populations of green-throated caribs, Caribbean elaenias, pearly-eyed thrashers, and Lesser Antillean bullfinches.

5

GREY POND

Grey pond is approximately 191 hectares (472 acres) and relatively shallow. This site is an important nesting site for least terns, as well as white-cheeked pintails, black-necked stilts, snowy plovers, willets, green-throated caribs, and Caribbean elaenias.

6

KATOUCHE CANYON

Katouche Canyon is within Katouche Valley, which is one of the only remaining forested areas in Anguilla. The Valley includes one small pond and two limestone caves. The pond is a seasonal brackish lagoon that provides habitat for the Caribbean elaenias, Antillean-crested hummingbirds, Pearly-eyed thrashers, Lesser Antillean bullfinches, Lesser yellowlegs and white-cheeked pintails.

7

LONG SALT POND

Long Salt pond is approximately 23 hectares (57 acres) in size and is important habitat for least terns, common terns, snowy plovers, green-throated caribs, and Caribbean elaenias.

8

MEADS BAY POND

Mead's Bay pond is approximately 21 hectares (52 acres) in size and supports least terns and royal terns.

9

MERRYWING POND SYSTEM

The Merrywing Pond system includes five small ponds with a total area of approximately 9 hectares (22 acres). The system is located on the Cuisinart Golf Course. The system includes two ponds (Merrywing North and Merrywing South) that serve as artificial freshwater wetlands that are used for water storage and irrigation, while the remaining three ponds (Merrywing Savannah, Merrywing Villas and Merrywing Merrywing) are natural brackish ponds that are comprised of a marl substrate. Merrywing Merrywing is located closest to Cove Bay and its northern shore is lined by a narrow strand of buttonwood mangroves.

The ponds support green-throated caribs, Caribbean elaenias, and Lesser Antillean bullfinches. The pond also provides habitat for the least tern, a species considered to be an endangered in the countries along its migration route. The Merrywing Pond system IBA is located southwest of the Rendezvous Bay Site and outside the direct influence of this potential project area.

10

MIMI BAY

Mimi Bay Pond is approximately 0.49 hectares (1.2 acres) and supports an average of 15 species of birds including black eyed stilts.

11

PRICKLY PEAR EAST & WEST

The Prickly Pear Cays are located approximately 10 kilometers (6 miles) from Road Bay on the Anguilla Bank and contain several salt ponds. Birds observed include red-billed tropicbirds, brown pelicans, brown boobies, laughing gulls, least terns, brown noddies, bridled terns, Caribbean elaenias, and yellow warblers.

12

RENDEZVOUS BAY POND

Rendezvous Bay pond is a large brackish pond, approximately 24 hectares (59 acres) in size, along the southwest coast of Anguilla. A narrow strip of relatively flat sandy land separates the pond from the adjoining sea. The pond is relatively shallow, and was historically used for salt production which ended in the 1970's. The west end and east end of the pond are separated by a narrow dirt road that had been backfilled. The east side of the pond is relatively undeveloped and is grazed by cattle. The west end of Rendezvous Bay Pond has several hotels and has been subject to pollution through infilling of the southwest corner to create parking. This pond supports white-cheeked pintail, black-necked stilt, killdeer, least terns, common terns, and brown pelicans. The Rendezvous Bay Pond IBA is located within the Rendezvous Bay project site and within the direct influence of this potential project area.

15

SOMBRERO

Sombrero is also known as Hat Island and is located 55 kilometers (34 miles) northwest of Anguilla. The island was mined for guano for phosphate prior to 1890, which altered its landscape. The island supports masked boobies, brown boobies, bridled terns, brown noddies, and sooty terns.

13

ROAD SALT POND

Road Salt pond is approximately 43 hectares (106 acres) in size and is the largest enclosed body of water on the island. The salt pond is adjacent to the settlement and port at Sandy Ground and the area surrounding the pond has been altered for development. West of the pond is a flat dune system that has been largely developed while the north, east and south coasts of the pond support some of the highest hills on Anguilla. This pond was historically the center of salt production on Anguilla until the 1970's and some of the saltwork infrastructure still lines the inner perimeter. The pond has been subjected to infilling and is now bordered by a road. Shoreline vegetation is sparse, except for along the eastern shoreline, due to residential and commercial development and the construction of the road. The vegetation also suffers from grazing from free roaming and tethered sheep and goats. The pond consists of large areas of shallow water that attracts wading and shorebirds. The perimeter of the pond is the most heavily used area by birds. The Road Salt Pond attracts the widest range of species of any other site on Anguilla. The edges of the pond support breeding species such as green herons, white-cheeked pintails, and common moorhens. The drier areas of the pond support nesting birds like killdeer, wilson's plover, and black-necked stilts. The walls of the salt pond support nesting least terns and many of Anguilla's residential land birds (mangrove cuckoo, Caribbean elaenias, pearly-eyed thrashers, and Lesser Antillean bullfinches) breed in the dry forest scrub surrounding the pond.

The Road Salt Pond IBA is located within the Sandy Ground project site and within the direct influence of this potential project area. Future development of this area should be coordinated with the Anguillian National Trust and should aim to preserve some of the shallow water, emergent vegetation, and shoreline vegetation along the northern half of the pond. Additionally, revetment walls can be established as alternative suitable places for least terns to nest. In addition to the monthly bird surveys conducted by the Anguillian National Trust, site monitoring should occur during construction to ensure avoidance of areas of active nesting or foraging to ensure minimal effects to nesting and visiting birds as a result of Project construction, if implemented at this site.

14

SCRUB ISLAND

Scrub Island is the largest of Anguilla's out islands and is located approximately 1 kilometer (0.6 mile) northeast of the mainland. The island consists of low-lying rocky limestone, white sandy beaches, and 5 small ponds and coastal lagoons that support laughing gulls, Caribbean elaenias, common ground doves, yellow warblers, and pearly-eyed thrashers. Eight species of breeding seabirds nest on the island: red-billed tropicbird, laughing gulls, royal terns, sandwich terns, least terns, bridle terns, brown noddies and Anguilla's only breeding population of roseate terns. Other waterfowl and wetland birds such as white-cheeked pintail, American oystercatcher, black-necked stilt, willets and Wilsons plovers also use the island for breeding.

The Scrub Island IBA is located within the Scrub Island project site and within the direct influence of this potential project. Future development of this area should aim to preserve some of the beaches, ponds and wetland vegetation to ensure minimal effects to nesting and visiting birds occur as a result of the Project if implemented at this site.

16

WEST END POND

West End pond is approximately 19 hectares (47 acres) in size and was historically used for salt production. The pond supports royal and common terns, Caribbean elaenias, and Lesser Antillean bullfinches.

SEA LEVEL RISE & RESILIENCY

ANGUILLA'S BEACHES AND SALT PONDS ARE PARTICULARLY VULNERABLE TO SEA LEVEL RISE DUE TO THEIR LOW ELEVATIONS. THE MAP BELOW, BASED ON DATA FROM THE DRAFT CLIMATE CHANGE POLICY, PREPARED IN 2011, HIGHLIGHTS THESE VULNERABLE AREAS.

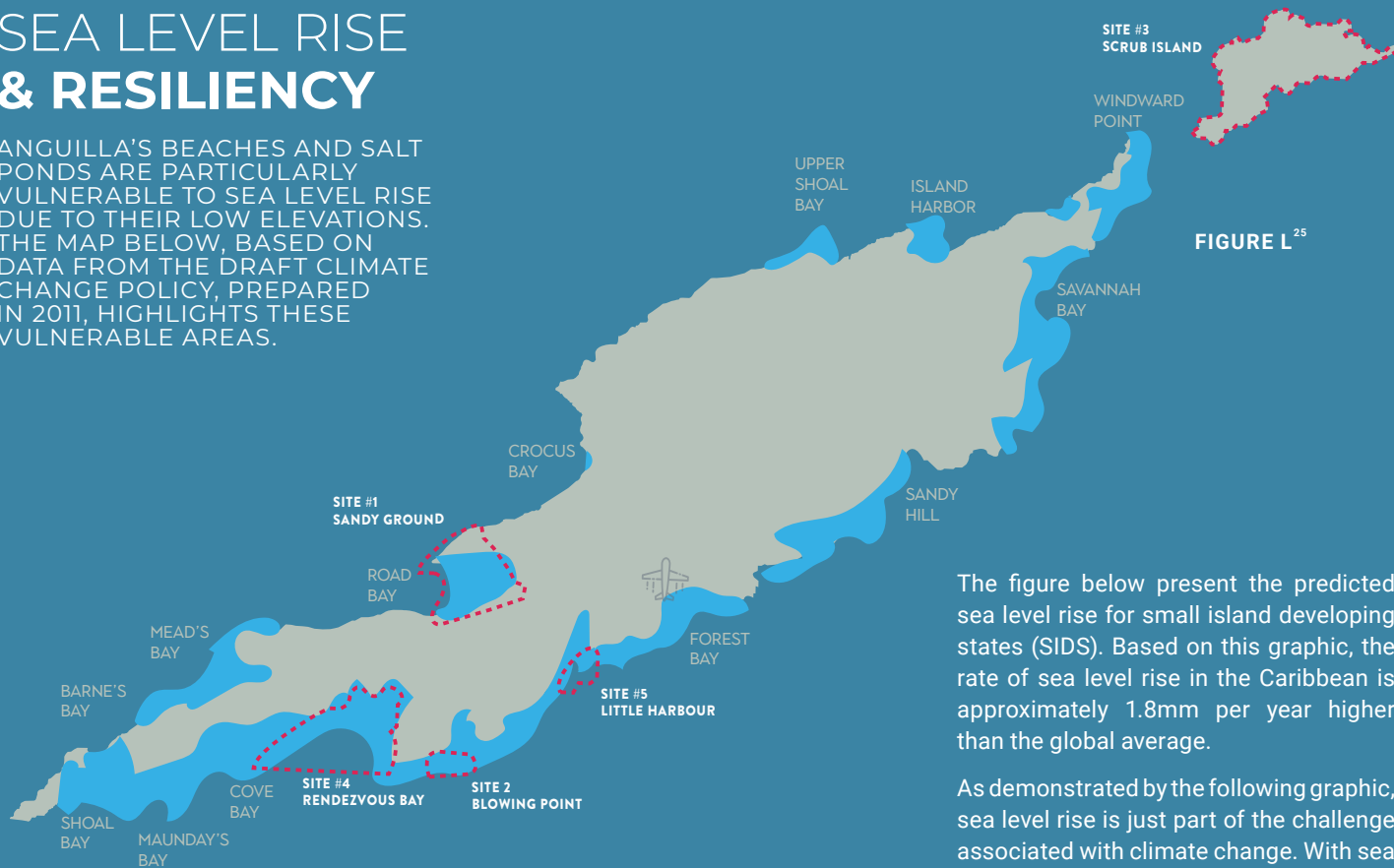


FIGURE L²⁵

Climate change is inevitable and knowing this provides time to plan and adapt. Climate change will bring warmer waters, more frequent and intense storms, and higher water levels. Rising sea temperatures and more frequent storm events and hurricanes have already impacted Anguilla's coral reefs and mangrove strands²⁴. As a result of continued climate change, corals will bleach or adapt, shorelines will be inundated, and inferior structures and infrastructure will be destroyed. Reconstruction in vulnerable areas must take sea level rise and storm intensity into account. In some areas, retreat may be the only option.

An effort has been underway since at least 2008 to identify, assess, and respond to these impacts in Anguilla. Anguillians are being educated on the effects of climate change and how they can mitigate them. Marine Protected Areas have been established to protect the coral reefs that buffer the island from intense wave action. The draft Physical Planning Act is being reviewed to address land based pollution issues. Guidance is being provided to developers to ensure that climate change is integrated into

the environmental impact assessment process and incorporated into project designs.

The Department of the Environment promotes and supports the sustainable use and development of the natural resources through the enactment of legislation and regulations. These efforts include important legislation such as the Draft Environmental Protection Bill, Land Development Control Act, Marine Parks Act, and the Beach Protection Act. It is recognized that the beaches are an important resource, not only for tourism and recreation, but for shore protection. As such, the Beach Protection Act makes it illegal to remove sand, stones, or gravel from protected beaches. The Land Development (Control) Regulations identify permitted development and set forth permitting provisions for such.

It is critically important that Anguilla continue on this path towards becoming more resilient. As there are few options available to protect the beaches and salt ponds over the long term, retreat may be necessary in some areas. In the interim, it is essential that all development consider practicable measures to accommodate reasonably foreseeable sea level rise and windstorm conditions.

The figure below present the predicted sea level rise for small island developing states (SIDS). Based on this graphic, the rate of sea level rise in the Caribbean is approximately 1.8mm per year higher than the global average.

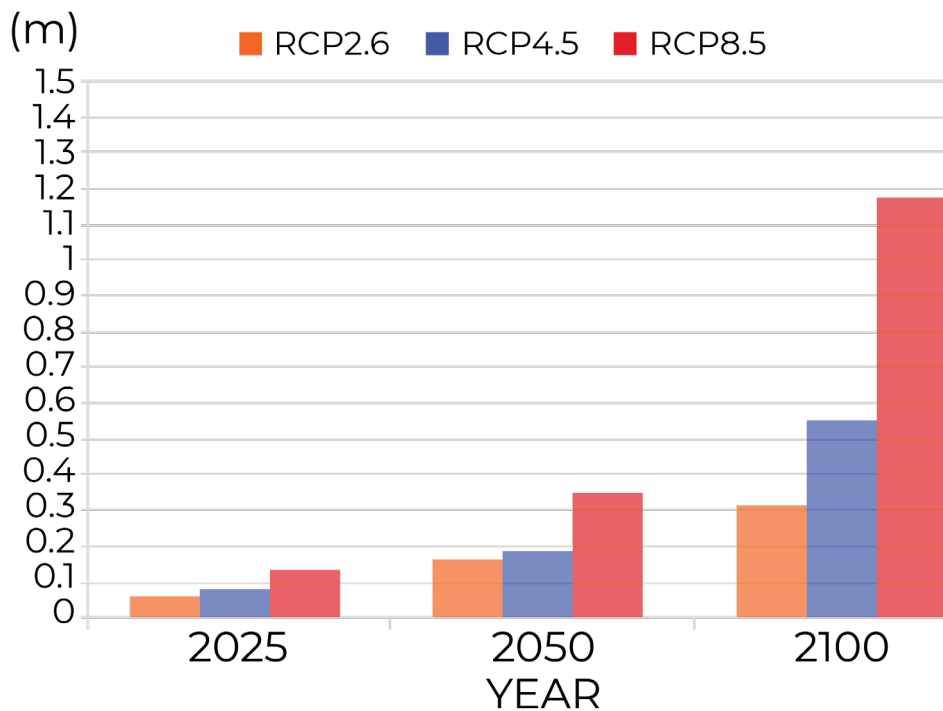
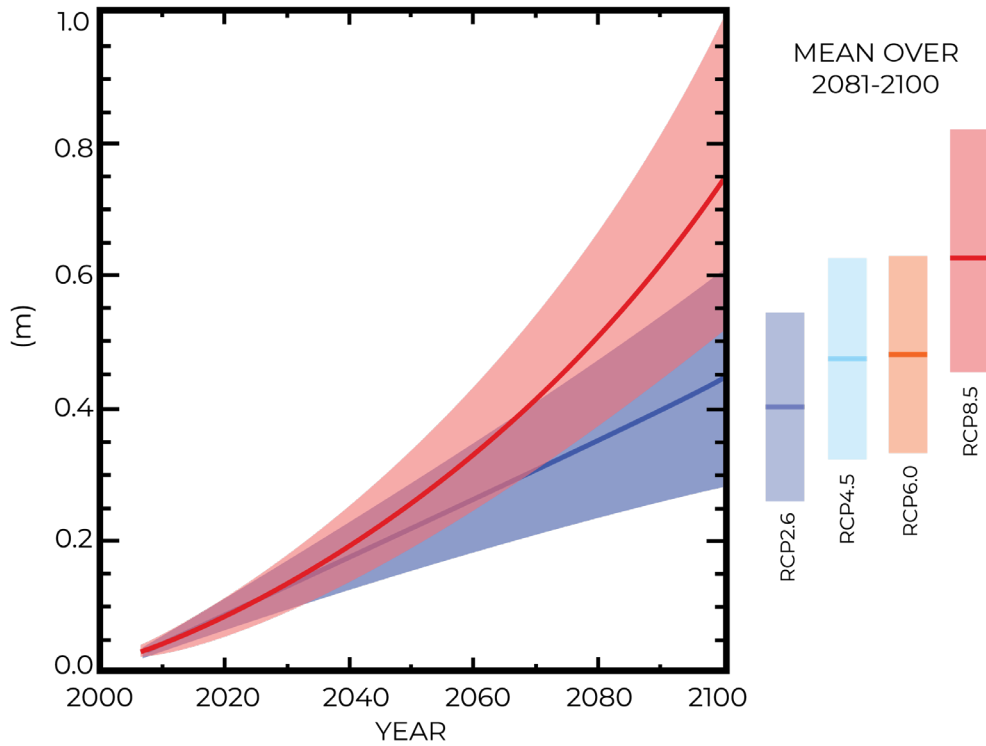
As demonstrated by the following graphic, sea level rise is just part of the challenge associated with climate change. With sea level rise, the effects of other increases in water level are exacerbated.

It is difficult to predict how high sea levels will rise or how quickly; however, based upon a review of available information for the Caribbean region; it appears that planning for an increase of 0.25 to 0.40 meters (0.25 to 1.31 feet) over the next 50 years is reasonable. However, additional consideration should be given to the anticipated increase in storm surge due to increased storm intensity. Utilizing floating docks as opposed to fixed docks will address sea level rise over time. Developing uplands at sufficient elevations will ensure their protection during storm events. Similarly, key infrastructure must be placed at sufficiently higher elevations to allow for functionality and access during storm events. Buildings should be constructed on stilts with lower levels designed with breakaway walls or dry flood proofing. Building standards developed for Florida, particularly Monroe County, should be considered for any new construction. To account for sea level rise reasonable anticipated during the life of the proposed structures, we have specified the ground elevation in our conceptual designs at +2.1 meters (+7 feet) Mean Sea Level.



GLOBAL MEAN SEA LEVEL RISE (FIGURE M)

THE FIGURE BELOW PREDICTS SEA LEVEL RISE FOR SMALL ISLAND DEVELOPING STATES (SIDS). BASED ON THIS GRAPHIC, THE RATE OF SEA LEVEL RISE IN THE CARIBBEAN IS APPROX 1.8MM PER YEAR HIGHER THAN THE GLOBAL AVERAGE.



ST. LUCIA SEA LEVEL RISE PROJECTIONS (FIGURE N)

FIGURE SHOWS THE SEA LEVEL RISE PROJECTIONS FOR NEARBY ST. LUCIA. THIS GRAPHIC SHOWS PREDICTED SEA LEVEL RISE TO BE JUST LESS THAN 1.2 METERS (3.9 FEET) BY 2100.



PAGE INTENTIONALLY LEFT BLANK



V. MARINA CONCEPTS

FIVE SELECTED SITES



ANGUILLA MARINA PLAN RECOMMENDATIONS

ADDITIONAL RECOMMENDATIONS FOR THE MARINA WOULD INCLUDE THE FOLLOWING:



CONCRETE DOCK SYSTEM

Marina should use a high quality concrete floating dock system with state-of-the-art utilities.



ENTRANCE CHANNEL

The marina should have a safe entrance channel with protection from wind and waves.

STORM PROTECTION

The marina basin should be protected from storms and surge.





YACHT CLUB & AMENITIES

The overall site plan should include a high quality yacht club with amenities for crew including lodging, health club, restaurant, and the like.



APPROPRIATE SECURITY

The marina should include discrete security for the yachts.



WATER DEPTH

Water depth within the marina basin should be 5 meters (17 feet) for the megayachts larger than 46M (150 feet), 4 meters (12 feet) for smaller yachts 24-30 meters (80-100 feet), and 2 meters (8 feet) for recreational and commercial vessels less than 24meters (80 feet).

SERVICE AREA

A service area, where vessels can moor broadside, should be designated for in-water servicing of yachts.

ANGUILLA MEGAYACHT MARINAS



MARINA CONCEPT PLANS

Preliminary conceptual designs have been developed for the 5 selected potential marina sites. Each site varies in size and existing allowable space for the construction of a megayacht marina with accompanying upland development. Along with the conceptual plans, preliminary cost estimates have been developed to help gauge budgetary pricing that would be required for construction.

Property limits of each site have been provided by the Anguilla Department of Land and Surveys to help identify the existing land ownership boundaries. The property limits are necessary to identify the areas of highest potential for developing a megayacht facility, while being mindful of existing property owners. Detailed information on property ownership of the parcels is not known at this time, and

therefore, some of the concept plans suggest that property should be acquired to develop a marina facility.

In addition to the schematic conceptual site plans that have been developed for each site, detailed features of the marina design were considered. The section below outlines additional aspects that were considered as part of the overall marina design.



MARINA

DESIGN CONSIDERATIONS

MARINA DEPTHS

Large megayachts will require a depth of 5 meters (17 feet) below mean sea level. Smaller yachts can handle water depths in the range of 3 meters (10 feet) to 4 meters (12 feet) and smaller local vessels being 12 meters (40 feet) to 24 meters (80 feet) in length, would require 2 meters (8 feet), except for an occasional deep draft sailboat, which would require additional water depth.



MARINA DOCKS

Docks can be separated into two types: fixed and floating. Fixed docks are most often supported by driven piling, while floating docks are free to move up and down with changing tides and water levels. Fixed structures are typically constructed with timber or concrete in various configurations. Fixed docks provide stable mooring environments that can provide many years of service, but specified elevations must take into consideration anticipated sea level rise within the design life of the structures. In addition, fixed structures are typically more expensive to construct.

Floating dock freeboards are independent of water levels, allowing the docks to maintain consistent mooring environments as water levels fluctuate. Floating docks are manufactured in many configurations and from many different materials, including steel, aluminum, timber, and concrete. In salt water environments typical floating dock system materials include concrete, aluminum, or a mixture of the two, due to their resistance to corrosion. Floatation typically consists of either polyethylene-encased polystyrene “tubs” or concrete-encased polystyrene. Floating dock systems are typically less expensive and can minimize disturbances to the sea bottom.

Floating docks can be anchored by various methods including fixed guide piles, telescoping spud piles, chain and anchor systems, and flexible-rode systems, like Seaflex. The cost to install piling can be significant, especially in remote oceanic environments, like Anguilla, where the substrate is often dense coral and specialized equipment is less readily available causing installation to become more labor intensive. The anchors associated with chain and flexible rode systems can consist of driven helical piles or a mass deadman anchors, which are typically made of concrete. The anchor is connected to the dock system by a chain or flexible rod system with flexible rubber hawsers, as shown in the example photos at right. Chain anchor lines are simple and relatively inexpensive, while a flexible rode system is more resistant to corrosive environments and often has a longer service life. Due to the weight of chain and the need for slack, chain anchor lines will typically drag on the sea bottom, disturbing marine life, whereas flexible rode lines do not drag on bottom. A flexible rode anchorage system would be the preferred option for each of the potential marina sites, due to its ability to self-adjust to tidal ranges, longer anticipated service life, and ability to minimize sea bottom disturbances. The use of concrete blocks or stake piles is dependent upon many variables including the type and strength of the substrate material. The choice between the two anchor types is typically made during final design with the benefit of additional site data.



MARINA

DESIGN CONSIDERATIONS (CONTINUED)

WAVE ATTENUATION

The desired wave climate can vary based on location and conditions found at comparable facilities; however, the common criteria for comfortable and safe mooring conditions within a marina is to provide wave conditions of less than 0.3 meter (1 foot) in height. In order to achieve the desired wave climate, the use of breakwaters and wave attenuators is often implemented. As with docks, wave attenuation can be accomplished by both floating and fixed structures.

Fixed breakwaters are typically constructed with 4.5 to 9.1 metric tons (5 to 10 tons) armor stone. They provide maximum protection to a marina; however, they are the most expensive to construct, especially in locations like Anguilla where fill material and stone are not readily available. In locations with significant wave action and exposure to open coastal conditions, fixed breakwaters may be the only feasible approach. However, in certain cases, a fixed breakwater is not necessary due to site conditions and floating breakwaters will provide an acceptable level of protection at a lower cost.



Floating breakwaters, or wave attenuators, can provide effective protection in many cases to create the desired mooring environment. Floating breakwaters are constructed with various materials, including concrete, timber, steel, and aluminum. At each of the potential marina sites evaluated on Anguilla, concrete is the preferred material for a floating breakwater due to its superior mass characteristics and durability in salt water environments. When sized appropriately, concrete floating breakwaters have wave attenuation efficiency in excess of 75%, meaning that a 0.6 meter (2 foot) wave would be reduced to a 0.15 meter (0.5 foot) wave.

In addition, within the marina, waves will be dampened and attenuated by shoreline revetments, docking structures, and the overall mass of moored vessels. Docks and vessels will both dissipate waves and prevent them from gaining additional amplitude and speed within the marina basin.

GANGWAYS

Gangways and dock systems themselves can be designed for both pedestrian and golf cart use to carry the significant weight of goods and items to yachts for service and provisioning. Gangways would typically be designed with gentle grades, consistent with international disability access slopes, throughout the site.



MARINA DESIGN CONSIDERATIONS

MARINA UTILITIES



Standard dock utilities include, at minimum, potable water, power, and Wi-Fi. Typically, a point-of-use sanitary pump-out system is located on site and at higher end facilities pump-out “hydrants” are located near individual berths. Fire protection will include fire hydrants on docks and typically either a wet or dry standpipe system, depending upon local requirements.

At each of the potential marina sites, new utilities will need to be constructed to serve the entire development and the marina demand will need to be included in the planning of utility supply capacities. Water demand in a marina is typically minimal; however, electric demand is significant. The electrical demand of a vessel increases proportionally to its size. Small vessels require enough power for charging batteries and occasionally running devices, while large vessels can house multiple air conditioners and other appliances that have a significant power demand. When a phased marina construction approach is considered, the primary supply to the marina is typically sized for the full build condition. The primary

supply terminates at a main distribution panel (MDP) near the marina and branch feeders supply substations. In the initial phase, the MDP has the capacity for the full build condition; however, only the substations needed for the initial phase are installed and connected. Then, as construction phases advance, branch feeders are extended on site from the MDP to each of the new substations.



SANDY GROUND CONCEPT





SANDY GROUND
CONCEPT

SANDY GROUND CONCEPT

Sandy Ground is centrally located on the northern side of the main island of Anguilla, adjacent to Road Bay. A large salt flat exists eastward of Road Bay where a roughly 137 meters (450 feet) land spit separates it from the ocean. A small outflow channel connects the approximately 43 hectare (106 acre) salt flat to Road Bay on the northwestern corner. On the western side of this land spit, lays a beautiful beach roughly 0.8 kilometers (0.5 miles) long that is met by the existing ship loading dock. This area has an authentic and local feel to it, as several restaurants and shops are located right on the beach. The existing shipping port is located on the southern end of Road Bay, where the island receives much of its goods and supplies. There is a large ballast pile at the north end of Road Bay where a qualitative biological impact survey was conducted to assess the biodiversity and presence of existing plant and wildlife habitat. The summary of this survey can be found in the environmental considerations section of this report. The existing depths in Road Bay are favorable when considering the construction of an entrance channel for a megayacht vessel; however, it is anticipated that dredging will be required. The conditions of the selected site at Sandy Ground are favorable for a megayacht facility, while considering the aforementioned existing characteristics.

The concepts that were developed for the potential marina site make use of the existing salt pond by suggesting dredging the marina basin in this area. This location proposes the largest footprint comparatively among the 5 sites, which provides the opportunity for a large amount of usable marina space, as well as upland development. The site plan proposes reclaimed material from the dredging areas to create land for development within the marina basin. Also note the two entrance breakwaters that are shown to minimize wave energy that can reach the marina basin. Along the eastern edge of the pond, a preservation area has been designated that incorporates one of the limestone retaining walls used during the days of salt mining. This area, used by nesting least terns and other birds, supports emergent wetland vegetation and upland vegetation, and has been preserved as a nature preserve/bird sanctuary in the conceptual design. In addition to the nature preserve, it is recommended that the upland development include a maritime museum that shares Anguilla’s traditional knowledge, cultural artifacts and history of the local salt mining and maritime heritage. Exhibits can include historic photographs, boat models, salt mining tools, instruments, and other historically significant material relevant to Anguilla’s maritime culture and history. The museum should aim to preserve the history of the salt industry that sustained the island before the advent of tourism.

SANDY GROUND SLIP/MOORING SUMMARY

In addition to the preliminary estimated costs, the associated marina slip/mooring summary can be found in Table 3. The adjacent upland development opportunities are quantified in Table 2. It should be noted that the associated costs required for upland development features and property acquisitions are not included in this estimate. Please see the preliminary cost estimate notes at the end of this Concept Plans & Preliminary Estimated Costs Section for additional information regarding notes for this estimate.

SLIP MIX		MED MOORING		
LENGTH	COUNT	LENGTH	COUNT	LF
40'	9	100'	16	1,600
50'	27	150'	12	1,800
60'	41	200'	10	2,000
80'	21	250'	6	1,500
TOTAL SLIPS	98	300'	4	1,200
TOTAL LF	5,850	400'	3	1,200
		TOTAL LF		9,300



SANDY GROUND COST ESTIMATE

It should be noted that revisions of the concept site plans are in process and further report drafts will reflect elements previously discussed for implementation/change of the plan shown.

Preliminary construction costs have been developed for the concept plan which can be found in the Table 1 below.

TABLE 1: PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST
1	MARINA ENTRANCE DREDGING	175,000	CY	\$40	\$7,000,000
2	BASIN DREDGING / LAND RECLAMATION	935,000	CY	\$20	\$18,700,000
3	RUBBLE MOUND BREAKWATER	55,000	TON	\$50	\$2,750,000
4	SHORELINE REVETMENT	14,500	LF	\$890	\$12,905,000
5	SEAWALL	600	LF	\$1,200	\$720,000
6	NORTH MAIN PIER	9,000	SF	\$150	\$1,350,000
7	FLOATING DOCKS	70,000	SF	\$150	\$10,500,000
8	GANGWAYS	4	EA	\$50,000	\$200,000
9	MARINA UTILITIES	1	LS	\$4,750,000	\$4,750,000
10	WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$1,200,000	\$1,200,000
11	CIRCULATION PIPE	1,200	LF	\$250	\$300,000
12	CREW QUARTERS / YACHT CLUB	1	LS	\$2,000,000	\$2,000,000
	SUBTOTAL				\$62,375,000
	SOFT COSTS & CONTINGENCY (25%)				\$15,593,750
CONCEPT TOTAL					\$77,968,750

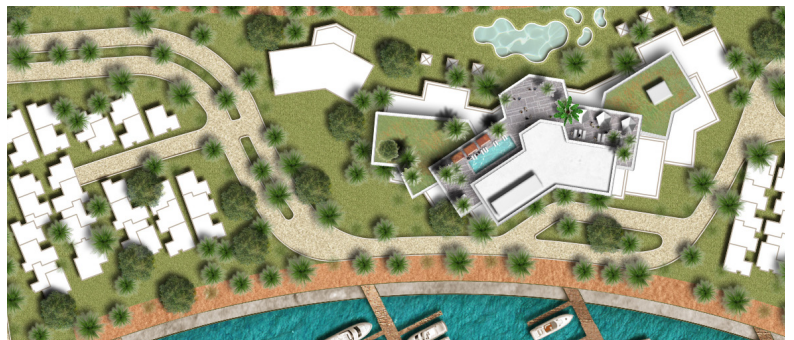
COST NOTES

1. Utility costs assume nearby supplies with capacity.
2. Dredging costs assume that material can be removed without drilling and blasting.
3. Cost to relocate dredged material are not included in this estimate.
4. Engineering, bidding, construction administration, environmental testing and permitting are excluded from this estimate.
5. Mobilization for dredging and excavation is embedded in their individual costs separately.
6. Units: CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, EA = Each, LS = Lump Sum, Ton = 2000 lbs.

SANDY GROUND ESTIMATED UPLAND DEVELOPMENT BREAKDOWN

**TABLE 2: SANDY GROUND
UPLAND DEVELOPMENT OPPORTUNITY**

TYPE	ESTIMATED SIZE (ACRES)
RESIDENTIAL	32
COMMERCIAL	2
BOATYARD	1.8



BLOWING POINT CONCEPT





BLOWING POINT CONCEPT



BLOWING POINT CONCEPT

The proposed Blowing Point location is centrally located on the southern side of Anguilla’s main island, and is home to the existing ferry terminal docks, where travelers arrive when coming to Anguilla by sea. The Country’s Security Customs building is located immediately upland of the existing ferry terminal docks. Westward of the existing ferry terminal docks is a beach extending roughly 427 meters (1,400 feet) in length with the remains of a former dolphin exhibit observatory sanctuary that was destroyed in the 2017 recent hurricanes last year (Hurricane Irma, September 2017). There are several existing structures that line the beach westward of the ferry terminal docks. The beach also extends eastward roughly 305 meters (1,000 feet) in length, where it meets the landward end of a coral reef formation. Two reef formations extend outward from either end of the beach creating a somewhat natural harbour/ basin. Within this natural harbour is a mooring field where locals use mooring buoys to secure smaller [(less than 12 meters/ (40 feet))] vessels while they are not in use. Approximately 76 meters (250 feet) inland of the eastern beach is a roughly 2 hectares (5 acres) existing salt pond. The site’s coral reef and salt pond were surveyed and summarized as part of the environmental considerations section of this report. Existing water depths are favorable at this location; however, it is anticipated that dredging will be required to create an entrance channel and outer mooring basin.

The conceptual site plan for Blowing Point, utilizes the observed natural wave break that is present due to the existing reef formation, as well as the inland salt pond. This location encompasses a much smaller footprint when compared to Sandy Ground; however, it introduces the idea of two large rubble mound breakwaters that will enhance the existing natural harbour and create a marine climate that is suitable for mooring megayachts. The concept plan includes the creation of an outer mooring basin for megayachts up to 91 meters (300 feet) and an inner marina basin that utilizes the existing salt pond. The inner basin would handle vessels up to 31 meters (100 feet) in length, in addition to a number of smaller slips ranging from 12 to 24 meters (40 to 80 feet) in length. Development of the uplands should also include the addition of a maritime museum to preserve, and celebrate the legendary captains, boat builders, regattas, and maritime heritage from Anguilla’s rich history.

BLOWING POINT SLIP/MOORING SUMMARY

In addition to the preliminary estimated costs, the associated marina slip/ mooring summary can be found in Table 5. The adjacent upland development opportunities are quantified in Table 6. It should be noted that the associated costs required for upland development features and property acquisition are not included in this estimate. Please see the preliminary cost estimate notes at the end of this Concept Plans & Preliminary Estimated Costs section for additional information regarding notes to this estimate.

TABLE 5: BLOWING POINT SLIP COUNT & MOORING SUMMARY				
SLIP MIX		MED MOORING		
LENGTH	COUNT	LENGTH	COUNT	LF
40'	28	200'	11	2,200
60'	21	250'	6	1,500
80'	10	300'	5	1,500
100'	7	400'	2	800
TOTAL SLIPS	66			
BROADSIDE	600			
TOTAL LF	4,480	TOTAL LF		6,000



BLOWING POINT COST ESTIMATE

It should be noted that revisions of the concept site plans are in process and further report drafts will reflect elements previously discussed for implementation/change of the plan shown on page 51.

Preliminary construction costs have been developed for the concept plan which can be found in Table 4 below.

TABLE 4: PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST
1	MARINA ENTRANCE DREDGING	45,000	CY	\$40	\$1,800,000
2	BASIN DREDGING / LAND RECLAMATION	275,000	CY	\$20	\$5,500,000
3	RUBBLE MOUND BREAKWATER	215,000	TON	\$50	\$10,750,000
4	SHORELINE REVETMENT	2,980	LF	\$1000	\$2,980,000
5	SEAWALL	200	LF	\$1,200	\$240,000
6	FERRY DOCKS	6,800	SF	\$100	\$680,000
7	FLOATING DOCKS	41,600	SF	\$150	\$6,240,000
8	GANGWAYS	5	EA	\$50,000	\$250,000
9	MARINA UTILITIES	1	LS	\$2,496,000	\$2,496,000
10	WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$900,000	\$900,000
11	CREW QUARTERS / YACHT CLUB	1	LS	\$1,200,000	\$1,200,000
	SUBTOTAL				\$33,036,000
	SOFT COSTS & CONTINGENCY (25%)				\$8,259,000
CONCEPT TOTAL					\$41,295,000

COST NOTES

1. Utility costs assume nearby supplies with capacity.
2. Dredging costs assume that material can be removed without drilling and blasting.
3. Cost to relocate dredged material are not included in this estimate.
4. Engineering, bidding, construction administration, environmental testing and permitting are excluded from this estimate.
5. Mobilization for dredging and excavation is embedded in their individual costs separately.
6. Units: CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, EA = Each, LS = Lump Sum, Ton = 2000 lbs.

BLOWING POINT ESTIMATED UPLAND DEVELOPMENT BREAKDOWN

TABLE 6: BLOWING POINT UPLAND DEVELOPMENT OPPORTUNITY	
TYPE	ESTIMATED SIZE (ACRES)
RESIDENTIAL	4
COMMERCIAL	1
BOATYARD	4



SCRUB ISLAND CONCEPT





SCRUB ISLAND
CONCEPT



SCRUB ISLAND CONCEPT

Situated northeast of Anguilla’s main island lies Scrub Island, which is approximately 8 square kilometers (3 square miles) of virtually undeveloped land. The island is primarily covered with small trees, scrub vegetation, and exposed limestone bluffs. Remains of a former motel resort can be found on the eastern part of the island and former airstrip is centrally located on the island. Tidal pools make up a large portion of the easternmost shoreline where an adjacent inland salt pond is also situated. Although most of the island’s shoreline is exposed rock outcropping, beaches can be found on the island’s western and southern shoreline. One other salt pond was observed adjacent to the approximately 0.4 mile long beach along the western shoreline. Creating easier access to Scrub Island would allow visitors to explore the remote island’s natural features, while adequately securing vessels at a location other than the beach or mooring offshore. Further development on Scrub Island would influence the demand potential for a megayacht facility at this location. Proper development of Scrub Island, which is reflected in our dual-location plan, will add significantly to the megayacht tourism potential for Anguilla as a whole. Scrub Island provides a unique and appealing opportunity for the mega-rich to have a private location within the Anguilla archipelago that provides a private and exclusive getaway. Megayacht owners are constantly looking for unique travel opportunities to exotic places and Scrub Island provides that. The development of a high quality marina/resort hub on Scrub Island will create an exclusive playground for wealthy global travelers.

The conceptual plan that was developed for Scrub Island shows a marina facility located at both the western and southern shoreline locations to emphasize the versatility that this site has to offer. At the southern marina location, two very large breakwaters are shown to combat the anticipated extreme wind and wave energies from the south easterly direction. Within the inner breakwater is a small 20 slip facility that would provide docking for vessels up to 18 meters (60 feet) in length. Due to the fact that there is no existing power supply on the island, renewable energy options should be evaluated. The existing depths are anticipated to be sufficient for the intended design vessel, which results in no estimated dredging costs. The estimated water depths at this location are adequate for vessel navigation; however, the water depths may render the required breakwaters cost prohibitive.

At the western marina site, it is proposed that the existing salt pond is dredged for a marina basin with an adjacent entrance channel. The proposed entrance channel meanders approximately 610 meters (2000 feet) from the southern limit of the beach area to the marina basin. To combat wind and wave energies from the west and north west, two entrance breakwaters are suggested, with an additional detached breakwater to prevent wave action from entering the channel. A large circulation pipe has been implemented into the concept as a water quality measure to flush the proposed basin. Due to the existing topography of the land and salt pond, it is anticipated that a large amount of excavation will be required to fulfill the concept plan. Observed existing depths at entrance channel location are understood to be adequate, although minor dredging is anticipated to be necessary. Please see page 55 for a conceptual site plan for the Scrub Island facility.

In addition to the preliminary estimated costs, the associated marina slip/mooring summary can be found in Tables 8 & 9 below. It should be noted that the associated costs required for upland development features and property acquisition are not included in this estimate. Please see the preliminary cost estimate notes at the end of this Concept Plans & Preliminary Estimated Costs section for additional information regarding notes to this estimate.

SCRUB ISLAND WEST

TABLE 9: SCRUB ISLAND WEST SLIP COUNT & MOORING SUMMARY

SLIP MIX		MED MOORING		
LENGTH	COUNT	LENGTH	COUNT	LF
60'	10	150'	10	1,500
80'	10	200'	6	1,200
100'	8	250'	4	1,000
TOTAL SLIPS	28			
TOTAL LF	2,200	TOTAL LF		3,700

SCRUB ISLAND SOUTH

TABLE 8: SCRUB ISLAND SLIP COUNT & MOORING SUMMARY

SLIP MIX	
LENGTH	COUNT
60'	20
TOTAL SLIPS	20
TOTAL LF	1,200

TABLE 10: SCRUB ISLAND COMBINED UPLAND DEVELOPMENT OPPORTUNITY

TYPE	ESTIMATED SIZE (ACRES)
RESIDENTIAL	33
COMMERCIAL	28



SCRUB ISLAND COST ESTIMATE

Preliminary construction costs have been developed for the concept plan which can be found on page 55.

TABLE 7: SOUTH MARINA PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST
1	RUBBLE MOUND BREAKWATER	225,000	TON	\$50	\$11,250,000
2	FLOATING DOCKS	7,800	SF	\$150	\$1,170,000
3	GANGWAYS	2	EA	\$50,000	\$100,000
4	MARINA UTILITIES	1	LS	\$585,000	\$585,000
	SUBTOTAL				\$13,105,000
	SOFT COSTS & CONTINGENCY (25%)				\$3,276,250
SOUTH MARINA CONCEPT TOTAL					\$16,381,250

TABLE 7: WEST MARINA PRELIMINARY COST ESTIMATE

1	MARINA ENTRANCE DREDGING	450,000	CY	\$40	\$18,000,000
2	BASIN DREDGING/LAND RECLAMATION	335,000	CY	\$20	\$6,700,000
3	RUBBLE MOUND BREAKWATER	85,000	TON	\$50	\$4,250,000
4	SHORELINE REVETMENT	17,500	LF	\$890	\$15,575,000
5	FLOATING DOCKS	23,500	SF	\$150	\$3,525,000
6	GANGWAYS	2	EA	\$50,000	\$100,000
7	MARINA UTILITIES	1	LS	\$1,762,500	\$1,762,500
8	MARINA WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$900,000	\$900,000
9	CIRCULATION PIPE	1,500	LF	\$250	\$375,000
10	CREW QUARTERS/YACHT CLUB	1	LS	\$1,200,000	\$1,200,000
	SOFT COSTS & CONTINGENCY (25%)				\$13,096,875
SOUTH MARINA CONCEPT TOTAL					\$65,484,375
TOTAL CONTINGENCY (25%)					\$16,373,125
MASTER PLAN COST					\$81,865,625

COST NOTES

1. Utility costs assume nearby supplies with capacity.
2. Dredging costs assume that material can be removed without drilling and blasting.
3. Cost to relocate dredged material are not included in this estimate.
4. Engineering, bidding, construction administration, environmental testing and permitting are excluded from this estimate.
5. Mobilization for dredging and excavation is embedded in their individual costs separately.
6. Units: CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, EA = Each, LS = Lump Sum, Ton = 2000 lbs.



RENDEZVOUS BAY CONCEPT





RENDEZVOUS BAY
CONCEPT

RENDEZVOUS BAY CONCEPT

The identified site at Rendezvous Bay is located approximately 1 mile northwest of the ferry terminal at Blowing Point. The site is situated along the southern shoreline of the island in a somewhat naturally sheltered location where a beach extends for roughly over 1 mile to the west before arriving at Cap Jaluca. A small land spit separates the waters of Rendezvous Bay from an irregular shaped salt pond that is approximately 24 hectares (60 acres) in size. The existing water depths in Rendezvous Bay are the most favorable amongst all of the selected sites, although it's anticipated that dredging will be necessary to create a navigable entrance channel for megayacht vessels.

The conceptual site plan suggests the implementation of an entrance channel on the eastern end of the beach that connects to the salt pond. The vision at this site is for the salt pond to be dredged to create space for a megayacht marina facility. Two entrance breakwaters are shown on either side of the entrance channel to create a sheltered egress route and would also serve as a protection measure to keep the marina basin climate at a suitable state. An area just east of the existing salt pond is shown as additional marina space that would require excavation/dredging to create. The conceptual plan for this site shows the greatest mooring capacity of any of the selected sites with the ability to facilitate a large number of megayacht vessels in addition to smaller vessels in the 12 to 31 meter (40 to 100 foot) range. Please see page 59 for a conceptual site plan for the Rendezvous Bay site.

RENDEZVOUS BAY SLIP/MOORING SUMMARY

In addition to the preliminary estimated costs, the associated marina slip/mooring summary can be found in Table 12. The adjacent upland development opportunities are quantified in Table 13. It should be noted that the associated costs required for upland development features and property acquisition are not included in this estimate. Please see the preliminary cost estimate notes at the end of this Concept Plans & Preliminary Estimated Costs section for additional information regarding notes to this estimate.

TABLE 12: RENDEZVOUS BAY SLIP COUNT & MOORING SUMMARY				
SLIP MIX		MED MOORING		
LENGTH	COUNT	LENGTH	COUNT	LF
40'	39	150'	16	2,400
60'	18	200'	20	4,000
80'	27	250'	12	3,000
100'	9	300'	10	3,000
TOTAL SLIPS	93	400'	6	2,400
BROADSIDE	620			
TOTAL LF	6,320	TOTAL LF		14800



RENDEZVOUS BAY COST ESTIMATE

It should be noted that revisions of the concept site plans are in process and further report drafts will reflect elements previously discussed for implementation/change of the plan shown on page 59.

Preliminary construction costs have been developed for the concept plan which can be found in the Table 11 below.

TABLE 11: PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST
1	MARINA ENTRANCE DREDGING	100,000	CY	\$40	\$4,000,000
2	BASIN DREDGING / LAND RECLAMATION	895,000	CY	\$20	\$17,900,000
3	RUBBLE MOUND BREAKWATER	95,000	TON	\$50	\$4,750,000
4	SHORELINE REVETMENT	6,050	LF	\$1,250	\$7,562,500
5	FLOATING DOCKS	68,050	SF	\$150	\$10,207,500
6	GANGWAYS	7	EA	\$50,000	\$350,000
7	MARINA UTILITIES	1	LS	\$4,083,000	\$4,083,000
8	WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$1,200,000	\$1,200,000
9	CIRCULATION PIPE	300	LF	\$250	\$75,000
10	CREW QUARTERS / YACHT CLUB	1	LS	\$2,000,000	\$2,000,000
	SUBTOTAL				\$52,128,000
	SOFT COSTS & CONTINGENCY (25%)				\$13,032,000
CONCEPT TOTAL					\$65,160,000

COST NOTES

1. Utility costs assume nearby supplies with capacity.
2. Dredging costs assume that material can be removed without drilling and blasting.
3. Cost to relocate dredged material are not included in this estimate.
4. Engineering, bidding, construction administration, environmental testing and permitting are excluded from this estimate.
5. Mobilization for dredging and excavation is embedded in their individual costs separately.
6. Units: CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, EA = Each, LS = Lump Sum, Ton = 2000 lbs.

RENDEZVOUS BAY ESTIMATED UPLAND DEVELOPMENT BREAKDOWN

TYPE	ESTIMATED SIZE (ACRES)
RESIDENTIAL	13
COMMERCIAL	13

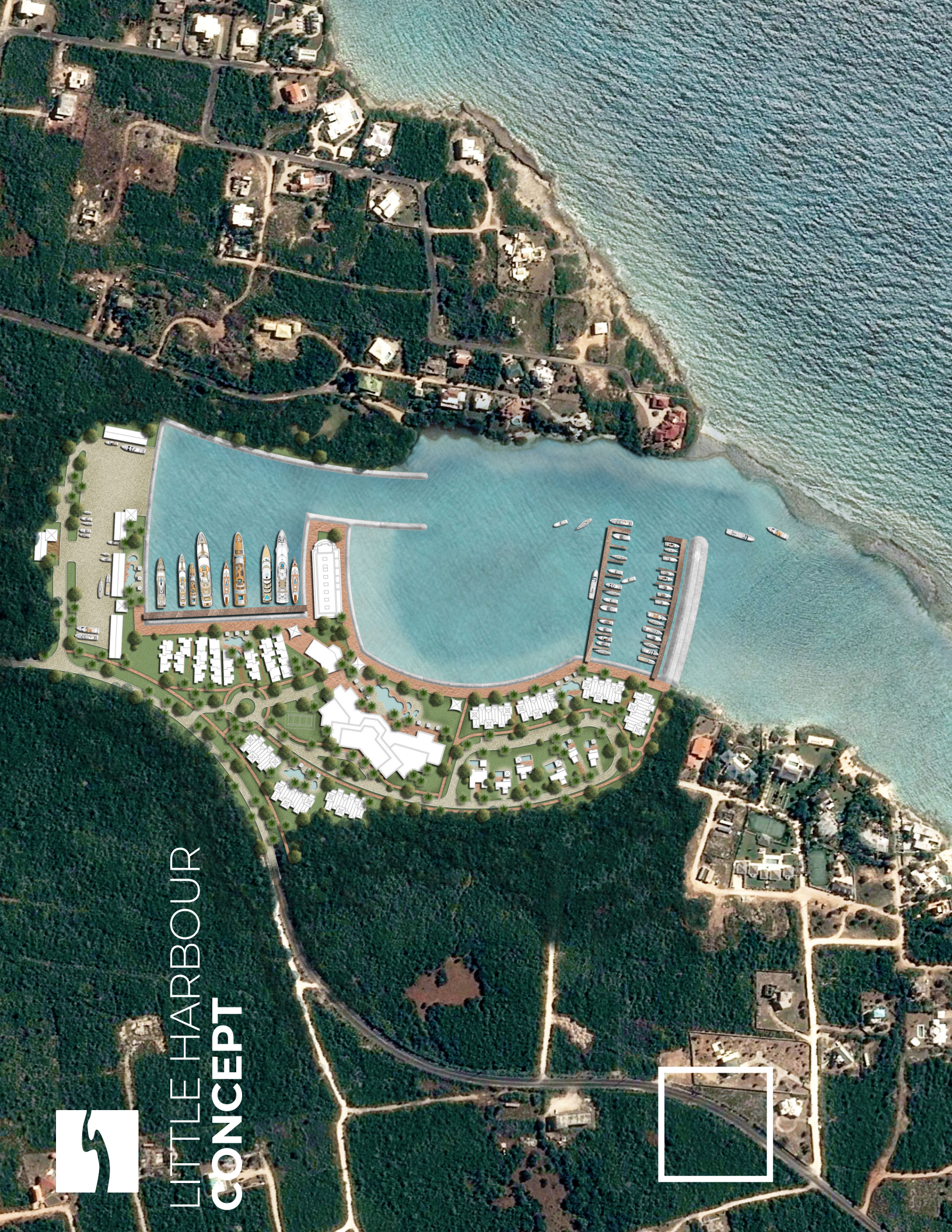


LITTLE HARBOUR CONCEPT





LITTLE HARBOUR CONCEPT



LITTLE HARBOUR CONCEPT

Little Harbour is located approximately 3 kilometers (2 miles) northeast of the ferry terminals along the southern shoreline of Anguilla. The site encompasses a unique cove that is naturally sheltered by a long narrow reef that extends southwest from the site. The existing protected cove area is approximately 6.5 hectares (16 acres) in size and has water depths at roughly 1.8 meters (6 feet). Due north is a low area that appears to be a drainage outlet into the sea and surrounding the water body to the east and west exists a number of high end villa's. Navigation into the site is limited due to the reef formation and adjacent land mass that restricts the access width to approximately 137 meters (450 feet). Several other reef/rock formations that were found along the substrate currently pose a hazard to navigation, even for small vessels [less than 12 meters (40 feet)]; therefore, dredging would be necessary to create an entrance channel for megayacht vessels.

Although existing access to this site is limited, the natural reef break could serve as a potentially useful feature in creating a marina facility. The concept plan shows a rubble mound breakwater that extends eastward from the existing shoreline to better protect the suggested marina basin. Due to the smaller footprint of the existing site, this location would not be suitable for large megayachts [over 61 meters (200 feet)] in length. An outer basin would facilitate vessels ranging from 18 to 61 meters (60 to 200 feet) in length, and the inner basin would be primarily for smaller boats less than 24 meters (80 feet). The inner basin shown would require excavation of the low area to the north. Please see page 63 for a (draft) conceptual site plan for the Little Harbour site.

LITTLE HARBOUR SLIP/MOORING SUMMARY

In addition to the preliminary estimated costs, the associated marina slip/mooring summary can be found in Table 16. The adjacent upland development opportunities are quantified in Table 15. It should be noted that the associated costs required for upland development features and property acquisition are not included in this estimate. Please see the preliminary cost estimate notes at the end of this Concept Plans & Preliminary Estimated Costs section for additional information regarding notes to this estimate.

TABLE 16: LITTLE HARBOUR SLIP COUNT & MOORING SUMMARY				
SLIP MIX		MED MOORING		
LENGTH	COUNT	LENGTH	COUNT	LF
40'	14	150"	5	750
60'	51	200"	10	2,000
80"	10			
TOTAL SLIPS	75			
BROADSIDE	980			
TOTAL LF	5,400	TOTAL LF		2,750



LITTLE HARBOUR COST ESTIMATE

It should be noted that revisions of the concept site plans are in process and further report drafts will reflect elements previously discussed for implementation/change of the plan shown on page 63.

Preliminary construction costs have been developed for the Little Harbour concept plan which can be found in Table 14 below.

TABLE 14: PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST
1	MARINA ENTRANCE DREDGING	40,000	CY	\$40	\$1,600,000
2	BASIN DREDGING / LAND RECLAMATION	250,000	CY	\$20	\$5,000,000
3	RUBBLE MOUND BREAKWATER	40,000	TON	\$50	\$2,000,000
4	SHORELINE REVETMENT	2,600	LF	\$1,000	\$2,600,000
5	FLOATING DOCKS	36,000	SF	\$150	\$5,400,000
6	GANGWAYS	5	EA	\$50,000	\$250,000
7	MARINA UTILITIES	1	LS	\$2,160,000	\$2,160,000
8	WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$700,000	\$700,000
9	SEAWALL	200	LF	\$1,200	\$240,000
10	CREW QUARTERS / YACHT CLUB	1	LS	\$1,200,000	\$1,200,000
SUBTOTAL					\$21,150,000
SOFT COSTS & CONTINGENCY (25%)					\$5,287,500
CONCEPT TOTAL					\$26,437,500

COST NOTES

1. Utility costs assume nearby supplies with capacity.
2. Dredging costs assume that material can be removed without drilling and blasting.
3. Cost to relocate dredged material are not included in this estimate.
4. Engineering, bidding, construction administration, environmental testing and permitting are excluded from this estimate.
5. Mobilization for dredging and excavation is embedded in their individual costs separately.
6. Units: CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, EA = Each, LS = Lump Sum, Ton = 2000 lbs.

LITTLE HARBOUR ESTIMATED UPLAND DEVELOPMENT BREAKDOWN

**TABLE 15: LITTLE HARBOUR
UPLAND DEVELOPMENT OPPORTUNITY**

TYPE	ESTIMATED SIZE (ACRES)
RESIDENTIAL	12
BOATYARD	3.5



COST ESTIMATE

ASSUMPTIONS

These cost estimates are preliminary only and are based on the initial concept plans with the report contained herein.

Utility costs assume nearby supplies with capacity.

Costs assume soils are 75% soft sandy/clay soils and 25% soft rock and all soils are suitable for use in reclaimed areas for structural base materials. Additional soil borings/geological testing will be required as part of future phases of design/development to verify soil conditions above and below the surface.

Dredging costs assume that most of the material can be removed without drilling and blasting; however, some minor drilling is anticipated to be required.

Costs to relocate dredged material are not included in these estimates (all sites are currently balanced).

Engineering, bidding, construction administration, environmental testing and permitting are included as a soft cost (15% allowance (15%), in addition to the (10%) contingency (25% total) allowance.

Mobilization for dredging and excavation is embedded in their individual costs separately.

Further technical studies will need to be conducted to verify initial assumptions that have been made regarding wind, wave, and surge climates in relation to the breakwater designs at each site. These studies should be conducted using computer numerical modeling programs to simulate design waves for analysis of their effect on breakwater designs and the structures' ability to provide a safe and calm internal basin climate for recreational yachts. Additional detailed hydrographic surveys and sub-surface soil borings will be required to verify existing bathymetric and geotechnical conditions and their ability to support the intended breakwater and stone revetment designs loads. Appropriate computer modeling of breakwater impacts to existing beaches will need to be performed.

The current design elevation for reclaimed lands is at +2.1 meters (+7.0 feet) above Mean Sea Level (MSL). Additional studies should be conducted in regards to forecasted sea level rise to verify this assumption. Note that the required minimum elevation for new construction in Miami, FL is +2.1 meters (+7.0 feet) above MSL and is +2 meters (+6.5 feet) above MSL in Fort Lauderdale, FL, (extensive studies have been completed to forecast the estimated sea level rise at these locations).

Costs that are associated with potential property acquisitions that may be required are not included in this estimate.

Unit rates associated with the construction of rubble mound breakwaters and revetment structures assume that quality armor stone can be locally/regionally sourced.

This estimate does not include basin flushing procedures that may be required. There is, however, circulation piping planned for in these estimates. Additional modeling/flushing analysis will need to be conducted to verify assumptions and determine if further measures are needed.

Quantities that have been calculated to develop these cost estimates are based on the best available information that has been provided and are subject to change if more accurate information pertaining to existing conditions is provided.

Unit rates that are included in these estimates are based on our best understanding of current market values and available information and may be subject to change in the future based upon construction market conditions affecting the work at the time of bidding.



VI. MARINA CONCEPTS

DEVELOPMENT ECONOMICS



ECONOMIC IMPACT OF YACHTS

The first economic impacts of a mega yacht’s activity begin with the infusion of “outside” dollars into the region. These dollars come from two primary sources: Expenditures for construction, maintenance, repair, and refitting, of mega yachts. Expenditures by mega yachts for dockage, fuel, and consumables. Beyond these most obvious sectors, vessel expenditures flow much more broadly throughout the regional economy, generating economic value and impact along the way. Past studies have completed the partial estimation of mega yacht economic impacts. The figure below details the average spending of one 36 meter (120 foot) megayacht annually in USD based upon published information using the IMPLAN model¹ as well as a 300’ megayacht based on data collected from industry experts.

120' Boat Used in IMPLAN Model	120' YACHT	300' YACHT	
Cost Category	Cost (\$)	Cost (\$)	IMPLAN Sector
Boatyard Expense	\$390,979	\$1,876,699.20	364 Boat building
Boat Supplies	\$113,637	\$545,457.60	395 Wholesale trade
Repair & Maintenance	\$155,934	\$748,483.20	364 Boat building
Fuel & Oil	\$82,049	\$393,835.20	402 Retail Gasoline stores
Vessel Insurance	\$86,937	\$417,297.60	438 Insurance agencies, brokerages, and related activities
Temporary Help	\$45,148	\$216,710.40	464 Employment services
Dockage	\$60,881	\$292,228.80	496 Other amusement and recreation industries
Capital Equipment	\$45,772	\$219,705.60	315 Search, detection, and navigation instruments manufacturing
Gross Salaries	\$619,591	\$2,974,036.80	414 Scenic and sightseeing transportation and support activities for transportation
Other Fees & Owner Expenses	\$89,243	\$428,366.40	414 Scenic and sightseeing transportation and support activities for transportation
Food Crew, et. al.	\$185,766	\$891,676.80	400 Retail Food and beverage stores
Communications	\$53,689	\$257,707.20	428 Wireless telecommunications carriers (except satellite)
Captains Petty Cash	\$44,328	\$212,774.40	414 Scenic and sightseeing transportation and support activities for transportation
Transportation	\$48,410	\$232,368.00	412 Transit and ground passenger transportation
Uniforms & Laundry	\$29,992	\$143,961.60	511 Dry Cleaning and Laundry Services
Crew Insurance	\$13,622	\$65,385.60	438 Insurance agencies, brokerages, and related activities
Flower Expense	\$12,649	\$60,715.20	406 Retail Misc Retailers
Entertainment	\$4,452	\$21,369.60	404 Retail Sporting goods, hobby, musical instrument and book
Total Expenses	\$2,083,079	\$9,998,779.20	

¹ Many economic impact studies use information from the Regional Inter-Industry Impact Model – (IMPLAN). This model was developed using a combination of direct survey data obtained through national surveys of inter-industry interaction, and then, “shares down” the inter-industry relationships to the local or regional level, based upon the structure or employment structure of industries in the state or region. The IMPLAN model used herein includes industry linkages specific to Broward, Miami-Dade, and Palm Beach Counties.



ECONOMIC IMPACT OF YACHTS ²

\$2M

ANNUAL SPENDING

A median sized megayacht spends over \$2,00,000 annually, generating economic impacts across hundreds of business types.

+11

DIRECT JOB CREATION

A median size megayacht directly supports 11 full-time jobs.

\$2M

LABOR INCOME

A median sized megayacht generates over \$2,000,000 annually in labor income for full-time employees and indirect transactions.

+41

TOTAL JOB CREATION

One median sized megayacht creates 11 direct, 6 indirect, and 24 induced jobs.

\$5.8M

TOTAL IMPACT

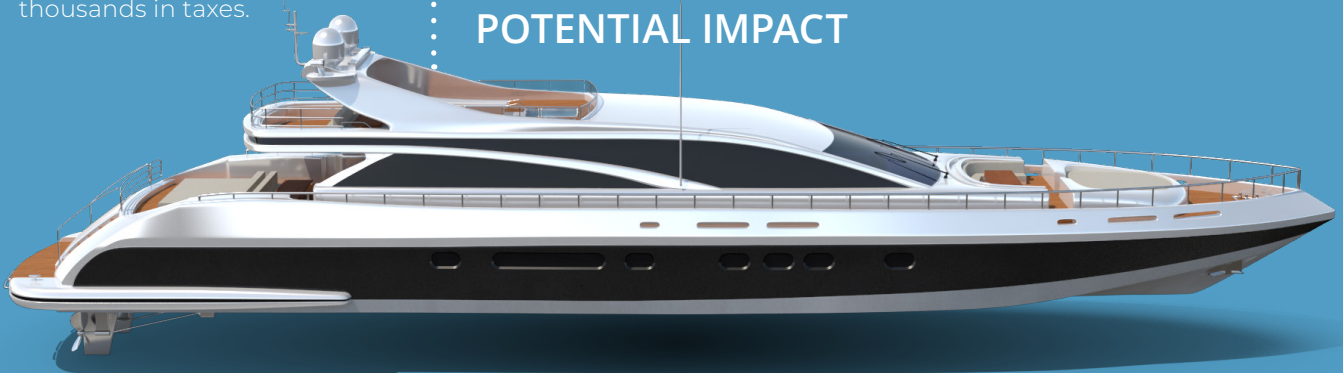
A single megayacht vessel adds nearly six million dollars into the economy on a state level and generates hundreds of thousands in taxes.

+899

POTENTIAL IMPACT

BASED ON THE ESTIMATED FINANCIAL INPUTS OUTLINE ON THE NEXT PAGE "FINANCIAL PROJECTIONS" OUTLINE THE PROJECTED ECONOMIC GROWTH GENERATED BY THE MARINA PROJECTS ACROSS THREE STAGES OVER TEN YEARS. THIS IS A CONSERVATIVE ESTIMATE OF OPERATING REVENUES.

USING THE ECONOMIC IMPACT MODEL OF THE UNIVERSITY OF FLORIDA, WE CAN TRACK HOW THE ECONOMIC GROWTH CAN IMPACT AN ECONOMY, MAINLY: JOB CREATION. BASED ON THE ECONOMIC IMPACT OF THE MASTER PLAN FINANCIAL PROJECTIONS, 899 NEW JOBS COULD BE CREATED FOR THE ANGUILLAN ECONOMY.



² Industry averages data is based on the Southern region of Florida where the most recent findings have been published in MEGA YACHTS IN SOUTH FLORIDA TRENDS, IMPACTS & ISSUES. Given the mobility of megayachts and the competition that spans states and countries, it is realistic to hold these inputs constant for analysis in Anguilla markets.



PAGE INTENTIONALLY LEFT BLANK



FINANCIAL PROJECTIONS IMMEDIATE AND LONG-TERM

As part of the initial project feasibility we should analyze immediate and long term economic incentives for the Government of Anguilla for land leases.

UPFRONT & LUMP SUM PAYMENTS					
	QUANTITY	UNIT	UNIT COST	TOTAL COST	\$ TO GOA
MARINA/HOTEL/CONDO/LAND LEASE - ONE TIME UP FRONT PAYMENT				\$7,500,000	\$7,500,000
RESIDENTIAL SALES	256	UNITS	\$1,000,000	\$256,000,000	
10% PAID TO GOA AT CLOSING	256	UNITS	\$100,000	\$25,600,000	\$25,600,000
ONE TIME LUMP SUM PAYMENTS TO GOVERNMENT OF ANGUILLA					\$33,100,000

ANNUAL LEASE REVENUES AND ESTIMATED (PARTIAL) TAXES				
	QUANTITY			MASTER PLAN
MARINA DOCKAGE LEASE REVENUES			\$10,165,500	
5% LEASE REVENUE TO GOA ANNUALLY				\$508,275
COMMERCIAL PROPERTY LEASE REVENUES	20,000SF		\$400,000	
5% LEASE REVENUE TO GOA ANNUALLY				\$20,000
50 ROOM HIGH-END HOTEL LEASE REVENUES TO GOA				
180 NIGHTS X \$1,000/NIGHT X 75% OCCUPANCY			\$6,750,000	
5% LEASE REVENUE TO GOA ANNUALLY			\$337,500	\$337,500
180 NIGHTS X \$400/NIGHT X 25% OCCUPANCY			\$900,000	\$900,000
5% LEASE REVENUE TO GOA ANNUALLY			\$45,000	\$45,000
ANNUAL PAYMENT PERCENTAGE TO GOA (ESTIMATED MASTER PLAN FROM AVAILABLE ESTIMATES)				\$1,810,775

No computation was made herein for the following taxes – Electricity Levies, Stabilization Levy, SSB contributions, Company Management Fees, Ship Registration Fees, Tourism Levies, or Accomodation Taxes which are significant sources of potential revenue for the Government of Anguilla.



SANDY GROUND ECONOMIC FEASIBILITY

As part of the initial project feasibility we should analyze the revenues and costs associated with the project. We will use Sandy Ground as an initial example to test financial feasibility.

TABLE 1: PRELIMINARY COST ESTIMATE

ITEM #		QUANTITY	UNIT	UNIT COST	TOTAL COST	
1	MARINA ENTRANCE DREDGING	175,000	CY	\$40	\$7,000,000	
2	BASIN DREDGING / LAND RECLAMATION	935,000	CY	\$20	\$18,700,000	
3	RUBBLE MOUND BREAKWATER	55,000	TON	\$50	\$2,750,000	
4	SHORELINE REVETMENT	14,500	LF	\$890	\$12,905,000	
5	SEAWALL	600	LF	\$1,200	\$720,000	
6	NORTH MAIN PIER	9,000	SF	\$150	\$1,350,000	
7	FLOATING DOCKS	70,000	SF	\$150	\$10,500,000	
8	GANGWAYS	4	EA	\$50,000	\$200,000	
9	MARINA UTILITIES	1	LS	\$4,750,000	\$4,750,000	
10	WATER/WASTE WATER TREATMENT FACILITY	1	LS	\$1,200,000	\$1,200,000	
11	CIRCULATION PIPE	1,200	LF	\$250	\$300,000	
12	CREW QUARTERS / YACHT CLUB	1	LS	\$2,000,000	\$2,000,000	
	SUBTOTAL				\$62,375,000	
	SOFT COSTS & CONTINGENCY (25%)				\$15,593,750	
CONCEPT TOTAL					\$77,968,750	(\$77,968,750)

TABLE 2: UPFRONT PROJECTED REVENUES

BERTH SIZE		QUANTITY	UNIT	UNIT COST	TOTAL COST	
400'	MEGAYACHT BERTH SALE	3	EA	\$4,500,000	\$13,500,000	
300'	MEGAYACHT BERTH SALE	4	EA	\$3,500,000	\$14,000,000	
250'	MEGAYACHT BERTH SALE	6	EA	\$3,000,000	\$18,000,000	
200'	MEGAYACHT BERTH SALE	10	EA	\$2,000,000	\$20,000,000	
150'	MEGAYACHT BERTH SALE	12	EA	\$1,500,000	\$18,000,000	
100'	MEGAYACHT BERTH SALE	16	EA	\$1,000,000	\$16,000,000	
40'-80'	MEGAYACHT BERTH SALE	98	EA	\$100,000	\$9,800,000	
	TOTALS	149	EA		\$109,300,000	\$109,300,000



TABLE 3: DEVELOPMENT REVENUES					
	QUANTITY	UNIT	UNIT COST	TOTAL COST	
WATERFRONT RESIDENTIAL DEVELOPMENT	32	ACRES	\$1,000,000	\$32,000,000	
COMMERCIAL DEVELOPMENT	2	ACRES	\$2,000,000	\$4,000,000	
BOATYARD DEVELOPMENT	1.8	ACRES	\$2,000,000	\$3,600,000	
TOTALS	35.8	ACRES		\$39,600,000	\$39,600,000
TOTAL SALES POTENTIAL					\$148,900,000
APPROXIMATE SALES TO COSTS RATIO					1.91

REVENUES NOT INCLUDED:

HOTEL VALUE

RETAIL VALUE OF RESIDENTIAL LANDS

MARINA OPERATIONAL REVENUES/EXPENSES TO REFIT YACHTS/SERVICES/SALES

LAND COSTS NOT INCLUDED



FINANCIAL PROJECTIONS AND ECONOMIC IMPACT

Financial projections explore the economic potential of the megayacht marina development across three key stages: PHASE 1, PHASE 1 STABILIZED & MASTER PLAN which reflects the full potential. Figures make several key assumptions; mainly, favorable tax rates that offer a competitive advantage over neighboring islands as well as favorable licensing rates with similarly competitive pricing. These figures represent annual revenue streams from operating activities and do not account for lump sum sales figures and potential government revenues which are explored beginning on page 77.

FINANCIAL PROJECTIONS	MARINA ACTIVITY	2021	2023	2026
	BOAT SALES	\$ 10,000,000.00	\$ 15,000,000.00	\$ 20,000,000.00
	FUEL SALES	\$ 3,750,000.00	\$ 9,375,000.00	\$ 15,000,000.00
	MERCHANDISE SALES	\$ 2,000,000.00	\$ 3,000,000.00	\$ 4,000,000.00
	BOAT STORAGE	\$ 2,700,000.00	\$ 6,432,000.00	\$ 10,165,500.00
	LEASE REVENUES	\$ 200,000.00	\$ 300,000.00	\$ 400,000.00
	BOAT RENTALS	\$ 2,000,000.00	\$ 3,500,000.00	\$ 5,000,000.00
	FOOD & BEVERAGE SERVICES	\$ 3,500,000.00	\$ 5,250,000.00	\$ 7,000,000.00
	BOAT SERVICES	\$ 2,000,000.00	\$ 3,000,000.00	\$ 4,000,000.00
	ALL OTHER ACTIVITIES	\$ 500,000.00	\$ 750,000.00	\$ 1,000,000.00
GRAND TOTAL	\$ 26,650,000.00	\$ 46,607,000.00	\$ 66,565,500.00	

BOAT SALES

Boat sales are conservative costs identifying values with the assumption that taxation and licensing rates will be competitive with other Caribbean islands. The table below outlines the basic value-added tax data per country of neighboring countries that charge a VAT tax. Value added taxes can apply to large megayacht repairs that can often cost tens of millions of dollars.

Countries	VAT threshold in US\$	VAT standard rates	Other positive rates	C-efficiency Ratio (mid-2013) ³⁸	VAT population
Antigua and Barbuda	111,111	15	12.5	0.52	-
Bahamas	100,000	7.5	-	0.80 ³⁹	6,710
Barbados	40,000 ⁴⁰	17.5	7.5	0.74	6,000
Belize	37,500	12.5	-		4,062
Dominica	44,444	15	10	0.66	-
Grenada	44,444 ⁴¹	16	10	0.48	824
Guyana ⁴²	48,263	16	-	0.37	2,623
Jamaica	23,810	16.5	2;5;10;25	0.47	14,000

TABLE: BASIC VALUE ADDED TAX DATA PER COUNTRY



FINANCIAL PROJECTIONS AND ECONOMIC IMPACT

FUEL SALES

Fuel sale projections also make the assumption of competitive pricing and favorable tax rates when compared to neighboring islands. As outlined below, fuel sales are expected to increase 300% from Phase 1 to Master Plan.

2021 FUEL SALES	VESSEL TYPE	QUANTITY	FUEL (GALLONS)	PRICE (PER GALLON USD)	TOTAL FUEL SALES
	MEGAYACHT	15	50000	\$ 3.00	\$ 2,250,000.00
SMALL BOAT	250	2000	\$ 3.00	\$ 1,500,000.00	
TOTAL	265	52000	\$ 3.00	\$ 3,750,000.00	

2026 FUEL SALES	VESSEL TYPE	QUANTITY	FUEL (GALLONS)	PRICE (PER GALLON USD)	TOTAL FUEL SALES
	MEGAYACHT	60	50000	\$ 3.00	\$ 9,000,000.00
SMALL BOAT	1000	2000	\$ 3.00	\$ 6,000,000.00	
TOTAL	1060	52000	\$ 3.00	\$ 15,000,000.00	

MERCHANDISE SALES

Mechandise sale figures include retail sales around the marina basin including the chandlery shop for the marina. This figure does not include additional stores throughout the area, tourism related retail throughout the development either.

LEASE REVENUES

The financial projection figure was calculated assuming 20,000SF of workshop, boat repair facilities, retail stores, etc. priced at \$20/SF/YEAR triple net lease with 50% capacity.

BOAT REVENUES

Boat rentals include sail club, our boat club in addition to charter boat rentals.

FOOD AND BEVERAGE SERVICES

The financial projection figure was calculated by estimating revenues from 3 restaurants which include a fine dining restaurant, a yacht club and tiki bar as well as a coffee/lunch restaurant.

BOAT SERVICES

The financial projection figure was calculated by estimating goods and services provided to charter yachts, maintaining boats and the like.



FINANCIAL PROJECTIONS AND ECONOMIC IMPACT

BOAT STORAGE

The financial projection figure was calculated by estimating linear feet of dockage available and estimating capacity percentages across the Phase 1 and Master Plan timeline. Figures for revenues from dockage in peak season and off-season across Phase 1 and Master Plan execution are outlined below.

PEAK SEASON	MEGAYACHT DOCKAGE (LF) (BOATS > 100FT)	PHASE 1 50% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	TOTAL P1 PEAK SEASON REVENUES
	5000	2500	\$ 5.00	\$ 2,250,000.00	
	SMALL BOAT DOCKAGE (LF) (BOATS < 100FT)	PHASE 1 50% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	\$ 2,700,000.00
	2500	1250	\$ 2.00	\$ 450,000.00	
	MEGAYACHT DOCKAGE (LF) (BOATS > 100FT)	MASTER PLAN 75% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	TOTAL MASTER PLAN PEAK SEASON REVENUES
	9300	6975	\$ 5.00	\$ 6,277,500.00	
SMALL BOAT DOCKAGE (LF) (BOATS < 100FT)	MASTER PLAN 75% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	\$ 8,646,750.00	
5850	4387.5	\$ 3.00	\$ 2,369,250.00		

OFF SEASON	MEGAYACHT DOCKAGE (LF) (BOATS > 100FT)	MASTER PLAN 25% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	TOTAL MASTER PLAN OFF SEASON REVENUES
	9300	2325	\$ 3.00	\$ 1,255,500.00	
	SMALL BOAT DOCKAGE (LF) (BOATS < 100FT)	MASTER PLAN 25% OCCUPANCY	PRICE PER LF/DAY	REVENUE AT 180 DAYS	\$ 1,518,750.00
5850	1462.5	\$ 1.00	\$ 263,250.00		

TOTAL PHASE 1 REVENUES	TOTAL MASTER PLAN STABILIZED ALL DOCKAGE REVENUES
\$ 2,700,000.00	\$ 10,165,500.00

ALL OTHER ACTIVITIES

The financial projection figure was calculated by estimating misc services and incidentals.



FINANCIAL PROJECTIONS

JOB CREATION

JOB CREATION

The estimate below is based on a formula created for the Florida yachting industry that calculates the potential economic impacts as well as direct, indirect and induced job creation from a set of financial inputs. The totals discussed previously in the Financial Projections and Economic Impact section explore those inputs in detail. Below are the estimated impacts using the Florida model. A portion of the impact calculation formula for the Florida impact model includes tax revenues which would not entirely apply to the Anguillian economy but they illustrate effectively the model for how economic growth can travel through the economy.

2021 PHASE 1 JOBS	IMPACT TYPE	EMPLOYMENT (JOBS)	INDUSTRY OUTPUT	VALUE ADDED (GDP)	LABOR INCOME
	DIRECT	153	\$ 14,197,000.00	\$ 8,652,137.00	\$ 5,966,535.00
	INDIRECT	38	\$ 6,201,150.00	\$ 3,529,472.00	\$ 1,910,229.00
	INDUCED	207	\$ 30,635,792.00	\$ 18,308,519.00	\$ 11,194,760.00
	TOTAL IMPACT	401	\$ 51,033,938.00	\$ 30,490,129.00	\$ 19,071,513.00

2023 PHASE 2 JOBS	IMPACT TYPE	EMPLOYMENT (JOBS)	INDUSTRY OUTPUT	VALUE ADDED (GDP)	LABOR INCOME
	DIRECT	253	\$ 24,582,500.00	\$ 14,898,916.00	\$ 10,486,404.00
	INDIRECT	66	\$ 10,959,918.00	\$ 6,276,719.00	\$ 3,373,727.00
	INDUCED	348	\$ 53,240,834.00	\$ 31,801,246.00	\$ 19,430,686.00
	TOTAL IMPACT	666	\$ 88,783,243.00	\$ 52,976,882.00	\$ 33,290,795.00

2026 MASTER PLAN JOBS	IMPACT TYPE	EMPLOYMENT (JOBS)	INDUSTRY OUTPUT	VALUE ADDED (GDP)	LABOR INCOME
	DIRECT	339	\$ 34,969,500.00	\$ 21,146,512.00	\$ 15,006,938.00
	INDIRECT	88	\$ 15,719,499.00	\$ 9,024,448.00	\$ 4,837,477.00
	INDUCED	470	\$ 75,849,109.00	\$ 45,295,893.00	\$ 27,667,778.00
	TOTAL IMPACT	899	\$ 126,538,093.00	\$ 75,466,855.00	\$ 47,512,163.00



GLOSSARY OF INPUT & OUTPUT TERMS

DIRECT EFFECTS / IMPACTS: Direct impacts represent the revenues, value-added, income, or jobs that result directly from an economic activity within the study area or a regional economy.

EMPLOYMENT OR JOBS: Represents the total numbers of wage and salaried employees as well as self-employed jobs. This includes full-time, part-time and seasonal workers measured in annual average jobs.

INDIRECT BUSINESS TAXES: Include sales, excise, and property taxes as well as fees and licenses paid by businesses during normal operations. It does not include taxes on profits or income.

INDIRECT EFFECTS/IMPACTS: Indirect effects occur when businesses use revenues originating from outside the region, or study area, to purchase inputs (goods and services) from local suppliers. This secondary, or indirect business, generates additional revenues, income, jobs and taxes for the area economy.

INDUCED EFFECTS/IMPACTS: Induced effects or impacts occur when new dollars, originating from outside the study area, are introduced into the local economy. Induced economic impacts occur as the households of business owners and employees spend their earnings from these enterprises to purchase consumer goods and services from other businesses within the region. This induced effect generates additional revenues, income, jobs and taxes for the area economy.

INPUT-OUTPUT ANALYSIS: The use of input-output models to estimate how revenues or employment for one or more particular industries, businesses or activities in a regional economy impact other businesses and institutions in that region, and the regional as a whole.

INPUT-OUTPUT MODELS: A mathematical representation of economic activity within a defined region using inter-industry transaction tables or matrices where the outputs of various industries are used as inputs by those same industries and other industries as well.

LABOR INCOME: All forms of employment compensation, including employee wages and salaries, and proprietor income or profits.

LOCAL / RESIDENT REVENUES/EXPENDITURES: Local revenues or spending represent simple transfers between individuals or businesses within a regional economy. These transactions do not generate economic spin-off or multiplier (indirect and induced) effects.

MARGINS: Represent the differences between retail, wholesale, distributor and producers prices.

NON-RESIDENT / NON-LOCAL REVENUES/EXPENDITURES: When outside or new revenues flow into a local economy either from the sale of locally produced goods and services to points outside the study area, or from expenditures by non-local visitors to the study area, additional economic repercussions occur through indirect and induced (multiplier) effects.



GLOSSARY OF INPUT & OUTPUT TERMS

OTHER PROPERTY TYPE INCOME: Income in the form of rents, royalties, interest, dividends, and corporate profits.

OUTPUT: Revenues or sales associated with an industry or economic activity.

TOTAL IMPACTS: The sum of direct, indirect and induced effects or economic impacts.

VALUE-ADDED: Includes wages and salaries, interest, rent, profits, and indirect taxes paid by businesses. In the IMPLAN software results tables, Value-added equals the sum of Labor Income, Other Property Type Income, and Indirect Business Taxes.



REFERENCES

- 1 Countries and their Cultures. (n.d). Culture of Anguilla. Retrieved from <http://www.everyculture.com/A-Bo/Anguilla.html>
- 2 Luxury Travel Magazine. 2013. Anguilla & Boat Racing: A Celebration of Culture & Tradition Unique to the Caribbean. Luxury Media, LCC. Retrieved from <https://www.luxurytravelmagazine.com/news-articles/anguilla-boat-racing-a-celebration-of-culture-tradition-unique-to-the-caribbean>
- 3 Anguilla-Beaches.com. 2018. Anguilla Boat Racing...THE National Sport. Retrieved from <https://www.anguilla-beaches.com/anguilla-boat-racing.html>
- 4 My Anguilla Vacation. 2014. Anguilla Sailing History. Retrieved from <http://myanguillavacation.com/anguilla-sailing-history/>
- 5 Anguilla-Beaches.com. 2018. Anguilla Boat Racing...THE National Sport. Retrieved from <https://www.anguilla-beaches.com/anguilla-boat-racing.html>
- 6 MDA 2018. Study Shows Megayacht Industry Thriving in South Florida. <http://www.marina-dockage.com/study-shows-megayacht-industry-thriving-south-florida/> Document Accessed March 19, 2018.
- 7 Portbooker.com (2008). Anchorage. Retrieved from <http://www.portbooker.com/us/marinas/dog-island/west-end-village/anguilla/>
- 8 Permenter, Paris & Bigley, John. 2001. Adventure Guide to Anguilla, Antigua, St. Barts, St. Kitts and St. Martin. Hunter Publishing, Inc.
- 9 WW 2018. What We do in Anguilla. Marine Parks and Mooring Areas. <http://whatwedoinanguilla.com/marine-parks-mooring-areas/> Downloaded on 24 March 2018.
- 10 Hoggarth, Daniel, 2001. Management Plan for the Marine Parks of Anguilla. Prepared for the organization of Eastern Caribbean States Natural Resource Management Unit St. Lucia.
- 11 IUCN 2018. Anguilla. The IUNC Red List of Threatened Species. <http://datazone.birdlife.org/country/anguilla> Downloaded on 24 March 2018.
- 12 ANT 2018. Anguilla National Trust. Protected Areas. <http://www.axanationaltrust.com/protected-areas/> Downloaded on 24 March 2018.
- 13 ANT 2018. Anguilla National Trust. Protected Areas. <http://www.axanationaltrust.com/protected-areas/> Downloaded on 24 March 2018.
- 14 Anguilla National Trust (2018). Terrestrial & Wetland Conservation. Retrieved from <http://www.axanationaltrust.com/terrestrial-wetland-conservation/>
- 15 Anguilla Talk (2018). Ponds. Retrieved from <http://www.anguillatalk.com/Nature/Ponds/index.htm>
- 16 Mitchell, Don. (2017) Chapter 1 Geology and Botany of Anguilla. Retrieved from <https://donmitchellcbeqc.blogspot.com/2017/07/chapter-1-geology-and-botany.html>
- 17 JNCC 2011. UK Overseas Territories and Crown Dependencies: 2011 Biodiversity Snapshot. Retrieved from http://jncc.defra.gov.uk/PDF/ot_biodiversity_anguilla.pdf
- 18 ANT 2018. Anguilla National Trust. Protected Areas. <http://www.axanationaltrust.com/protected-areas/> Downloaded on 24 March 2018.
- 19 Fauna & Flora International (2018). Countries Anguilla. Retrieved from <https://www.fauna-flora.org/countries/anguilla>
- 20 JNCC 2011. UK Overseas Territories and Crown Dependencies: 2011 Biodiversity Snapshot. Retrieved from http://jncc.defra.gov.uk/PDF/ot_biodiversity_anguilla.pdf
- 21 IUCN 2018. Anguilla. The IUNC Red List of Threatened Species. <http://datazone.birdlife.org/>



[/country/anguilla](#) Downloaded on 24 March 2018. BirdLife International (2018) Important Bird Areas factsheet: Merrywing Pond System. Downloaded from <http://www.birdlife.org> on 24/04/2018.

23 BirdLife International (2018) Important Bird Areas factsheet: Merrywing Pond System. Downloaded from <http://www.birdlife.org> on 24/04/2018.

24 JNCC 2011. UK Overseas Territories and Crown Dependencies: 2011 Biodiversity Snapshot. Retrieved from http://jncc.defra.gov.uk/PDF/ot_biodiversity_anguilla.pdf

25 IMAGE SOURCE: Anguilla Marine Protected Areas Presentation http://www.car-spaw-rac.org/IMG/pdf/Anguilla_Marine_Protected_Areas_presentation_st-martin_Nov_2013.pdf



Existing Marina Rates / Amenities





Marina locations (Bermuda north of map)



Marina Comparisons by Region

REGION: Caribbean

				Seasonal Rate /day /foot	Transient
Marina Name	Location	# of slips	Max Size of Slips (feet)	Season Cost per day / foot	Daily Cost/ Foot
Yacht Haven Grande	St. Thomas USVI	47	660		
Additional Info	(IGY); residential opportunity available; laundry nearby				
Christophe Harbour	St. Kitts	300	231+	\$2.25 - 3.75	\$4.00 - \$5.50
Additional Info	Ballast Bay Outfitters; expedited customs clearance; duty free fuel;				
Lagoon Marina	St. Maarten	30		\$0.42	\$1.25 - \$5.00
Blue Haven Marina (IGY)	Turks and Caicos	60	220		
Additional Info	private beach/outdoor activities/spa/business center/watersports				
Simpson's Bay Marina	St. Maarten	45	50	\$ 0.75	\$ 1.50
Yacht Club at Isle De Sol	St. Maarten	45	40'	\$ 6.25	\$ 7.75
Plaisance	St. Maarten	90	160' +	\$1.62 - \$5.23	\$2.75 - \$6.88
Additional Info	Casino; tennis courts;				
Marina Fort-Louis	St. Maarten	150	260'	\$.90 - \$3.60	\$2.60 - \$16
	Dinghy dock; fuel dock; dive shop onsite				
Green Turtle Clue Resort & Marina	Abaco, Bahamas	40	130'	\$ 1.25	\$ 1.75
Romora Bay Marina	Harbour Island, Bahamas	40	150'	\$1.25-2.00	\$ 2.50
Additional Info	golf/tennis/spa/fishing/catering/boat service				
Errol Flynn Marina	Jamaica	32	100'	\$.70 - \$2.00	\$.95 - \$2.25
Additional Info	helicopter pad/repairs/				

REGION: Bermuda

				Seasonal Rate /day /foot	Transient
Marina Name	Location	# of slips	Max Size of Slips (feet)	Season Cost per day / foot	Daily Cost/ Foot
The Princess Marina	Pembroke, Hamilton	60	30-75'		\$3-5
Fairmont Hotel Marina	George Town	38	20-100'		\$3.00 - \$5.00
St. George Super Yacht Dockage/ Town Docks	George Town Harbor, Bermuda	3	up to 300'		
Point Pleasant Marina	Hamilton, Bermuda	110			\$ 4.00
Royal Bermuda Yacht Club	Club				
Waterfront Marina	Hamilton, Bermuda	50	25-60		\$ 5.00
Pier 41	Royal Naval Boatyard	86	100'	\$.48 - 17.17	

Marina Comparisons by Region

REGION: Florida

				Seasonal	Transient
Marina Name	Location	# of slips	Max Size of Slips (feet)	Season Cost per day / foot	Daily Cost/ Foot
Sunset Harbour Yacht Club	Miami	125	35-150	\$ 2.00	\$6.00
Additional Information	fixed 65' bridge				
Bahia Mar	Ft. Lauderdale	250	up to 300	\$ 4.23	\$5.25
Additional Information	6 mo contract gives you metered electric .15/kilo & \$3.25/day rate				
Pier 66 Marina & Hotel	Ft. Laud	127	up to 290	\$ 4.75	\$5.50
Additional Informaion					
Epic Marina	Miami	10	300 +	\$ 3.33	\$5.00
Miami Beach Marina	Miami	400	30-250'	\$ 5.33	\$7.00
Additional Information	seasonal electric is \$300/50amp cord/mo or \$850/100amp cord/mo				
Turnberry Marina/Yacht Club	Aventura	117	40-150		
Additional Information	private club/membership required				
Sunrise Harbor	Ft. Lauderdale	22	up to 200	\$ 4.50	\$4.25
Additional Information	Club room, climate-controlled wine room, business center, tennis courts - apartments				
Halifax Harbor Marina	Daytona Beach	550		\$ 0.40	\$1.70
Additional Information	annual rates available/ storage available/boater's lounge/ there is a 'live aboard' fee				
Regatta Pointe Marina	Palmetto	350	20-120		
Additional Information	shuttle/full live aboard facilities/ boat lifts available				



FREEHOLD MARINA BERTHS

BERTHS FROM \$1.875
TO \$2.8 MILLION

Offering the world's only freehold superyacht berths, ownership at Christophe Harbour allows you to lease the property whenever you choose and provides unique longterm value.



CUSTOM HOMESITES

FROM \$700,000 TO \$7.9 MILLION

Whether you prefer the dramatic panoramas of hillside living, the privacy of an intimate bluff, or the peaceful tranquility of harbourfront and beachfront locations—Christophe Harbour has the ideal site for designing and building your premier home.





THE MARINA

CHRISTOPHE HARBOUR

SEASON 2017 - 2018 BERTH RENTAL RATES

VESSEL LENGTH (FT)	1-3 NIGHTS	4 - 7 NIGHTS	8 - 30 NIGHTS	31 + NIGHTS	NOVEMBER
50' - 85'	\$4.00	\$3.75	\$2.75	\$2.50	\$2.25
86' - 120'	\$4.50	\$4.00	\$3.00	\$2.75	\$2.25
121' - 170'	\$5.00	\$4.50	\$3.50	\$3.25	\$2.50
171' - 230'	\$5.25	\$4.75	\$3.75	\$3.25	\$2.50
231' +	\$5.50	\$5.00	\$4.00	\$3.75	\$2.50

**For special rates for stays longer than 60 days, please contact our Director of Yachting at +1 869.465.9755.*

USAGE & FEES

ELECTRICITY	\$0.54 PER KWH
WATER	\$0.17 PER US GAL
GARBAGE	\$10.00 / NIGHT
SECURITY	5% OF DOCKAGE
ADMIN/CREDIT CARD	5% OF INVOICE

DEPOSITS

Dockage reservations require a 50% deposit at the time of booking. The deposit is applied towards your dockage upon your request or final departure.

INVOICING

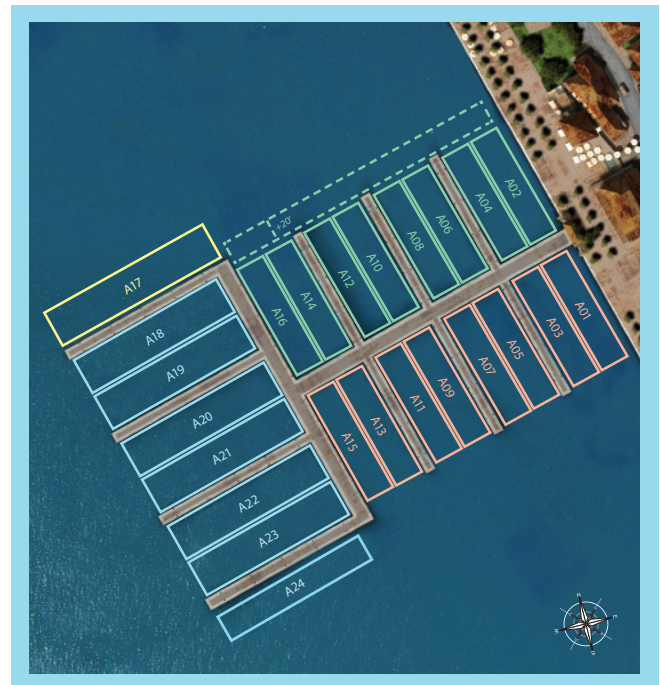
Dockage is determined by a vessel's given rate per linear foot multiplied by nights of stay. Dockage rates are exclusive of utility, garbage, water, security, and admin charges. Every vessel will be presented with an invoice at departure. A valid credit card must be provided at arrival which authorizes the marina to settle all outstanding invoices.

CANCELLATION POLICY

Cancellations prior to 72 hours before arrival warrant a full deposit refund. No refund will be issued if cancellation occurs after stated deadline.

ARRIVALS

Upon arrival, a completed berthing agreement and copies of: ship registry, insurance info, crew/passenger list, captain's passport, and valid credit card/security deposit are required.



CHANGE POLICY

Changes in the length or dates of your reservation must occur within 24 hours of said change. Changes after this deadline will result in 1 night dockage fees and cancelled reservation.

CONTACT

Marina Office VHF 71
 +1 869.465.9755
marina@christopheharbour.com
www.christopheharbour.com



SOS STATIONS WITH LIFE RING W/ 40' LINE, ABC FIRE EXTINGUISHER AND EMERGENCY FUEL SHUT OFF



MUSTER STATION (KIOSK)



FIRE HYDRANT W/ HOSE



LADDER

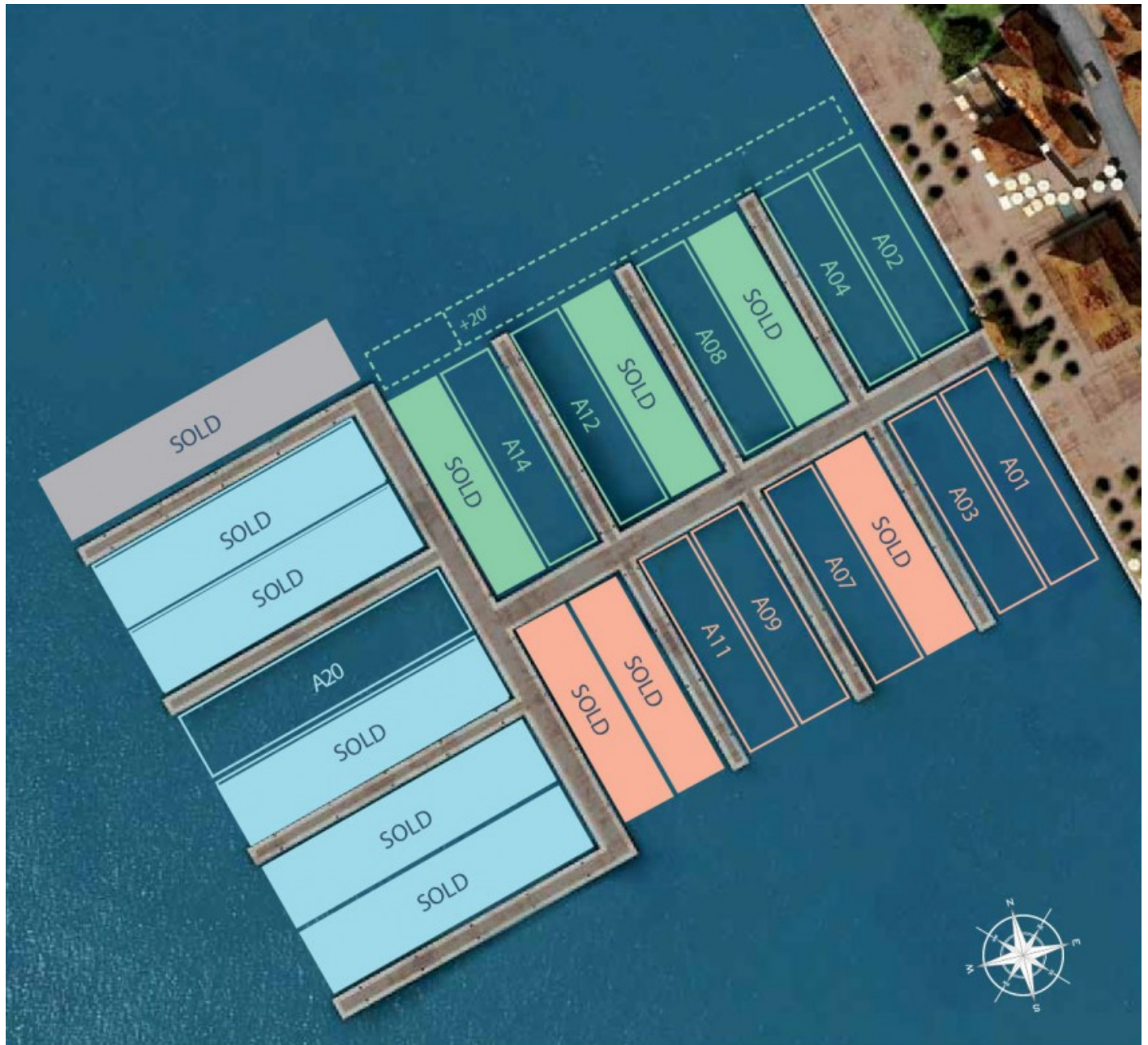


PORTABLE FIRE CART

*DEFIBRILLATOR LOCATED AT THE MARINA GATEHOUSE

AVAILABLE BERTH LISTINGS & PRICING

The Marina at Christophe Harbour has a limited offering of freehold, alongside berths from 150 - 220 ft. available for purchase.



150'/45m Berths (for vessels from 100' to 150')

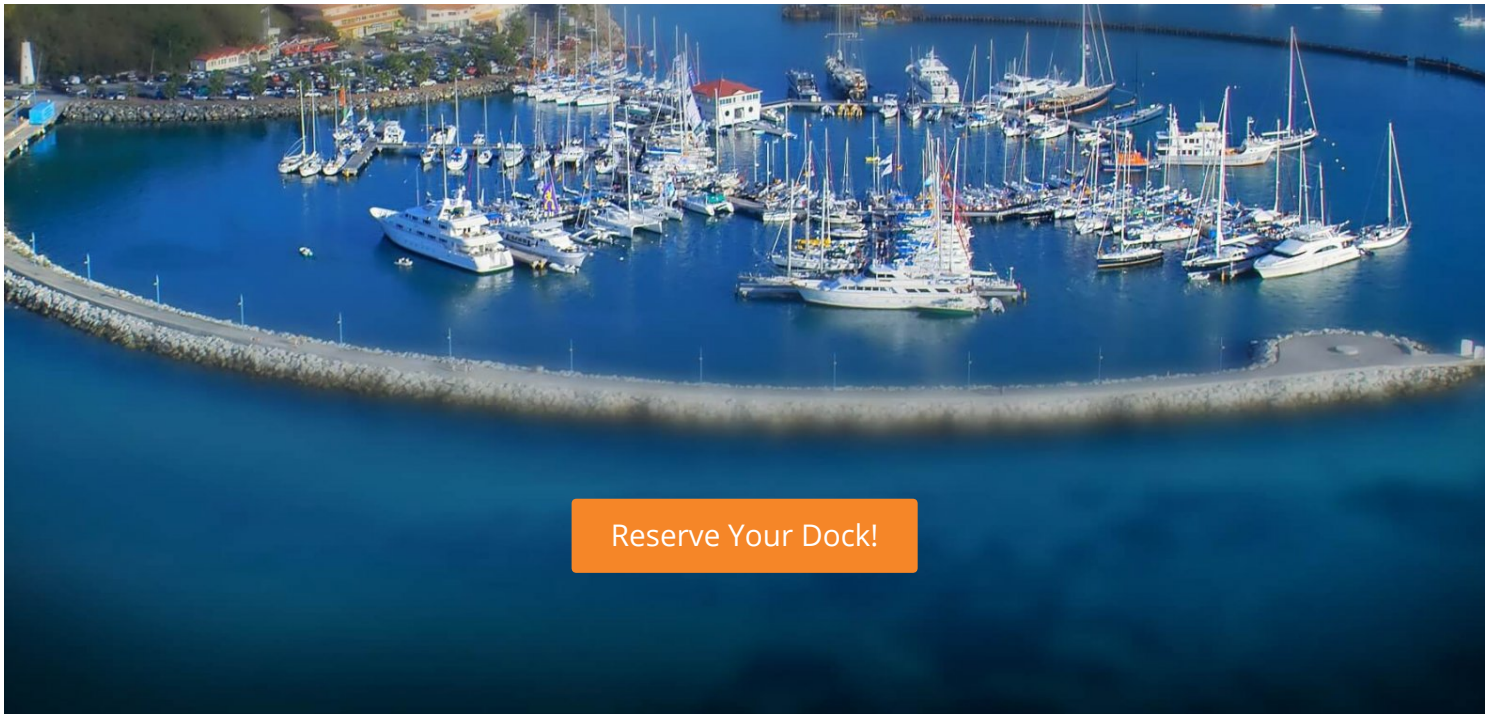
BERTH	WIDTH	DRAFT	PRICE
A01	45ft/14m	18.5ft/5.6m	\$2,000,000
A03	45ft/14m	18.5ft/5.6m	\$2,000,000
A07	40ft/12m	18.5ft/5.6m	\$1,875,000
A09	40ft/12m	18.5ft/5.6m	\$1,875,000
A11	45ft/14m	18.5ft/5.6m	\$1,875,000

New 150' + 20' Berths
(for vessels 100' to 170'; Max LOA is 170'/50m)*

BERTH	WIDTH	DRAFT	PRICE
A02	45ft/14m	15.5ft/4.7m	\$2,250,000
A04	45ft/14m	15.5ft/4.7m	\$2,250,000
A08	40ft/12m	15.5ft/4.7m	\$2,000,000
A012	40ft/12m	15.5ft/4.7m	\$2,000,000
A014	40ft/12m	15.5ft/4.7m	\$2,000,000

200'/60m Berths (for vessels 170' to 200')

berth	width	draft	price
A21	50ft/15m	18.5ft/5.6m	\$3,500,000



Reserve Your Dock!

Life at the Marina

The marina is just a few steps away from shops and restaurants.
Check what's going on:



News



Around The Marina



Regular Events

News

Services

The Marina

Useful Info

Contact Us





(<http://www.lagoon-marina.com>)

Relax or ready up in an old fashioned friendly atmosphere

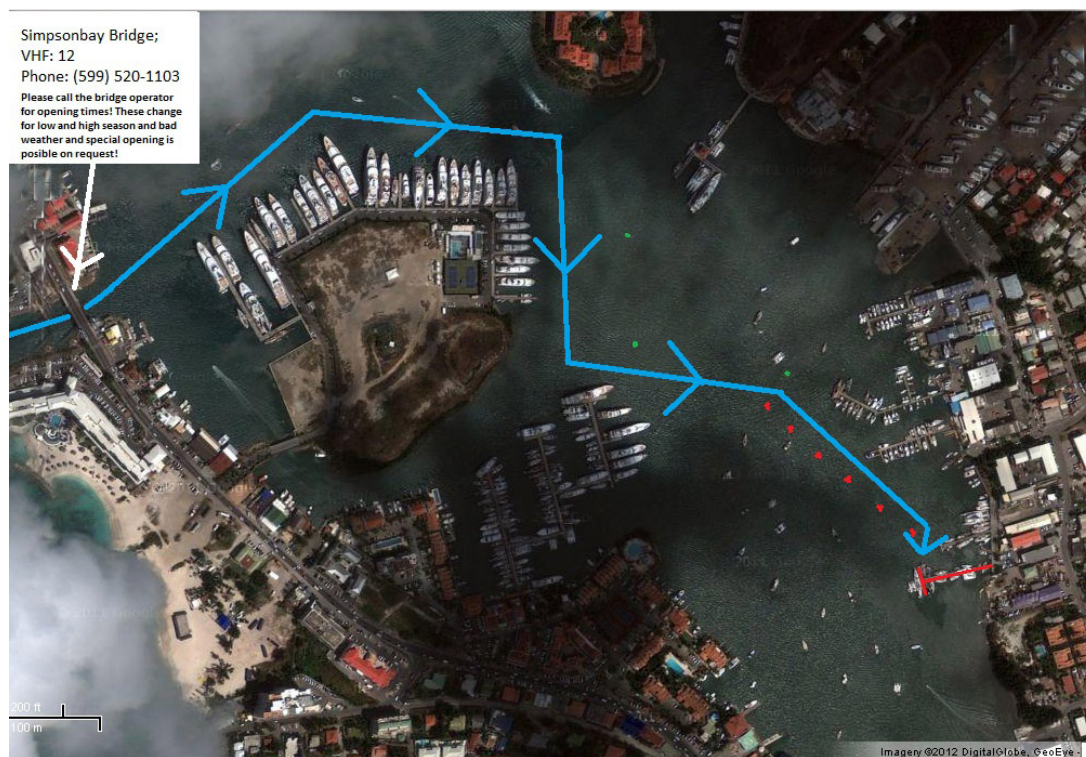
Search...

Find

Marina Info

Location

The marina, in Cole Bay Lagoon, (the eastern end of lagoon in Dutch St. Maarten) is conveniently located between Island Water World and Budget Marine and we are within a stones throw of most of the major marine services and suppliers for electronics, electrics, sails and rigging, refrigeration, engines, machine and engineering shop and more. From the marina there is close and easy access to the finest supermarkets, restaurants, hotels, and night life by road or by water.



([http://www.lagoon-](http://www.lagoon-marina.com/contact-us/lagoon-marina-by-boat/)

[marina.com/contact-us/lagoon-marina-by-boat/](http://www.lagoon-marina.com/contact-us/lagoon-marina-by-boat/))

Slips

We have 30 spaces at the marina and more dockage available on our Tri Marine docks.

Services Available at Lagoon Marina

- Apartment rental short and long term
- Sail maker
- Wood shop



(<http://www.lagoon-marina.com>)

Relax or ready up in an old fashioned friendly atmosphere

Search...

Marina Rates

Lagoon Marina Dock Rates

Daily: \$1.25 per foot per day.

Weekly: \$5.00 per foot per week.

Monthly: \$12.50 per foot per month.

Multihulls and Non Raft-Ups are 1.5 x the normal rate.

*5% tax included

*Monthly rate in high season (1st November until 1st June) for max one month! After the first month we charge 1.5 x the monthly rate.

Additional Amenities:

\$3.00,- Shower tokens available at the marina office.

Low season rates:

From 1 July until 1 November, we offer low season specials. Rate for monthly dockage \$ 10.- per ft. per month.

To insure best possible safety, only 5 to 6 boats can be accommodated during hurricane conditions!

Hurricane conditions apply:

*No steel or Ferro-cement boats, max. length 60 ft.

*Boats need to have third party insurance (on file in the marina).

*The marina takes no responsibility for damage to the dock or other boats. Boat owner has to sign for his liability.

*If boat owner wants to move his boat from the dock during hurricanes, he has to be there or appoint another person to move the boat (address and tel.nr onfile in the marina). The marina management decides when boats need to be moved off the dock timely in case of hurricane thread. Owner or representative must remove boat from dock when requested by marina management.

*If boat owner wants to leave his boat on the dock during hurricane season, while off island, the boat needs to be moored as if hurricane conditions are expected.

*Marina reserves the right to move or evacuate any unattended vessel at owners sole risk and expense if the above conditions are not executed. Owner shall be responsible for any losses, damages or expenses incurred by the Marina as a result of owners failure to comply with any such requests.

[SHARE](#) [f](#) [t](#) [e](#) ...

(<http://addthis.com/bookmark.php?v=250>)

Lagoon Marina

Wellington Road #33-35

Cole Bay

Sint Maarten

Contact

E-mail: info@lagoon-marina.com

Tel : +1721-544-2611

Fax: +1721-544-2611

Skype: lagoon.marina

Directions by boat or land (<http://www.lagoon-marina.com/index.php/contact-us/>)

Office Hours

Monday to Friday

8:00am to 10:00am

3:00pm to 5:00 pm

Saturday on Call/Request

Sunday Closed



CARIBBEAN'S PREMIERE MEGAYACHT CENTER

Luxury yachts demand five star service. Professional crew deserve it, too.

Nearly half the marina's alongside and Mediterranean-style berths welcome all types of vessels that are attracted to this first class facility by its superior service and proximity to a superb range of technical services for maintenance, repair, and refit that have established SXM as one of the Caribbean's premier service centers in the Caribbean.

The perfect complement to the Yacht Club's sophisticated profile, for every berthing visitor (passengers, captains and crew) who are afforded full guest privileges at the Princess Port de Plaisance Hotel & Casino, a world-class resort, with first-class facilities.

SINT MAARTEN | DUTCH CARIBBEAN



ALONG SIDE RATES | WINTER SEASON 2016 - 2017

UTILITY RATES

Short-term	Long-term
Power \$0.49 per KW	Power \$0.46 per KW
Water \$0.18 per Gallon	Water \$0.16 per Gallon

NOVEMBER

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$2.00	\$2.00	\$1.65
51-79ft	\$2.00	\$2.00	\$2.00
80-119ft	\$2.00	\$2.00	\$2.00
120-159ft	\$2.00	\$2.00	\$2.00
160ft +	\$2.00	\$2.00	\$2.00
T-Dock	\$2.00	\$2.00	\$2.00

DECEMBER

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$2.89	\$2.78	\$1.73
51-79ft	\$3.68	\$3.57	\$2.68
80-119ft	\$4.99	\$4.73	\$3.68
120-159ft	\$5.51	\$5.25	\$3.94
160ft +	\$6.04	\$5.78	\$4.46
T-Dock	\$6.56	\$6.30	\$4.99

JANUARY

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$3.03	\$2.92	\$1.82
51-79ft	\$3.85	\$3.74	\$2.81
80-119ft	\$5.23	\$4.95	\$3.85
120-159ft	\$5.78	\$5.50	\$4.13
160ft +	\$6.33	\$6.05	\$4.68
T-Dock	\$6.88	\$6.60	\$5.23

FEBRUARY

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$2.75	\$2.65	\$1.65
51-79ft	\$3.50	\$3.40	\$2.55
80-119ft	\$4.75	\$4.50	\$3.50
120-159ft	\$5.25	\$5.00	\$3.75
160ft +	\$5.75	\$5.50	\$4.25
T-Dock	\$6.25	\$6.00	\$4.75

MARCH

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$2.75	\$2.65	\$1.65
51-79ft	\$3.50	\$3.40	\$2.55
80-119ft	\$4.75	\$4.50	\$3.50
120-159ft	\$5.25	\$5.00	\$3.75
160ft +	\$5.75	\$5.50	\$4.25
T-Dock	\$6.25	\$6.00	\$4.75

APRIL

ALONG SIDE	SILVER	GOLD	PLATINUM
Days	0-3 Days	4-7 Days	8-30 Days
0-50ft	\$2.75	\$2.65	\$1.65
51-79ft	\$3.50	\$3.40	\$2.55
80-119ft	\$4.75	\$4.50	\$3.50
120-159ft	\$5.25	\$5.00	\$3.75
160ft +	\$5.75	\$5.50	\$4.25
T-Dock	\$6.25	\$6.00	\$4.75

2016 Rodney Bay Marina Rates

ALL PRICES LISTED AS USD/XCD

TRANSIENT VESSELS	0'-50'	51'-79'	OTHER VESSELS	>80' ALONG DOCK
Daily	\$0.80/\$2.14	\$0.85/\$2.27	Bronze 0-7 days	\$1.59/\$4.25
Weekly	\$0.69/\$1.84	\$0.74/\$1.98	Silver 8-29 days	\$1.40/\$3.74
Monthly	\$0.64/\$1.71	\$0.69/\$1.84	Gold 30-49 days	\$1.30/\$3.47
Annual	\$0.55/\$1.47	\$0.55/\$1.47	Platinum 50+ days	\$1.20/\$3.20

Catamarans are charged a 50% surcharge over the above price.

MEGA YACHT	80'-120'	121'-180'	>180'	>251'
Bronze 0-7 days	\$3.00/\$8.01	\$3.25/\$8.67	\$4.25/\$11.35	\$4.75/\$12.68
Silver 8-29 days	\$2.75/\$7.34	\$3.00/\$8.01	\$4.00/\$10.68	\$4.50/\$12.02
Gold 30-49 days	\$2.50/\$6.68	\$2.75/\$7.34	\$3.75/\$10.01	\$4.25/\$11.35
Platinum 50+ days	\$2.25/\$6.01	\$2.50/\$6.68	\$3.50/\$9.34	\$4.00/\$10.68

MOORING BUOYS	2016	TRANSIENTS	2016
Daily/Weekly	\$0.45/\$1.20	Hourly	\$10.00/\$26.70
Monthly	\$0.40/\$1.07	Transient Drop off/Pick Up	\$50.00/\$133.50
Seasonal/Annual	\$0.35/\$0.93	Local Drop off/Pick Up	\$75.00/\$200.25
		Canoes	\$10.00/\$26.70



UTILITIES	2016
Water per Gallon	\$0.15/\$0.40
Min. charge 100 Gal.	\$15.00/\$40.05
Electricity per kWh	\$0.70/\$1.87
Min. charge 10 kWh	\$7.00/\$18.69

Utilities are metered with a minimum charge which must be paid in advance for vessels under 80'. A \$0.05 USD/\$0.13 XCD per kWh surcharge applies to electricity charges.

GUARANTEES

Marina cannot guarantee dockage between December 1st and March 1st if a reservation has not been confirmed in writing regardless of what package the vessel may be signed up for. All changes to tentative schedules must be sent to the marina 7 days prior to departure or arrival.

DISCLAIMER

Rates are subject to change without notice. Rates are per foot per night based on length overall of the vessel.

IMPORTANT INFORMATION

- An environmental fee will be added to all invoices
- Marina checkout time is 12:00 noon; the hourly rate will apply for late checkouts
- All fuel, oil and pump out services (waste oil and black/grey water) must be arranged through the marina office.
- Do NOT plug into any electric pedestals until such time as the Dock Master has approved it as each pedestal has different voltage options. The marina will not be responsible for any damage to your vessel caused by hooking up to the wrong voltage.
- Marina welcome packages contain useful information about your arrival and departure, the island of St. Lucia, and our marina; download guide at www.igymarinas.com/marinas/marina-information
- Rates valid from 1st January 2016 - 31st December 2016



YACHT HAVEN GRANDE ST THOMAS

St. Thomas, U.S. Virgin Islands

Yacht Haven Grande St. Thomas is the premier marina facility for megayachts within the Caribbean. The spectacular facility encompasses a 46-slip megayacht marina complemented by 80,000 square feet of retail space, exciting dining and entertainment options and seaside residences. Services include beautifully appointed marina facilities dedicated to crew, owners, and guests including nearby access to the island's best nautical provisioning, catering, laundry, fitness center and ships' chandlery.

FEATURES

47 Slips
Vessels 90 - 660 feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool
Promenade with Boutiques /
Restaurants

24 Hour Security

Electric 50 AMP
\$15/day

Electric 100 AMP
\$45/day

DoubleTree by Hilton Hotel

Seasonal Rate
Transient Rate



YACHT HAVEN GRANDE

5304 Yacht Haven Grande
St. Thomas, USVI 00802
340-774-9500
www.yachthavengrande.com



SIMPSON BAY MARINA

St. Maarten

This world-class destination marina offers an outstanding range of on-site conveniences for luxury boat and mega yacht owners, their guests and crew members. Simpson Bay Marina features 120 slips and accommodates vessels up to 180 feet with a max 15 foot draft and boasts the highest quality services and amenities expected at a luxury yachting marina.

The marina is located just a few miles from the newly modern built Princess Juliana International Airport and French & Dutch Duty Free shopping abounds everywhere as the island is both duty free and a tax free port.

FEATURES

120 Slips
Vessels 50 - 80+ feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool
Promenade with Boutiques /
Restaurants

24 Hour Security

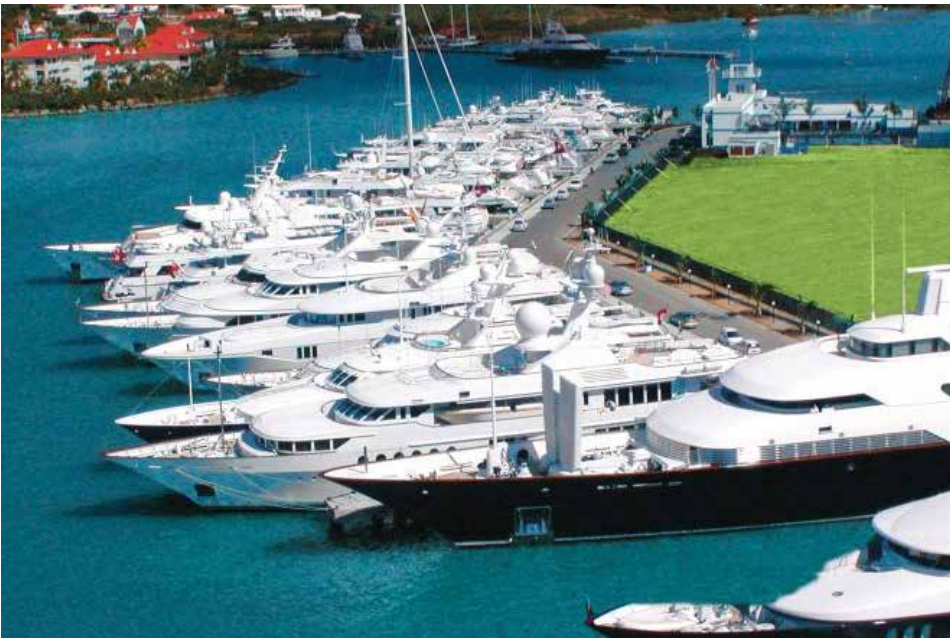
Electric 100 AMP

DoubleTree by Hilton Hotel

Seasonal Rate
\$0.75 - 4.00/ft/day

Transient Rate
\$1.50 - 5.00/ft/day

PO Box 4540
Phillipsburg, St. Maarten, DC
721-544-2309
www.igy-simpsonbay.com



THE YACHT CLUB AT ISLE DE SOL

St. Maarten

Isle de Sol is located in the midst of Simpson Bay, a quaint however busy area of commerce that offers a complete range of services and products – including restaurants and hotels to stunning beaches and water sports.

The Yacht Club at Isle de Sol offers a secure, gated entrance with a private bridge leading to 45 slips. Exclusively designed for the mega yacht industry during charter transitions or while visiting St. Maarten, Yacht Club Isle de Sol accommodates yachts ranging from 80 to 360 feet with max 20 foot draft. Each perfectly constructed concrete slip offers amenities that include grade A fuel, water, 220, 380, 480v single or 3-phase power supply, free satellite TV and free high speed wireless internet.

A professional and knowledgeable dock staff is available seven days a week to help provision and provide any services, amenities or requirements requested.

FEATURES

45 Slips
Vessels 80 - 360 feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool

Boutiques / Restaurants

24 Hour Security

Electric 50 AMP
\$15/day

Electric 100 AMP
\$45/day

Hotel

Seasonal Rate
\$6.25/ft/day

Transient Rate
\$7.75/ft/day

Airport Road, Simpson Bay
St. Maarten, DC
T721-544-2408
www.igy-isledesol.com



FAIRMONT HAMILTON PRINCESS

Hamilton, Bermuda

The newly constructed Fairmont Hamilton Princess - part of a more than \$90 million redevelopment project - has by far the best facilities existing in Bermuda with a series of adjustable concrete docks creating an inner basin and more than 800 feet of concrete breakwater for mega yachts. The connected hotel was recently renovated and includes a long list of amenities on-site including a spa and shopping. The Princess Marina contains 59 berths, ranging in size to accommodate pleasure craft and tournament fishing boats, as well as super yachts and is the only full service marina in Bermuda with integrated pump-out facilities, custom metered electrical service and water distribution. Floating docks have high freeboard and are concrete for permanence and stability. Full length fingers offer berth sizes ranging from 30 to 75 feet and are available on annual leases with the option of monthly payments or daily use for those visiting Bermuda. The southern breakwater of the marina is 500 feet and the western breakwater is 300 feet, allowing the marina to accommodate super yachts of 500 feet or more. The average water depth is 40 feet.

FEATURES

Seasonal Rate
\$4.25/ft/day

Transient Rate
\$3 - 5/ft/day

60 Slips
30-75'
Vessels up to 250'

Pumpout
Wireless Internet
Satellite TV (fee)

Laundry at Hotel
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool

24 Hour Security

Electric 50 & 100 AMP
\$0.40/kilowatt/hour

Fairmont Hamilton Princess Hotel



76 Pitts Bay Road
Pembroke Hamilton Bermuda
LAT 32° 17' • LON 64° 47'
441-705-7431
www.fairmont.com/hamilton-bermuda



POINT PLEASANT MARINA

Royal Bermuda Yacht Club, Hamilton, Bermuda

The docks at the Royal Bermuda Yacht Club in the center of Hamilton has almost 1000 feet forming a rectangle to the south of the old docks enclosing 110 new floating docks. Facilities for guest yachts on the outside of the camber allow 30 - 100 amp, 125 - 240 volt, single and three phase electrical service. Pump out facilities, laundry and club restaurant and supply services are available. Facilities for tenders from anchored yachts are also available.

FEATURES

110 Slips

Water
Pumpout

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool

24 Hour Security

Electric 50 AMP
\$30/day

Electric 100 AMP
\$50/day

3 Overnight Rooms
Yacht Club

Seasonal Rate
N/A

Transient Rate
\$4/ft/day



#15 Point Pleasant Road
Hamilton HM DX, Bermuda
441 295 2214
www.rbyc.bm



BAHIA MAR RESORT AND YACHTING CENTER

Fort Lauderdale, Florida

The Bahia Mar Resort and Yachting Center is a Hotel and Marina destination in the heart of Fort Lauderdale, Florida. The property features a Hilton Hotel complete with restaurants, shops, swimming pool, tennis and is directly across the street from a pristine sand beach along the shore of the Atlantic Ocean.

The marina offers 250 slips capable of handling vessels up to 300 feet along its 3,000 foot parallel dock and more than 5,000 feet of floating docks. This facility offers High Speed fueling, free WiFi, cable television, in slip sanitary pump-out, a marine store, dive shop, a marine maintenance provider and full access to all of the amenities located within the property and the Hotel. Bahia Mar is also the home of the world renowned Fort Lauderdale International Boat Show.

FEATURES

250 Slips
Vessels up to 300 feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool

Lit Garage Parking
24 Hour Security

Electric 50 AMP
\$15/day

Electric 100 AMP
\$45/day

Doubletree by Hilton Hotel

Seasonal Rate
\$4.25/ft/day

Transient Rate
\$5.25/ft/day



BAHIAMAR

801 Seabreeze Boulevard
Fort Lauderdale, FL 33316
LAT 26° 6' 42" • LON -80 6' 17"
954-627-6309 • 800-755-9558
www.bahiamaryachtingcenter.com



EPIC MARINA

Miami, Florida

As the only Marina Hotel in Miami, EPIC has earned its place in the Miami yachting community. Located where Biscayne Bay meets the Miami River, EPIC's 900 linear-foot, full service, dock accommodates mega-yachts over 300 feet for the night or an extended stay. On land, luxury awaits marina guests in the form of EPIC Hotel, including a 16th floor pool deck, restaurants and lounge. The expertly appointed guestrooms, suites and event space provide a true Miami style experience situated along the Miami waterfront with bridge free access to the ocean. Services include dedicated parking for crew, yacht catering, daytime and dinner docking, pump-out and access to hotel amenities for overnight guests.

FEATURES

10 Slips
Vessels up to 300 feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Fitness Center
Heated Pool

Lit Garage Parking
24 Hour Security

Electric 50 AMP
\$30/day

Electric 100 AMP
\$60/day

EPIC Hotel

Seasonal Rate
\$3.33/ft/day

Transient Rate
\$5.00/ft/day

EPIC
MIAMI
A KIMPTON® HOTEL

250 Biscayne Boulevard Way
Miami, Florida 33131
LAT 26° 6' 42" • LON -80° 6' 17"
P: 305 400 7489 • F: 305 372 8213
www.epicmarina.com



MIAMI BEACH MARINA

Fort Lauderdale, Florida

The Miami Beach Marina's 400 slips along more than 1000 feet of floating concrete dock and finger piers accommodate boats up to 250 feet is located in what is called the "Gateway to the Caribbean." Guest dockage rates between \$4 and \$7 slips make Miami Beach Marina comparatively affordable. Although not affiliated with a hotel or yacht club this premium location with no fixed bridges and deep water provides access to the ocean in less than 5 minutes and steps from the nightlife and shopping of South Beach.

FEATURES

400 Slips
Vessels up to 250'

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Heated Pool

Lit Garage Parking
24 Hour Security

Electric 50 AMP
\$10/day

Electric 100 AMP
\$30/day

Seasonal Rate
\$5.33/ft/day

Transient Rate
\$7.00/ft/day



300 Alton Road
Miami Beach, FL 33139
LAT 25° 46' 22" • LON -80 8' 22"
305-673-6000
www.miamibeachmarina.com



SUNRISE HARBOR

Fort Lauderdale, Florida

Sunrise Harbor offers anchorage and luxurious amenities that the mega-yacht market has come to expect and rely upon. Their exclusive mega-yacht facility is located on the Intracoastal Waterway at Sunrise Boulevard.

The 850,000 square foot development we offer an uncompromising full-service mega-yacht marina, along with a luxurious residential community comprised of 352 rental apartments in two beautiful towers, 16 guest suites and 7,000 square feet of retail frontage, for those who insist on the best.

Amenities for the Marina include a controlled-access garage, 24-hour valet parking, concierge service, Club Room, climate-controlled wine room, business center, health and fitness center, spa, tennis courts, and two heated pools.

The private 22-slip marina has 2,500 feet of parallel dockage accommodating yachts up to 200 feet in length, and is constructed of heavy concrete floating docks. The facility is directly across the Intracoastal Bridge from beautiful Fort Lauderdale Beach, adjacent to the chic Galleria Mall, and within walking distance to first class restaurants, shops, movies and parks.

FEATURES

22 Slips
Vessels up to 200 feet

Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathroom w/ Showers

Marine Store

Fitness Center
Heated Pool

Valet Parking
24 Hour Security

Electric 50 AMP
\$.12/kwh

Hotel

Seasonal Rate
\$4.50/ft/day

Transient Rate
\$4.25/ft/day



1030 Seminole Drive
Fort Lauderdale, FL 33304
LAT 26° 08' 03" • LON 80° 06' 53"
P: 954-667-6720 • F: 954-667-6730
www.sunriseharbormarina.net



PIER 66 MARINA

Fort Lauderdale, Florida

Pier Sixty-Six Marina in Fort Lauderdale has reopened with a brand new facility offering a combination of both fixed and floating concrete docks. Pier Sixty-Six hosts some of the world's largest and most prestigious yachts to sail the seas. Adjacent to Port Everglades on the Intracoastal Waterway, the 127-slip marina offers a variety of services just minutes from the Atlantic Ocean. These locations have also remained successful due in part to their immediate access to bridge free, deep water.

FEATURES

127 Slips
Vessels up to 290 feet

Fuel
Water
Pumpout

Wireless Internet
Cable TV

Laundry
Bathroom w/ Showers
Tennis Courts
3 Swimming Pools

Six Restaurants

Lit Garage Parking
24-Hour Security

Electric 50 AMP
\$15/day

Electric 100 AMP
\$45/day

Hyatt Regency Hotel

Seasonal Rate
\$4.75/ft/day

Transient Rate
\$5.50/ft/day



2301 Southeast 17th Street
Fort Lauderdale, FL 33316
LAT 26°6'6" • LON80°7'4"
954-728-3578
www.lxrluxurymarinas.com



BLUE HAVEN MARINA

Turks and Caicos Islands

Blue Haven is a brand new marina in Turks and Caicos ideally located on the northeastern coast of Providenciales only 575 miles southeast of Miami as the Gateway into the Caribbean. Marinas guest have the convenience of access to the Blue Haven Resort facilities and amenities.

Blue Haven Marina is an official port of entry and open for both short-term and long-term berthing. The channel depth when entering the marina is 8.5 feet at low tide, and we offer slips for yachts up to 220 feet. Premium fuel services are available with low sulphur diesel and gasoline available.

Blue Haven Marina is an Island Global Yachting (IGY) destination.

FEATURES

60 Slips
Vessels up to 220 feet

Fuel
Water
Pumpout

Wireless Internet
Satellite TV

Laundry
Bathrooms/Shower
Marine Store

Fitness Center
Heated Pool

24-Hour Security

Electric
50 AMP
100 AMP

Hotel On-Site

Seasonal / Transient
Dockage Rate N/A



Marina Road, TKCA IZZ
Turks & Caicos Islands
LAT 21° 49' 7" • LON 72° 8' 50"
855-756-7519
www.bluehaventci.com

Articles / Press

Articles and Reference Materials

- Bunkering and Berthing Incentives Launch Yachting Season at Christophe Harbour by Katherine in Community, Marina, St. Kitts, Yachting
- Christophe Harbour: Caribbean's next premier yachting destination; posted 8/17/17 on boat-international.com
- St. Kitts and Nevis supports yachting development from Superyacht News
- Top 10 emerging superyacht marinas to compete with the elite written by Nathan Bees & last updated 13/12/2017
- Is the Best Superyacht Marina in Monaco, Miami, Maui, or ...Montenegro? By Bill Springer in forbes.com 02/27/2017
- Pleasure Boat International Resource Guide 2018 Edition—Reference the Caribbean summary
- Anguilla Provides Quiet Oasis In the Caribbean from forbes.com 12/18/2015
- Ranking: The World's 15 Most Expensive Marinas



Bunkering and Berthing Incentives Launch Yachting Season at Christophe Harbour

By Katherine in [Community](#), [Marina](#), [St. Kitts](#), [Yachting](#)



From now through the end of April, the state-of-the-art destination marina and resort community at Christophe Harbour on the southeastern peninsula of St. Kitts is offering special bunkering and berthing rates to visiting yachts.

Incentives include:

- Bunkering yachts purchasing 15,000 gallons or more will receive two complimentary nights at The Marina at Christophe Harbour. Those purchasing 3,000 gallons will receive one night free of charge.
- Competitive berthing rates from \$2.50 - \$5.00 per ft to moor at one of The Marina's 24 alongside berths, depending on length of stay and size of vessel.

Core to the Marina's infrastructure is fast, efficient fuelling. Dispensing 125 gallons per minute of SOL-supplied ultra-low sulphur diesel, Christophe Harbour offers competitive, tiered pricing typically starting from \$0.70 per litre / \$2.70 per US gallon.

To deliver a full tank requires just 24 hours' notice. "If we say we are ready to pump at 9:00 am, we are ready at 9:00 am," says Aeneas Hollins, Director of Yachting.



The Marina at Christophe Harbour can accommodate yachts from 15m to 91m (50 to 300ft), drawing up to 5.6m, with beams stretching to 18m. A fully-monitored single access point and 24-hour security ensures The Marina at Christophe Harbour is one of the safest in the region.

Christophe Harbour's location within the Caribbean's longest leeward fully sailable stretch offers excellent sailing conditions. Islands such as Antigua and St Maarten are some 50 nautical miles away and St Barths is only 35 miles from St Kitts' northern end as is Saba, the diving mecca.

Primarily a destination marina, services at Christophe Harbour include provisioning, concierge services, VIP guest services and tailored itineraries, day-to-day yacht services and maintenance and crew accommodation.



The marina's dedicated crew concierge has established special partnerships for crew discounts and frequently hosts crew excursions and events. The special crew beachside area is one of the island's best spots for sundowners, often with live music, and is kitted out with a bar, barbecue, volleyball and horseshoe courts. A courtesy shuttle bus is on hand, and reliable, high-speed WiFi keeps everyone connected.

Special VIP clearance onsite ensures an expedited arrivals process. For those arriving or departing by air, the international airport's private terminal, [YU Lounge](#), is only 15 minutes away by car.

“It is my favorite time of the year as the season starts up again. With Christophe Harbour's extensive programming and new facilities just opened such as the [Park Hyatt St. Kitts Christophe Harbour](#), there is lots more to experience here in the Eastern Caribbean, not least some fine Kittitian hospitality,” concludes Hollins.

[Contact](#) the Marina office today on VHF 71, via phone at +1 869 465 9755, or via email at marina@christopheharbour.com.

📍 Tags: [bunkering](#), [sailing](#), [yu lounge](#), [airport](#), [community](#), [park hyatt](#), [superyachts](#), [yachting](#), [events](#), [marina](#), [st kitts](#), [park hyatt st kitts](#), [island](#), [christophe harbour](#)

CATEGORIES

[All Categories](#)

[Adventure](#)

[Beach](#)

[Christophe Harbour Foundation](#)

[Community](#)

[Dining](#)

[Events](#)

[Golf](#)

[Hotel](#)

[Marina](#)

[Memories](#)

[Nature and Environment](#)



Christophe Harbour: the Caribbean's next premier yachting destination

17 AUGUST 2017 BY EDITOR

The Caribbean boasts an extraordinary variety of spots where superyacht owners and charterers can experience both luxury and nature at its finest. Discover what Christophe Harbour has to offer for those heading to the lush island of St Kitts.

Among adventurers, there's a certain feeling when looking out over the horizon. A feeling of not wanting to just experience a new location, but to create something from it. With Caribbean islands such as St Barths, Antigua and St Lucia firmly established as yachting destination, one might ask themselves, "where next?"



CHRISTOPHE HARBOUR: THE CARIBBEAN'S NEXT PREMIER YACHTING DESTINATION

Explore the beauty of St Kitts in the height of luxury

This is exactly what Charles P. “Buddy” Darby, founder of Christophe Harbour, thought when he first saw the untouched landscape of St. Kitts’ southeastern Peninsula more than a decade ago. Since then, he’s transformed the property, adding a luxury community, world-class amenities, and what some may call its most impressive feature, the marina, a state-of-the-art harbour that caters to the specific needs of superyachts and luxury yachtsmen, including the largest fuel farm dedicated to a marina available in the Eastern Caribbean.



The marina village will offer high end boutiques, cafes and residences for yachting guests, marina services, fitness centre and crew lounge.

With three decades of experience in the real estate development market, Darby is most known for spearheading successful projects like Kiawah Island in South Carolina and The Lodge at Doonbeg in Ireland, though it's not a secret that he is passionate about yachting. "I started sailing at an early age," he says. "I currently own the [Perini Navi](#) sailing yacht [Andromeda la Dea](#). As she's 26 years old this year, she really is a classic yacht, great for entertaining and for spending time with family and friends."



The marina at Christophe Harbour boasts secure alongside mooring, a deepwater harbour with wide turning basin, in-slip fuelling and 24/7 dockage access

Christophe Harbour has been designed to offer everything a true yachtsman needs for his or her homeport. Providing excellent access to nearby Nevis, the Caribbean Sea and Atlantic Ocean, as well as a prime location between Antigua, St. Barths and St. Maarten at the heart of the Eastern Caribbean, the marina allows easy travel to surrounding waters, granting guests the freedom to explore as they wish.



Christophe Harbour marina can host yachts up to 76 metres

Once fully completed, the marina at Christophe Harbour will feature 250 alongside berths, several of which that can accommodate yachts up to 76 metres. Aeneas Hollins, experienced dock master, and his staff offer yacht management services customised and tailored to individual needs, along with concierge, marine services, and utilities that are above and beyond industry standards. Amenities include 24/7 security, high capacity shore power, personal and secure Wi-Fi, tender and fuel docks, provisioning services, as well as a customs house with onsite immigration services for travellers. A beautiful crew lounge and fitness centre overlooking the marina will round out the offerings for those who make the ocean their home.



From Caribbean cottages to beachfront estates, Christophe Harbour offers a diverse selection of luxury real estate options

Additionally, a new marina village has recently been completed, providing guests a host of options including marina operations, water sports facility, boutique shops, a coffee shop, and a soon-to-open casual dining restaurant with outdoor seating. These additions enhance the experience for guests and homeowners at Christophe Harbour, and will also be available to travellers staying at the nearby Park Hyatt St. Kitts.



Guests can enjoy craft cocktails and a delicious Caribbean menu at SALT Plage

Though the property continues to evolve, Darby is famous for his extraordinary vision, a gift he used to turn St. Kitts' southeastern peninsula into the Caribbean's newest premier luxury community. It is this vision, coupled with the purity of the island and spirit of adventure that keeps like-minded sailors coming in droves. Because as they say at Christophe Harbour, "Where there is open water, adventure, and a strong, steady wind...That's where I'll be."

christopheharbour.com



RELATED ARTICLES



BY RORY JACKSON (/SEARCH?AUTHOR=100)
06 JAN 2018

St. Kitts and Nevis supports yachting development

The St. Kitts and Nevis government has launched its Yachting Sector Implementation Plan for 2017-2022...



Following the launch of its strategic plan, the Saint Kitts and Nevis government has launched a Yachting Sector Implementation Plan for the period 2017-2022 which looks to put into the practice the key areas outlined for development in the previous document. The aim is to utilise the yachting industry to diversify and strengthen the national economy, building on the nation states already established land-based and cruise tourism. The implementation plan aims to develop the effectiveness of the island's entry procedures, provide work and income to the local community and bolster the competitiveness of its products, services and infrastructure in a manner that is both sustainable economically and environmentally.

"It is important to consider the history of St. Kitts and Nevis. Until recently, the islands had no experience of yachting, it was only the development of Christophe Harbour that clearly established the need for a recognised economic plan relating to yachting," starts Aeneas Hollins, director of yachting at Christophe Harbour. "Fortunately, the island's government and industry is very familiar economic diversification and the need to generate economic sub-sectors as a means of ensuring sustainable growth. From five years ago until now, the yachting sector in St. Kitts and Nevis is unrecognisable."

Until recently, holistic government backed plans to develop the yachting market in St. Kitts and Nevis have been mostly theoretical, starting in earnest with the development of the National Yachting Policy in 2014, the first document that garnered government support for the development of a domestic yachting market. There was of course during this period the development of private investments, most notably Christophe Harbour, the renowned superyacht marina. However, little beyond voiced and printed support had materialised.

"Upon completion of the Strategic Plan we quickly realised that what we were in need of was budget and accountability, otherwise the project would remain a labour of love on the part of certain ministry officials and various stakeholders like myself and Christophe Harbour," continues Hollins. "The next step was to develop an action plan that outlined deliverables and year-on-year focusses, all of which have been outlined in the implementation plan."

With the launch of the implementation plan the St. Kitts and Nevis government, in partnership with major stakeholders in the region, has created 10 working groups, focussing on areas such as safety, security, data, finance and budget, that have developed actionable plans to effectively move forward the progress of the yachting market in the area and, for the first time, budget has been allocated to the project on the part of the government. While the budget allocated remains a fraction of the necessary capital required to kick start rapid development, it constitutes a massive milestone for the region and remains a clear signal of the government's commitment to the project.

Profile links

Christophe Harbour Development Co (<http://www.superyachtindex.com/index/900984/christophe-harbour-development-co.html>)



Top 10 emerging superyacht marinas to compete with the elite

Written by [Nathan Bees](#)

Last updated: 13/12/2017

From Port Hercule in Monaco and Puerto Banús in Marbella, to Marina di Porto Cervo and Marina di Portofino in Italy, there's a certain feel of supremacy among the historically popular Mediterranean [superyacht marinas](#). But, with the number of superyachts continually on the rise, and the desire of owners, guests and even crew to explore and experience new locations all around the world, there are a number of superyacht marinas emerging as challengers to the [current set of elite destinations](#).

We look at some of the 'new kids on the block', listing 10 emerging marinas with ambitious plans for a place at the top table of superyacht marinas in the coming years.

1. [Vilanova Grand Marina, Barcelona](#)



First opened in 2009, Vilanova Grand Marina was developed with superyachts in mind. Located just outside Barcelona, a little further down the Spanish coast than its neighbour OneOcean Port Vell, it offers berths for superyachts up to 120m (393ft). There are a number of local restaurants, luxury shops and historic buildings in the surrounding area, and Barcelona airport is a mere 30-minute chauffeur-drive away for those arriving or departing by air.

Generally known as a peaceful and welcoming place to visit, the marina is a popular location for home porting due to the amount of services and facilities that are available within the marina complex. It has a 30,000sqm technical area, which is equipped with state-of-the-art technology capable of superyacht repairs and dry-docking.

Vilanova Grand Marina is particularly crew friendly, with many dedicated services nearby. Special offers, advice, activities and trips are offered throughout the summer and winter seasons, to ensure crew have everything they need whilst they visit.

2. [Porto Mirabello, La Spezia](#)



Since opening in 2010, Porto Mirabello has developed an ever-growing popularity within the yachting industry, attracting a vast array of different vessels. Located in the La Spezia gulf, the marina offers berthing for yachts up to 130m (427ft) long and all the amenities one would expect from a modern facility.

La Spezia's natural and cultural beauty makes it an enchanting place to visit, with a diverse range of restaurants, bars and shops nearby to keep visitors busy as they soak up the seasonal sun. Further afield are a number of interesting Mediterranean destinations that are easily commutable from Porto Mirabello, making it a hub for exploration of historical sites such as Lerici, Porto Venere, Cinque Terre and Portofino, and the islands surrounding the Tyrrhenian Sea.

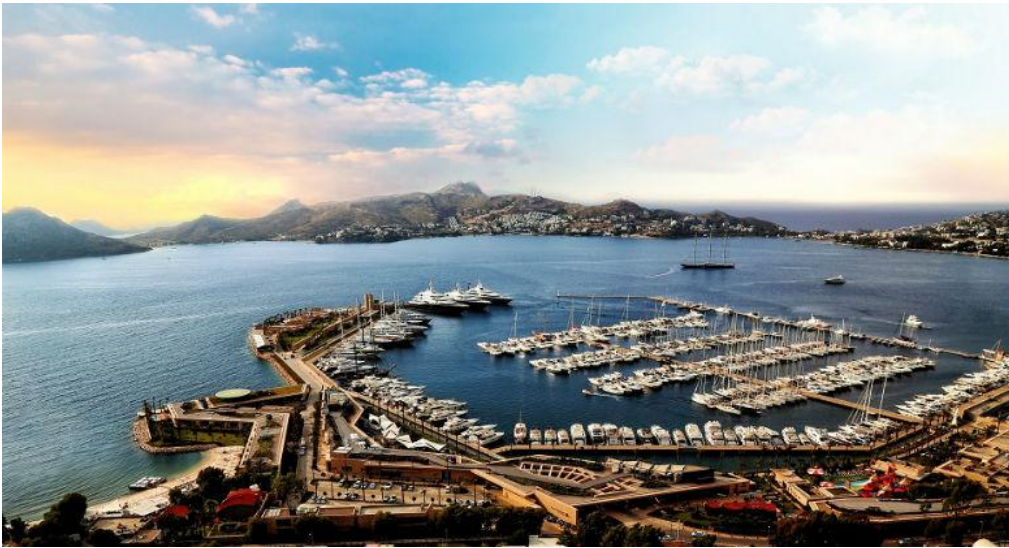
3. Limassol Marina, Cyprus



Described as a "jewel for Limassol and for Cyprus" at its opening ceremony in 2014 by then-President Anastasiades, Limassol Marina has over 600 berths and can host superyachts up to 110m (361ft). It's part of a waterfront development designed to bring a new lease of life to the south coast of Cyprus, with 162 luxury apartments and 74 exclusive villas, all with private berths or direct access to the beach.

Limassol Marina also benefits from luxurious dining and shopping establishments, spa and fitness facilities, and a listed building which houses a marine training school and cultural centre for events throughout the year. Located in the heart of a vibrant country, Limassol is a city steeped in history and intrigue, providing a completely new experience for visitors to the area.

4. Palmarina Bodrum, Turkey



Palmarina Bodrum, situated in Yalıkavak on Bodrum Peninsula, was completely redeveloped in May 2011 by PALMALI Group to accommodate the increasing demand for superyacht berths in the east of Europe. It's the largest marina in the region in terms of mooring capacity, with space for 620 boats in total, providing more than 70 berths for superyachts measuring 50m (164ft) and above.

The marina is situated along the Turkish Riviera, affectionately known as the Turquoise Coast, which is famous for its fine beaches, turquoise waters, mountainous backdrops and significant historical sites. Palmarina's facilities include luxury restaurants Nobu and Cipriani, award-winning hotels Palmalife Marina Hotel and Palmarina Boutique Hotel, the world famous Billionaire Club and over 100 high-end brand shops.

Other highlights for both owners and crew include Sailors Pub, Palmarina Bodrum Maritime Museum, art galleries, a natural seawater swimming pool and repair facilities.

5. Caroline Bay, Bermuda



Bermuda's newest superyacht marina is located on the south side of the Caroline Bay development, offering travellers unprecedented luxury in its refined yet serene environment. Officially opened in early 2017, it can accommodate up to 30 superyachts over 30m (98ft) and 80 smaller vessels.

Once completed, the Caroline Bay development will also feature a luxury Ritz-Carlton Reserve hotel, which will bring further prestige to the marina and aid its evolution into a desirable yachting location. As its allure grows, Caroline Bay will become a hotspot for some of the most sleek and stylish superyachts around.

6. Marina di Stabia, Italy



Dubbed a “new-generation superyacht facility”, Marina di Stabia is a popular cruising ground that offers state-of-the-art facilities and over 900 berths for superyachts up to 100m (328ft). It sits close to the popular tourist areas of Naples, Sorrento, Capri and Amalfi, while the historical site of Pompeii is also located nearby. Conveniently, it is also just 20 minutes from Naples International Airport.

Highlights of the newly developed facilities include the Captain’s Corner pub for crew, a luxurious yacht club with lounge bar and swimming pool, a restaurant with a Michelin-starred chef, as well as brand new gym and recreational amenities. The marina also has a travel lift, fuel on site and all the everyday comforts expected of a new superyacht marina.

7. Christophe Harbour, St. Kitts



Having only officially opened in 2015, Christophe Harbour in St. Kitts is unsurprisingly being labelled as one of the hottest new superyacht destinations in the Caribbean. Located within the yachting hub of the eastern Caribbean, the marina, which is set in one of the world’s most natural and beautiful harbours, offers berths for superyachts up to 91m (300ft).

The 300-berth marina village boasts an ultra-luxury resort with a range of facilities, including an elegant beach club, a spectacular cliff-top golf course, gourmet restaurants and access to the island's untouched natural scenery and inimitable Caribbean culture.

As a destination, St. Kitts offers the chance to explore anything across its mountain ranges and beachside hiking trails, and provides a wealth of scuba diving and deep-sea fishing opportunities too.

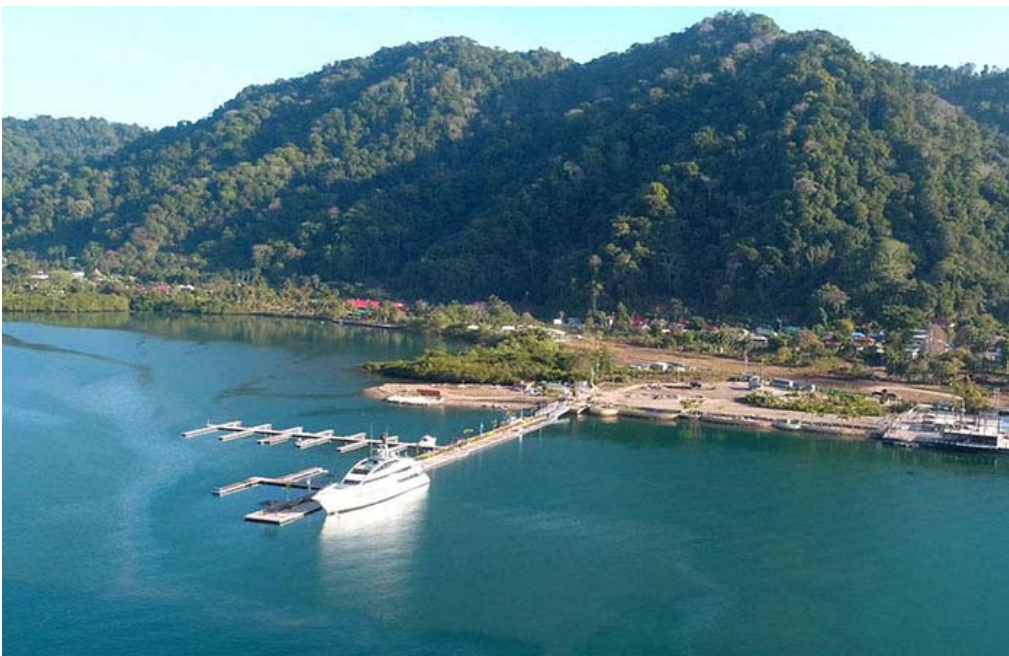
8. ACI Marina Split, Croatia



With charming scenery, towering mountains and archaic castles, Croatia is fast becoming a popular destination for superyachts looking to cruise away from the French Riviera. Split, in particular, offers something unique for both guests and crew; whether it's exploring Diocletian's castle, walking the quaint cobbled streets, enjoying the vibrant nightlife or drinking cocktails in a rooftop bar with a bird's eye view of the ancient city. There really is something for everyone in the Croatian capital.

ACI Marina Split is surrounded on almost every side by a breakwater to protect it from the currents and strong southern winds. On approach the marina offers views of stunning architecture, including the tall bell tower of the Cathedral of St. Domnius. It has in excess of 350 berths for superyachts up to 90m (295ft) and has been modernised to bring ACI Marina Split in line with the best facilities in Europe.

9. Golfito Marina Village, Costa Rica



Hidden away in miles of unexplored wilderness in southern Costa Rica, it's thought that Golfito Marina Village is on course to become one of the most fashionable marinas in the world. It's a private deep-water marina that offers accommodation to vessels exceeding 152m (499ft), making it a picture-perfect haven for global jet setters.

The location's main appeal lies in the activities it can accommodate in such a tranquil and peaceful setting. For those with a strong sense of wanderlust, exploration of the rainforest is a major draw to berthing in Golfito Marina Village, while its idyllic blue seas allow for uninterrupted surfing and paddle boarding to get visitors up close and personal with the fascinating environment.

10. Marina di Loano, Italy



Not far from the yachting hubs of the Côte d'Azur, and ideally located between Nice and Genoa, Marina di Loano has been developed specifically with superyachts in mind. In May 2015, the marina unveiled a new cutting-edge and highly modernised superyacht area dedicated to vessels up to 77m (250ft) LOA.

With a view overlooking the sea and surrounding environment, the marina plays host to the luxurious Yacht Club Marina di Loano, which hosts countless events throughout the year. As well as all the expected services and amenities of a new superyacht marina, the Loano-based marina also offers an array of refit and repair services, a large travel lift, a Michelin-starred restaurant and opportunities for yachts to be involved in a range of sailing and sporting activities/races.

Loano as a destination has much to offer visiting owners, guests and crew. The historical centre with its many shops, restaurants and bars is a particular highlight, whilst the beaches and picturesque seafront are the perfect places to relax and admire the beautiful views.

Other emerging superyacht marinas to look out for

As well as our top picks, a number of new marinas are set to open in 2018 to further increase the diverse choice available to superyacht owners. [Cala del Forte, Italy](#), is one, due to open in mid-2018 with berthing for vessels up to 60 metres (197 foot), while Portonovi, Montenegro, is also set to welcome visitors for the first time, with a 238-berth capacity for superyachts between 70m and 120m (230ft and 394ft).

Visit our top 10 emerging marinas and [and let us know your thoughts!](#)

[View our top 15 elite superyacht marinas](#), or [search for an elite port or marina for your next trip.](#)


Click here to search for Ports and Marinas


[Click here to search](#)

[Add your business to Yachting Pages](#)

Is the Best Superyacht Marina in Monaco, Miami, Maui, Or... Montenegro?



Bill Springer, CONTRIBUTOR
[FULL BIO](#) ▾

Opinions expressed by Forbes Contributors are their own.



Credit Porto Montenegro

Montenegro may not be the first destination many American-based superyacht owners and crews think of when they are looking for an ultra-lux destination. But, the truth is, [Porto Montenegro](#) can accommodate any superyacht. In fact its recently been awarded The Yacht Harbour Association's Superyacht Marina of Distinction Award. And for those of you who may not know that much about this small country on the Adriatic, it's rich in history and as you can see in these photos, strikingly beautiful.



Credit Porto Montenegro

And oh yeah, Porto Montenegro currently has dock space for over 450 large yachts, and can handle superyachts up to 820-feet long (the largest yacht size currently in circulation)! Free 24hr yacht assistance, state-of-the-art facilities, a multi-lingual team and a tax and duty-free fuel station are just some of the features that make Porto Montenegro a popular Mediterranean superyacht destination.



Can you think of a better use of this extremely heavy heavy duty crane on the Porto Montenegro dock? Credit Porto Montenegro

[+]

In fact, Porto Montenegro is a cool destination even if you don't own an 800-foot-long superyacht. In addition to the large marina, the area is also home to 228 luxury apartments, and enough restaurants, bars, cafes, shops and amenities (and even a five star Regent Hotel with over 80 luxury suites and apartments) to keep even the most spoiled traveller in the lap of luxury.

Bill Springer is the Editor in Chief of [Ocean Home](#) magazine where he covers ultra-exclusive real estate, superyachts, and luxury travel. Follow him on [Instagram](#), [Twitter](#) or [LinkedIn](#).

PLEASURE BOAT

International Resource Guide

2018 Edition



Caribbean

Summary

With its many expansive coastlines in diverse coastal environments, proximity to the Atlantic United States, and increasing numbers of full-service marinas, the pleasure boat sector in the Caribbean has potential for growth. Tourism is a huge component of each country's economic growth.

As indicated in the figures below, export sales of pleasure boats and related items to the Caribbean exceeded \$50 million in 2016. Because it is challenging to obtain specific industry data on pleasure boats for these countries, some highlights were prepared for Bermuda, Barbados and Trinidad & Tobago.

Country	2013	2014	2015	2016
Aruba	4,622	9,543	982	1,031
Antigua/Barbuda	1,771	874	2,682	4,136
Bahamas	14,297	12,508	22,240	12,196
Barbados	798	1,522	862	693
Bermuda	5,018	6,704	9,594	8,476
Br Virgin Is	8,732	3,192	2,825	4,931
Cayman Islands	5,952	5,388	7,330	7,034
Guadeloupe	2,529	1,450	1,676	1,880
Dominican Rep.	1,751	1,280	2,755	2,513
Guadeloupe	2,529	1,450	1,676	1,880

Country	2013	2014	2015	2016
Haiti	342	337	563	211
Jamaica	427	1,142	4,012	1,191
Martinique	5,169	3,124	4,225	3,362
Montserrat Is	221	0	22	0
St. Kitts-Nevis	853	77	286	499
St. Lucia Is	2,892	4,036	2,336	1,807
St. Vinc & Gren	284	345	158	282
Trin & Tobago	5,406	1,520	2,562	488
TOTAL	61,062	53,040	65,109	50,731

* In 1,000 Dollars

The Bahamas



Capital:	Nasau
Population:	329,988
GDP*:	USD 8.939 billion
Currency:	Bahamian Dollar
Language:	English
Area (Total):	13,880 km ²
(Land):	10,010 km ²
(Water):	3,870 km ²
Coastline:	3,542 km

Summary:

The Bahamas remains one of the most stable economies in the Caribbean. U.S. firms play pivotal roles in real estate development, tourism, accounting, and renewable energy in The Bahamas, and over 4 million American citizens visit The Bahamas annually. More than 25,000 American citizens reside in The Bahamas permanently, and many more maintain second homes throughout the islands. The Bahamas is just 55 miles from West Palm Beach, Florida, making it relatively easy for local parts, accessories warranty work to be purchased in Florida and brought to The Bahamas and serviced by local representatives of several U.S. marine companies that are in The Bahamas. Thousands of U.S. and Canadian boats are domiciled in The Bahamas but return to the U.S. every six months for goods and services according to the terms of cruise permits. Emergency purchases and repairs often bring opportunities for higher margin sales and service.

The country has more than doubled the number of full-service marinas, some with unique features never available in the Caribbean. According to the Association of The Bahamas Marinas, there are some 60 marinas in The Bahamas. One major marina development has been proposed for New Providence by the developers of The Pointe condominium development downtown, and is under review by the government. Several new marinas are also being proposed, and several marina developers are already working with American firms.

Resources & Associations

U.S. Embassy: <https://bs.usembassy.gov/business/>
 Association of Bahamas Marinas: <https://bahamasmarinas.com/>

Anguilla Provides Quiet Oasis In The Caribbean



Kathryn Creedy, CONTRIBUTOR

I cover trends in aviation, aircraft, airlines as well as travel. [FULL BIO](#)

Opinions expressed by Forbes Contributors are their own.



As plans proceed to create the first mega-yacht harbour in Anguilla, visitors can take advantage of numerous luxury resorts that pepper this British West Indies island. Photo by Kathryn B. Creedy

[+]

St. Barth may be the major yachting destination amongst the seven satellite islands surrounding what has become a Caribbean hub at Princess Juliana International Airport in St. Maarten, but Anguilla is hoping to change that with plans for the creation of a mega yacht harbor on the west side of the island. In the meantime, this island whose motto is "Tranquility Wrapped in Blue," offers a plethora of luxury resorts offering a quiet oasis for those who are looking for a little relaxation and restoration.

In fact, compared to the hustle and bustle of St. Maarten and St. Barth, Anguilla, British West Indies, a 30-minute ferry ride from St. Maarten's French of Dutch ports, is very quiet and calm as befits a major bird watching destination. Locals are excited at the arrival of a lone wild Flamingo in a nearby salt pond hoping it will be the first of many that will bring the bird back to the Caribbean wild.

But it is Altamer Resort, an uber exclusive destination opened in 2000 that is creating a stir in the yachting community. Right now a little salt pond is all there is but within the next few years it will be replaced by a marina designed to accommodate yachts up to 200 feet. The vision includes opening a channel to the sea and sculpting a picturesque lagoon. The project fell victim to the Global Economic crisis but now the resort is kick-starting its plans to bring this island its first marina.



A popular wedding destination, Cap Juluca also boasts a championship golf course.

The resort is one of three visited on a recent trip covering yachting and jetting in the region, which included Cap Juluca, famous as a wedding destination, and Zemi Beach, now under development beside the crystalline blue seas of Shoal Bay.

Altamer's model is based on quality not quantity as evidenced the fact it only has three beachside villas – The African Sapphire, the Brazilian Emerald and the Antilles Pearl – which range from 12,000 to 14,000 square feet each. Size ranges from five to eight bedrooms with between six and nine bathrooms. Its villas are complemented by a conference center and 42 unspoiled acres. Altamer, owned by Time Equities, which acquired the property and marina development rights in 2014, is partnering with Anaconda Holdings for the marina development. Now in the final design stages, the yacht harbor will ultimately make the resort another official port of entry for Anguilla.

“We know that yachting, shopping, fine dining, and exclusivity are what high-net-worth individuals are looking for General Manager Carl Irish told Forbes. “Key to the marina's design is ensuring the yachts do not hide views of the beach, a problem with other marinas. They are also looking for something unique and that is what we will provide – a unique experience rivaling those already in the region with the ability to access resort amenities as well as concierge services, duty free shopping and a restaurant promenade.”

Irish noted that Anguilla, with a population of 14,000, also has good private jet access. The Clayton J. Lloyd International Airport with its 5,400-foot runway, long enough to accommodate a Boeing Business Jet, also has commercial service from Puerto Rico, St. Maarten and St. Kitts.

Anguilla Provides Quiet Oasis In The Caribbean



Kathryn Creedy, CONTRIBUTOR

I cover trends in aviation, aircraft, airlines as well as travel. [FULL BIO](#) ▾

Opinions expressed by Forbes Contributors are their own.

Continued from page 1

Located on Maundays Bay, Cap Juluca sits on 179-acres hugging the white sand beaches of this British West Indian island. Owners Charles and Linda Hickox spent the last three years investing \$20 million to re-envision this much beloved resort. Featured last summer in Forbes Life and the recipient of many travel awards that continue to tumble in, its 70 newly refurbished guest rooms, suites and 15 exclusive villas sit beachside on the 29-year-old property. A nearby Greg Norman-designed golf course is a terrific draw. Anguilla tourism officials also expect another golf course to be designed for the island sometime in the future.



Cap Juluca just completed a \$20 million update in time for the 2015/2016 season. Photo by Kathryn B. Creedy

Cap Juluca's activities includes four restaurants in addition to golf, tennis and an 1,800-square-foot pool, water sports activities include everything from just lying on the beach, paddle boarding, snorkeling and scuba diving. And of course, there is always high tea. For a more cerebral experience, the resort hosts two libraries.

Zemi Beach House is nestled on a white sand beach that has been voted one of the three best beaches in the world by Conde Naste Traveler. The name may sound like someone's name for the beachside getaway, it is anything but. The name pays homage to the local Taino Indians. Zemi are three-pointed stones used to trade and worship. The name also highlights one of the resort's unique features, a next door national park now under restoration to provide easier access to the Fountain Cave at which the Taino and Arawaks worshipped.

The many-tiered resort, scheduled to open in February 2016, is a unique blend of Caribbean and Asian influences. It features the usual resort experiences but its spa offers something unique. High atop a bluff that is the resort's welcome area, stands a 300-year-old Thai residence and rice house, which was painstakingly disassembled, shipped to Anguilla, and reassembled as a private residence.



The spa is a 300-year-old Thai residence and rice house. Visitors are taken on a spa journey surrounding by orchids, dappled sunlight and the sound of flowing water. Photo by Kathryn B. Creedy

“When we acquired the property,” General Manager Markus Laahanan told Forbes, “we acquired the house knowing it would make an ideal spa. Today, the spa covers 15,000 square feet and five Thai Treatment Villas surrounded by orchid gardens and the sounds of flowing water. It is organized as a journey, called the Tiano Bathing Ritual, dividing up the space for different segments of the journey. It has the only Turkish bath on the island. The upper floors host several massage areas. There is also a yoga deck with an herb tea garden for growing teas with healing properties.”



Opening in February 2016, Zemi Beach House resort and residences features penthouses with a private pool overlooking Anguilla's Shoal Bay. Photo by Kathryn B. Creedy

When fully complete, the 129-unit real estate development and resort will host sea-view rooms from 600- to 720-square foot as well as 2,700- to 4,000-square-foot, ocean-front penthouse suites and residences. The resort has two restaurants – a lively seaside bistro while its fine dining restaurant offers seafood and farm-to-table fare in intimate surroundings. Set to be the second largest resort on the island, it, too, has a library but also a Rhum Room, which curates a fine selection of over 100 estate rums creating an elegant, late-night lounge for both fledgling and veteran connoisseurs. The resort also has two pools, an ocean front pool and an infinity pool with a lap pool in its tranquility area.

If you are looking for a quiet holiday then Anguilla is the place to be pampered in luxury.

Ranking: The world's 15 most expensive marinas

Like 21



'Marina Grande Capri'

You think your marina berth is too expensive, or you wish they weren't so expensive so you could afford one? Read this article and you'll realise just how cheap your local marina berths are!

The first surprising piece of news is that the three most expensive marinas in the world do not include the most famed of all luxury yachting destinations, Monaco-Monte Carlo. No, they are all located in Italy.

This is one of the findings to emerge from a ranking list recently compiled by compiled by Engel & Völkers, a real estate-turned-yacht-brokerage firm.

They have now produced a league table for the first time ranking the 15 most expensive marinas in the world.

The mooring fees charged for a 55-metre superyacht during the high season was the variable used to form the basis for the ranking list, which is headed by the Marina Grande on Capri.

Renting a berth for a 55-metre superyacht here costs 2,585 euros *per day* during the high season. This is followed by Porto Cervo on Sardinia with daily rates of 2,574 euros, then the Marina di Portofino on the Amalfi coast with rates amounting to 2,100 euros.

In addition to the location and services that a marina has to offer, there is one pricing factor that has a particularly strong impact on the high fees. Iñigo Nicholson, Licence Partner of Engel & Völkers Yachting Madrid and Marbella, regards a scarce supply of berths as being the most significant price driver: 'Yacht berths in exclusive locations are an extremely rare and highly sought-after commodity. In a similar way to real estate, high demand for a very limited number of spaces leads to a soaring inflation of prices.'



Marina Porto Cervo Marina Sardinia - ...

The industry specialist is not surprised therefore that Capri makes the top spot of the ranking list of the highest priced moorings for 'floating homes'. After all, the hilly isle off the Amalfi coast only has ten yacht berths available that are large enough to accommodate the superyachts listed by Engel & Völkers.

Just behind the Italian frontrunners, in fourth place on the ranking list, is Puerto José Banus in Marbella on the Costa del Sol, where yacht owners pay 2.069 euros per day. In fifth place, at 1.643 euros per day, is the Balearic marina of Ibiza Magna. In comparison with Capri, yacht owners only pay around half of the daily mooring fee (1.356 euros) in France's most expensive marina – Port de Saint-Tropez, which comes in sixth place.

This is no indication that the exclusive holiday domicile on the Côte d'Azur is any less popular. But Port de Saint-Tropez does offer no less than 30 yacht moorings in the size category surveyed by Engel & Völkers. Seventh place is occupied by the marina Port Camille Rayon in Golfe Juan, also located in the south of France. In the small coastal resort between Antibes and Cannes, owners of a 55-metre superyacht can expect to pay 1.100 euros per day. In Barcelona, the equivalent rate is slightly lower in price, costing 1.084 euros per day at the Marina Port Vell in the Spanish city.



Marina di Portofino - ...

Croatia more expensive than Monaco:

Marinas in Eastern Europe offer yacht berths at significantly cheaper rates compared to the Italian leaders in the ranking list. The ACI Marina in the Croatian resort of Split comes in ninth place at a rate of 1.001 euros per day. It is followed in tenth place by the only marina located outside Europe to make the list: The Yacht Haven Grande on the island of St. Thomas, US Virgin Islands, where owners pay a daily mooring fee of 889 euros. Port Hercules in Monaco holds eleventh place at 888 euros, closely followed by two Turkish marinas: Satur Marina Kalamis in Istanbul with a daily rate of 882 euros and Satur Marina Çesme in Izmir at 743 euros per day. The Italian Porto San Rocco on the Adriatic coast comes in fourteenth place at 720 euros per day, while Port de la Plaisance de Bonifacio on Corsica rounds off the 'list of the best' compiled by Engel & Völkers, coming in fifteenth place with a daily rate of 690 euros.

'Many yacht owners are surprised that Capri is more expensive than Porto Cervo, and that Puerto Banus charges higher prices than Monaco,' says Harry Peralta, Managing Director at Engel & Völkers Marbella. 'Having the right budget is not enough though for anyone wishing to moor their yacht in these scarce berths during the high season. Most importantly, they also need to have booked months in advance,' adds Mr. Peralta, reflecting the advice he gives clients.

However prices for the few available berths can fluctuate greatly, depending on the size of the yacht and on seasonal events. While Monte Carlo is eclipsed by many other harbours for price of berths, during the annual Monaco Grand Prix in Monte Carlo for instance, mooring fees soar to unprecedented highs of several thousand euros. In addition, not all large yachts fit into every marina. Superyachts that are more than 70 metres in length, for example, usually have to weigh anchor off the coast.

The 10 Best Marinas in the World



Published by [Sammy Said](#)

[Social](#) [Google+](#)

Articles [1568](#)

• Date [05.15.13](#)

• Views [2,403](#)

• Category [Travel](#)



The rich and famous always have a thing for luxury expensive toys. [Jerry Seinfeld](#), [Ralph Lauren](#) and [Jay Leno](#) have their own collection of rare and expensive vehicles and they have specially-designed garages to house these automobiles. [John Travolta](#) is a noted air junkie and owns a couple of planes, so he had a hangar built in his backyard.

What about those who have their own boats? And we are not talking about just any boat here, but rather, those superyachts that are at least 55 meters long. Finding a berth for these monster boats is difficult because not all marinas have the capacity to accommodate them. Even the Marina del Rey in California, the biggest marina in the world that has the capacity to accommodate 5,300 boats, does not have enough facility for mega yachts.

That is why getting a berth for the superyachts of the rich and famous comes at a premium price point. The following features the places with the most expensive berths for superyachts. They are the 10 best marinas in the world. Prices quoted are on a per day basis. While they are not inexpensive, the fact that you have a superyacht means that you can very well afford to pay a huge amount for its berth.

10. Yacht Haven Grande, St. Thomas, U.S. Virgin Islands – €889



Yacht Haven Grande is located in St. Thomas in the U.S. Virgin Islands. It is considered as the premier marina in the Caribbean for superyachts. It is situated along the Charlotte Amalie Harbor and offers side-to-berthing for yachts measuring more than 137 meters long. It also has 48 slips and 5.5-meter concrete docks and piers, as well as facilities specially dedicated to the yacht's crew, owners and guests. The facilities include catering, laundry, chandlery and even a florist. The place is complemented by a shopping mall with 80,000 square feet of retail spaces that provide a variety of eating, entertainment and recreational options. There are also seaside residences in the area.

9. ACI Marina Split, Split, Croatia – €1,001



The ACI Marina Split is located in Croatia. It is situated in the southwest portion of the city's port, just north of the Sustipan Peninsula. It is open the entire year and features a breakwater that provides a natural protection for the marina from gusty southern winds and the sea. It has 355 berths available, as well as 30 boat places on land. All the berths have their own supply of water and electricity. The marina is equipped to accommodate superyachts of up to 80 meters.

8. Marina Port Vell, Barcelona, Spain – €1,084



The Marina Port Vell is located in Barcelona in Spain. It was actually a rundown community as recent as the 90's but underwent a renewal just in time for the Olympic Games held in the city in 1992. It has since been transformed with modern infrastructure and world-class services that have allowed the marina to be a leading destination for superyachts.

7. Port Camille Rayon, Golfe Juan, France – €1,100



Port Camille Rayon is located in Golfe Juan in Provence Alpes Cote d' Azur in France. It can accommodate superyachts with sizes of up to 75 meters. The marina has a complete range of basic services, like water and power supply and a gasoline station. Recreational and sports activities are also available in the marina.

6. Port de Saint Tropez, Saint Tropez, France – €1,356



Port de Saint Tropez is located in France. It has 734 berths available over two basins that cover an area of nine hectares. It is one of the most famous ports in the world and is considered as one of the major hubs in the Mediterranean. It is also a preferred destination of cruise ships whose passengers often partake in the place's social and cultural diversity.

5. Ibiza Magna, Ibiza, Spain – €1,643



Ibiza Magna is located in Spain. The marina is located right in the middle of the city at the foot of Dalt Vila. It is considered as ideal place for superyachts with its 85 berths especially dedicated for boats of up to 60 meters long and 10 meters deep.

4. Puerto Jose Banus, Marbella, Spain – €2,069



Puerto Jose Banus is more commonly known as Puerto Banus and is located in Marbella in Spain. It was built by Jose Banus, a local property developer, in 1970 and has since become a luxury complex. It has berths for 915 boats. Its total surface area is 15 hectares, with a beach located on each side of the marina. Its clientele includes some of the richest and most powerful people in the world, including the King of Saudi Arabia

3. Marina di Portofino, Genova, Italy – €2,100



Marina di Portofino is located in Genova in Italy. It has 16 moorings that allow it to accommodate medium size boats. Yachts that berth here are provided with basic services, like water supply, electricity and gasoline station. It is ideal for boats with a trailer as the marina offers a place that allows owners to leave the sea vehicle on land. It is also accessible by air as it is situated close to an airport.

2. Marina di Porto Cervo, Sardinia, Italy – €2,574



Marina di Porto Cervo is located in Sardinia in Italy. It is sparsely populated with less than 200 permanent inhabitants. The marina has a shipyard that is capable of repairing even the largest luxury yachts, making it one of the best equipped in the Mediterranean. It also has a total of 700 berths available for small boats.

1. Marina Grande, Capri, Italy – €2,585



Marina Grande is located in Capri in Italy. It has two basins, one for commercial ships and the other for leisure crafts. It has 300 berths available and can accommodate yachts as large as 60 meters long. Basic services are available at all berths, but reservation is a must as the marina can be very busy, especially during the peak summer months.

Marina Economic Impact

Articles and Reference Materials

- Mega Yachts in South Florida Trends, Impacts & Issues 1997-2018; Executive Summary prepared by: Thomas J. Murray & Associates, Inc.
- Newport Bermuda Race releases economic impact study, article in Trade Only Today; posted 5/15/13



MEGA YACHTS IN SOUTH FLORIDA
TRENDS, IMPACTS & ISSUES
— 1997-2018 —

Executive Summary

Prepared by:
Thomas J. Murray & Associates, Inc.

January 2018

On behalf of
Marine Industries Association of South Florida



**MEGA YACHTS IN SOUTH FLORIDA
TRENDS, IMPACTS & ISSUES**

— 1997-2018 —

Prepared by

Thomas J. Murray & Associates, Inc.

January 2018

On behalf of

Marine Industries Association of South Florida

EXECUTIVE SUMMARY

This study has been completed on behalf of the Marine Industries Association of South Florida (“MIASF”).¹ It updates three previous comprehensive reports by the author with a similar summary of information and evaluation of the economic activity associated with the mega yacht sector of the boating industry. This latest update is the fourth assessment completed since 1998 and once again focuses most specifically upon the Broward, Miami-Dade, and Palm Beach (“Tri-County”) region of Florida. The original 1998 study set the baseline from which the 2003 and 2007 studies and this current assessment allow comparisons. The current report documents and updates the mega yacht population (yachts of 80’ and larger) and economic activity estimates and describes economic trends and issues relevant to the future of the mega yacht sector and the marine industry in Southeast Florida.

Major Findings

Trends

The Broward-Miami-Dade-Palm Beach “Tri-County region” of Florida remains in the forefront of the worldwide growth in yachts in excess of 80’ and related business activities.

- An estimated 1,800 mega yachts were present in Tri-County waters during 2017 compared to 1,500 in 2007 and 800 during 1997.

Worldwide, the “mega yacht” industry has continued to expand in new construction, brokered sales of new and previously owned mega yachts, and in the activity of yachts for charter.

- Since 1997, the worldwide fleet of mega yachts has nearly doubled. At the beginning of 2007, 777 mega yachts were reported to be under construction worldwide. Most recently, it was estimated that 760 new mega yachts were under construction.

¹ The current address for the Marine Industries Association of South Florida (“MIASF”) is: 221 S.W. 3rd. Avenue, Fort Lauderdale, FL 33312

- Nearly 13,000 new mega yachts have been constructed since 1997, including more than 8,500 since 2007.
- Over the past decade, Italy has been responsible for constructing 46% of luxury mega yachts worldwide.

Impacts

Mega yachts boost business at Tri-County region businesses, and the region continues to represent the world’s most significant cluster of professional services and talents necessary for the world’s growing mega yacht sector.

- A median sized mega yacht (140’) spends over \$2.0 million annually, generating economic impacts across hundreds of business types; directly supporting 11 full-time employments and 41 total jobs via the regional multiplier.
- Additionally, each vessel generates \$2.0 million in labor income, \$3.1 million in value added, and \$5.8 million in overall economic activity throughout the State.
- Overall, this level of activity provides \$146,000 in local and State taxes and \$362,000 in total Federal taxes.

Economic Impacts of A 140’ Mega Yacht Operating Expenses in the State of Florida				
<i>Impact Type</i>	<i>Employment (Jobs)</i>	<i>Labor Income</i>	<i>Value Added</i>	<i>Industry Output</i>
Direct Effect	11	\$566,148	\$760,710	\$1,774,088
Indirect Effect	6	\$318,941	\$490,462	\$906,186
Induced Effect	24	\$1,123,672	\$1,881,772	\$3,205,670
Total Effect	41	\$2,008,761	\$3,132,943	\$5,885,944

Issues

Competition for the mega yacht business, from both U.S. and foreign regions, is increasing dramatically.

- The Tri-County region is widely believed to be at capacity in terms of adequate dockage for mega yachts. The challenge to provide adequate dockage relative to growth in other regions will continue. Competitive regions will continue attempts to capture economic activity from the Tri-County region.
- The Tri-County region continues to provide the foremost base for an expanding worldwide mega yacht sector. The mega yacht support sector requires a wide range of talents. The region’s clustering of a broad spectrum of necessary talents has positioned it at the forefront of mega-yachting worldwide. Competition for this position is strong and increasing in such areas as Savannah, Georgia, Portsmouth, Virginia, and Newport Rhode Island.

Recent policies to adjust sales tax imposition on sales and repair of yachts have provided a boost to the industry and the State.

- The Florida Legislature’s decision in 2010 to place a “sales and use tax cap” actually lead to an increase in collection of the tax. That policy generated in excess of \$13.46 million in direct sales tax revenue to the State. This compared favorably to the original Florida Department of Revenue analysis of the revenue impact of the sales and use tax cap; which projected a \$1.5 million loss during the first year of implementation.
 - In the post-cap era, transactions for which either no sales tax was paid, or the closing was conducted out-of-state, dropped from 21.5% in the pre-cap era to an estimated 12.8% following implementation of the sales tax cap.
 - The average sales price for post transactions in Florida was \$907,002 - nearly double the pretax value of closings taking place in Florida prior to the cap.
 - The sales price at which there is a 50% chance that the sale will close out-of-state is now in excess of \$7,000,000 – having risen from the pre-cap data of \$1,935,873.
 - The number of vessels in excess of 65’ more than doubled in the region since 2007. This rapid change may reflect the impact of the tax cap on vessel sales which are registered in Florida rather than completing costly purchase closures offshore.

Building upon that success, the legislature approved a similar tax cap on refits and repairs beginning in Fiscal Year 2015. That change has also begun to provide significant development at Florida boatyards. In recent surveys, the boatyards overall reported an average project value of just over \$66,000. ² During 2017, yards reported major refit projects ranging in value from \$1.2 million to \$2.7 million; attributed primarily to the 2015 tax cap initiation.

A \$1.5 million refit project generates \$60,000 in sales tax under the 2016 cap. However, in addition to the direct sales taxes there are \$97,500 of additional taxes generated to the State and local government. By virtue of the reduction of \$30,000 in total sales tax, new business activity generates over a three-fold replacement in public revenues.

Building upon these fiscal enhancements, the newly created Foreign Trade Zone in the region provides additional competitive advantages for the local marine industry.

Long awaited physical enhancements, including the dredging of the Dania Cutoff Canal and the most recent deepening of the Intracoastal Waterway in Broward County to a 15’ depth, are already adding to the boost in larger mega yacht activity in the region.

Synergies between the recent physical and fiscal enhancements have induced significant capital investments by local industry. Though not inclusive, examples include greatly increased haul-out capacity at Derektor of Florida’s Fort Lauderdale facility, and the Carlyle Group’s acquisition and expansion at the Lauderdale Marine Center. Together these public and private efforts will do much to maintain the region’s competitive advantage.

² “Economic Impact of Dania Cutoff Canal Dredging”. September 2015. Thomas J. Murray & Associates. Florida Inland Navigation District.

SOUNDINGS Trade Only Today

DAILY NEWS FOR MARINE INDUSTRY PROFESSIONALS

[TradeOnlyToday](#) > [Boat Shows](#) > [Newport International Boat Show \(R.I.\)](#) > Newport Bermuda Race releases economic impact study

Newport Bermuda Race releases economic impact study

Posted on May 15th, 2013

Share

Like

The Bermuda Race Organizing Committee released the results of an economic impact study that shows the 2012 edition of the biennial Newport Bermuda Race generated an estimated \$20.8 million in local expenditures for Newport and Bermuda.

The world-famous ocean race is run jointly by the Cruising Club of America and the Royal Bermuda Yacht Club, members of which comprise the organizing committee that oversees the event.

The committee commissioned the market research firm Bonnier Custom Insights to conduct an online survey among 2012 race participants to determine the economic impact of the race.

The race began on June 15, 2012 in Newport, R.I., with 164 sailing yachts racing 635 miles from Newport to the islands of Bermuda; 156 yachts completed the course and were scored as finishing in Bermuda. The survey asked race participants to estimate boat expenditures in both locations for race preparation, fuel, dockage, provisioning, repairs, equipment and supplies, as well as personal expenditures in both Newport and Bermuda for local travel costs, including accommodations, dining out, local transportation, activities, shopping, gifts and souvenirs. The survey was performed in February and March.

The average expenditure per boat in Newport before the race was \$12,255, or an estimated total of slightly more than \$2 million spent locally by the fleet to prepare for the race. Race preparation and boat expenditures included berthing in Newport, new gear and equipment, repairs and cleaning/hauling, if needed, fuel and provisions.

Crewmembers reported significant spending personally in Newport for lodging, food, shopping and local transport, which tallied an impressive \$7.1 million overall when calculated using an average of 10 crewmembers per boat. The combined investment in Newport's local economy added up to \$9.1 million on boats, race preparation and local travel/hospitality.

Spending on boats in Bermuda was estimated at \$6,515 a boat, or a total of slightly more than \$1 million. Personal spending was higher at the race's destination, adding up to \$10.7 million in Bermuda for all race participants combined. Total expenditures in Bermuda on boats and personal travel/hospitality by the

NEWPORT, RHODE ISLAND (May 14, 2013) – The Bermuda Race Organizing Committee (“BROC”) has released the results of an economic impact study which shows that the 2012 edition of the biennial Newport Bermuda Race generated an estimated \$20.8 million in local expenditures for Newport and Bermuda. This world famous ocean race is run jointly by the Cruising Club of America and the Royal Bermuda Yacht Club, members of which comprise the organizing committee that oversees the event.

The BROC commissioned the market research firm Bonnier Custom Insights to conduct an online survey among 2012 race participants to determine the economic impact of the Newport Bermuda Race. The Race began in Newport, RI on June 15th 2012, with 164 sailing yachts racing 635 miles from Newport to the islands of Bermuda. 156 yachts completed the course and were scored as finishing in Bermuda. The survey asked race participants to estimate boat expenditures in both locations for race preparation, fuel, dockage, provisioning, repairs, equipment and supplies; as well as personal expenditures in both Newport and Bermuda for local travel costs including accommodations, dining out, local transportation, activities, shopping, gifts and souvenirs. The survey was performed in February and March 2013.

The average expenditure per boat in Newport before the race was \$12,255, for an estimated total of just over \$2 million spent locally by the fleet to prepare for the race. Race preparation and boat expenditures included berthing in Newport, new gear and equipment, repairs and cleaning/hauling if needed, fuel, provisions, etc. Individual crew members reported significant spending personally in Newport for lodging, food, shopping and local transport, which tallied an impressive \$7.1 million overall when calculated using an average of 10 crew members per boat. The combined investment in Newport’s local economy added up to \$9.1 million on boats, race preparation and local travel/hospitality.

Spending on boats in Bermuda was estimated at \$6,515 per boat for a total of just over \$1 million. Personal spending was higher at the race’s destination, adding up to \$10.7 million in Bermuda for all race participants combined. Total expenditures in Bermuda on boats and personal travel/hospitality by the 2012 Newport Bermuda fleet came to an estimated \$11.7 million.

Sailors who participated in the survey reported being happy with the hospitality and facilities of both Newport and Bermuda. Race participants spent an average of 2 nights each in Newport before the start of the race, with 50% staying at hotels or B&Bs, and 12% renting private homes. 69% of race participants dined out while in Newport, and

30% of them went shopping. The most popular activity aside from sailing was doing the Cliff Walk, with 13% of race participants making time to enjoy Newport's famed seaside path. 94% of all race participants stated that they would recommend Newport as a place to visit.

Once the Bermuda Race sailors reached Bermuda, they stayed longer to enjoy the island's unique charms. The average number of nights ashore was 5, with 55% of participants staying in a hotel and 18% in guest houses. 83% of racers reported dining out in Bermuda, and 59% said that they did some shopping. Going to the beach was the most popular activity (65%), followed by sailing (27%), snorkeling/scuba diving (29%) and touring the island (18%). Once again 94% of the sailors said that they would recommend Bermuda as a place to visit.

Race chairman Fred Deichmann commented "This survey clearly demonstrates the significant economic benefit which the Newport Bermuda Race delivers to both Newport and Bermuda. It also confirms the popularity of these great destinations with Bermuda Race participants, their friends and families."

#####

The 49th Newport Bermuda Race will start at Newport on Friday, June 20, 2014. The latest information about the race is always available at www.BermudaRace.com.

For more information on the 2012 Newport Bermuda Economic Impact Study please contact Fred Deichmann (chairman@bermudarace.com) or John Rousmaniere (media@bermudarace.com). For information on sponsorship opportunities please contact sponsorship chairman Bjorn Johnson (johnsonbjornr@gmail.com) or Sally Helme (sally.helme@bonniercorp.com).

Premier Yacht Clubs



PREMIER YACHT CLUBS OF THE WORLD





NEW YORK YACHT CLUB
New York City, New York, USA

Initiation Fee \$11,000
Annual Dues \$4,000



HAMPTONS YACHT CLUB
Southampton, New York, USA

Initiation Fee \$100,000



KEY BISCAIYNE YACHT CLUB

Key Biscayne, Florida, USA

Initiation Fee \$15,000
Members 800



SAINT PETERSBURG YACHT CLUB

Saint Petersburg, Florida, USA

Initiation Fee \$8,350

Annual Dues \$2,480



FISHER ISLAND CLUB

Fisher Island, Miami, Florida, USA

Initiation Fee \$25,000

Annual Dues \$19,300



CORAL REEF YACHT CLUB

Miami, Florida, USA

Initiation Fee \$12,000

Annual Dues \$2,610

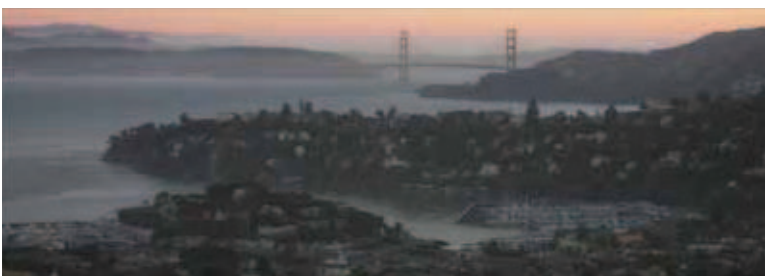




COLUMBIA YACHT CLUB
Chicago, Illinois, USA
Members 775



CHICAGO YACHT CLUB
Chicago, Illinois, USA
Initiation Fee \$4,500
Annual Dues \$3,480



SAN FRANCISCO YACHT CLUB
San Francisco California, USA
Initiation Fee \$11,000
Annual Dues \$2,520



SAN DIEGO YACHT CLUB

San Diego, California, USA

Initiation Fee \$12,000

Annual Dues 2,220

Members 650



ROYAL HONG KONG YACHT CLUB

Hong Kong, China

Initiation Fee \$10,638

Annual Dues \$1800



YACHT CLUB COSTA SMERALDA

Costa Smeralda, Italy

Initiation Fee \$27,410

Annual Dues \$3,430





**REPUBLIC OF SINGAPORE
YACHT CLUB**
Singapore, Singapore
Initiation Fee \$11,837
Annual Dues \$11,760



RAFFLES YACHT CLUB
Singapore, Singapore

Initiation Fee \$20,000
Annual Dues \$2,500
Members 2000+



MANILA YACHT CLUB
Manila, Philippines

Initiation Fee \$35,000
Annual Dues \$1,000

PUNGGOL MARINA YACHT CLUB

Singapore, Singapore
Initiation Fee \$25,000
Annual Dues \$2,000
Members 1000-2000



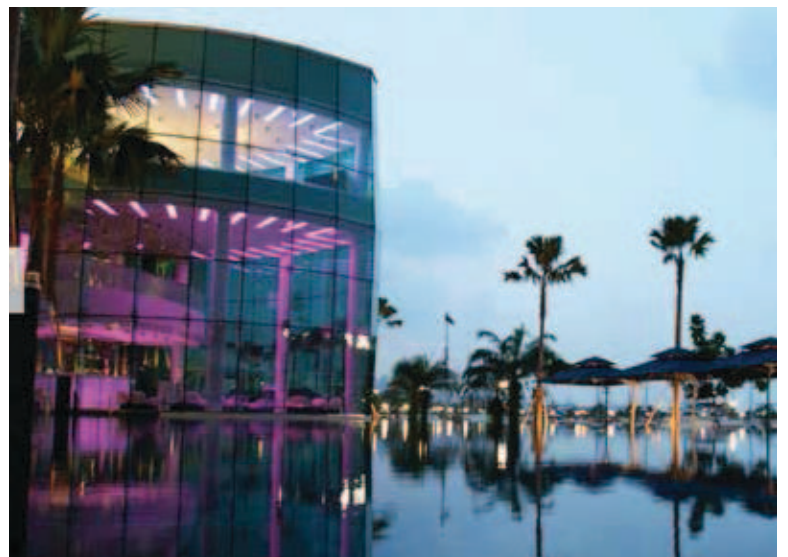
ROYAL BOMBAY YACHT CLUB

Mumbai, India
Initiation Fee \$19,150



ONE15

Singapore, Singapore
Initiation Fee \$60,880
Members 2000 - 3850



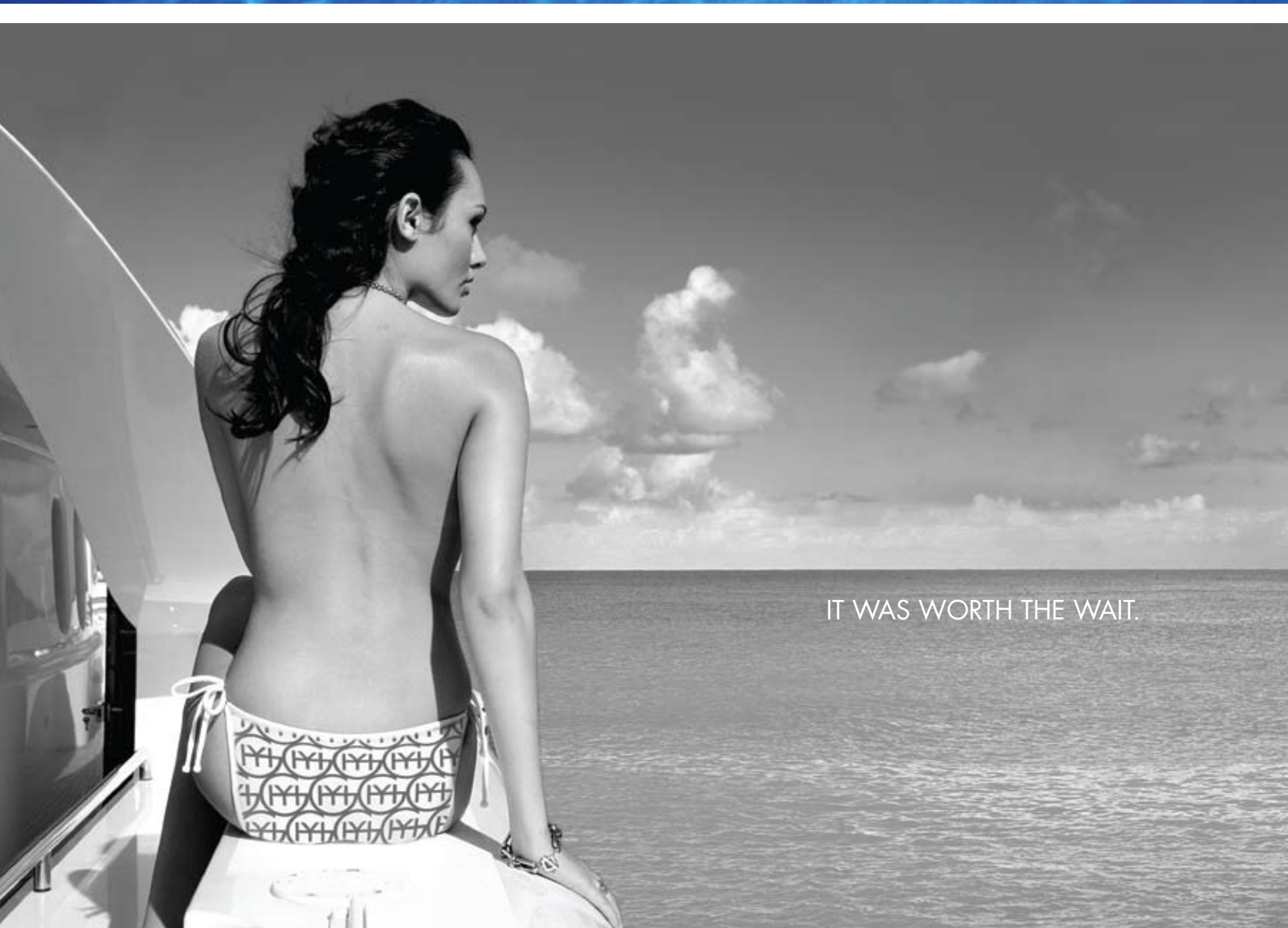
Proposed Marina Rates / Amenities





YACHT HAVEN GRANDESM
ANGUILLA, BWI

ANGUILLA HAS NEVER BEFORE BEEN HOME
TO A LUXURY MEGAYACHT MARINA.



IT WAS WORTH THE WAIT.





YACHT HAVEN GRANDE

5304 Yacht Haven Grande, Suite 100 • St. Thomas, USVI 00802

T 340.774.9500 • F 340.774.5045

LAT: 18°20'07.00"N • LONG: 64°55'13.00"W

YHGST@igymarinas.com

BERTHING RATES – BRONZE PACKAGE

Base rate up to 14 non-consecutive nights throughout the year (resets 1st of November)

Vessel Length	Price per foot
0-79 Feet	\$4.00
80-175 Feet	\$6.50
A-Dock and all yachts 176+ Feet	\$8.40

LOA (ft.) x Package Rate (\$) x # of nights.

WINTER DISCOUNT PACKAGES

These discount levels offered through March 2015, discounts increase in Spring and Summer

SILVER PACKAGE 10% off Bronze rate
15-39 nights per year

GOLD PACKAGE 20% off Bronze rate
40-59 nights per year

PLATINUM PACKAGE 25% off Bronze rate
60+ nights per year

Water: Metered Electric: Metered



Rate Policy

Prepayment of 15, 40 or 60 nights automatically qualifies for the applicable rate package discounts. Otherwise discounts only take effect once yacht has stayed sufficient nights at the higher package rate.

Cancellation Policy

Any changes or cancellations of reservations must be done within 24 hrs. If we do not receive notice of cancellation/change you will be charged for 1 night dockage and the rest of your reservation will be cancelled. You can notify us by email or phone which ever is more convenient.

YHG Marina Office: 340-774-9500 email: YHGST@igymarinas.com



[Yacht Charter Fleet \(/index.htm\)](#) [News \(/news\)](#) [Destination News \(/news/destination.html\)](#)



Anguilla Welcomes First Superyacht Marina

BY REBECCA BRADBURY 16 NOVEMBER 2015

SHARE

The eastern Caribbean island of [Anguilla \(/anguilla/anguilla-luxury-yachting-guide-681.htm\)](#) is finally set to get its first superyacht marina after years of planning.

An extension of Altamer Resort, situated on the island's south-west coast in Shoal Bay West, the marina will be the first of its kind in Anguilla and is expected to feature some of the best facilities in the [Leeward Islands \(/destination/overview.htm?id=585\)](#).

Currently, the marina is in its final design stages, so it's not yet known how many slips will be set aside for yachts. However, it has been confirmed that the marina will be able to accommodate yachts of up to 61 metres and will also serve as an official port of entry.

Altamer resort is a boutique destination property, consisting of three beachside villas and a conference centre, and will be expanded to include duty-free shopping and a restaurant promenade. Guests at the marina will be able to take advantage of these amenities.



https://image.yachtcharterfleet.com/yacht-reviews/sand-and-rocks-fringing- rendezvous-bay-in-anguilla-large.jpg?k=137f&w=900&h=800&q=85&o=i&image_id=320236



https://image.yachtcharterfleet.com/yacht-reviews/aerial-view-of-sandy-beach-fringed-with-greenery-and-blossom-large.jpg?k=bb15&w=900&h=800&q=85&o=i&image_id=320236



https://image.yachtcharterfleet.com/yacht-reviews/palm-trees-on-beach-in-front-of-azure-sea-in-anguilla-large.jpg?k=976a&w=900&h=800&q=85&o=i&image_id=320236

Time Equities Inc. (TEI), a New York based real estate development firm are

SHARE

SHARE

LATEST DESTINATION NEWS (/NEWS)



[M/Y 'Lauren I.' offers unique Thailand charter experience \(/news/superyacht-lauren-i-offers-unique-thailand-charter-experience-8542.htm\)](#)
13 February 2018



[Dubai ranks as one of the top yachting destinations \(/news/dubai-ranks-as-one-of-the-worlds-top-maritime-leisure-hubs-8511.htm\)](#)
5 February 2018



[Saint Martin reopens for luxury yacht charter vacations \(/news/saint-martin-reopens-for-luxury-yacht-charter-vacations-8515.htm\)](#)
5 February 2018

[SEE ALL DESTINATION NEWS \(/NEWS/DESTINATION\)](#)

ADVERTISEMENT - CONTINUE READING BELOW

<http://yachtaidglobal.org/donate-now>

YACHT REVIEWS



[DA VINCI \(/yacht-reviews/da-vinci-77.htm\)](#)
The charter yacht of choice for fun and sun lovers

YACHT NEWS

First superyacht marina in Anguilla

November 17, 2015 1076

Yacht Harbour > Yacht News > First superyacht marina in Anguilla

Facebook Twitter Google+



As part of the expansion of Altamer Resort, New York based real estate development firm Time Equities Inc. (TEI) will built a superyacht marina complex in Eastern Caribbean island Anguilla. The marina will be the first of its kind in Anguilla, and will also provide an official entrance to the island. 30% of its berths will accept yachts between 9 and 61 meter in addition to a 164-unit resort, and will include duty-free shops and a restaurant promenade.

"For over a decade, Altamer Resort has offered the finest world-class hospitality experience on Anguilla, and we are certain that with the involvement of Jeff Boyd, Chairman of Anaconda LTD/Marine Management and Consulting, along with Cross Island Development, we will collectively enhance that reputation," said Francis Greenburger, Chairman and CEO of TEI. "Altamer Marina will rival some of the most renowned facilities in the region and will not only position Anguilla as a choice destination among the luxury yachting community, but will meet the rising yachting, shopping and dining demands of high-net worth individuals".

The expansion project is currently in the final design and development stages.

Facebook Twitter Google+

LATEST NEWS



The full story of the A fleet
February 15, 2018



50-metre CRN superyacht launched and named Latona
February 12, 2018



60-metre Project Falcon sold
February 12, 2018



28-metre motor yacht concept by Isaac Burrough
February 12, 2018



New Baglietto 40-metre ordered by an American client
February 9, 2018

ALL NEWS



Search... [Q]

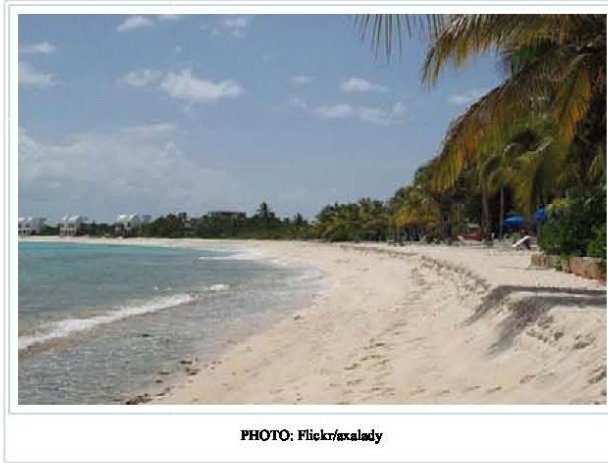


PHOTO: Flickr/axalady



Anguilla's Ambition for Megayacht Marina May Be Fulfilled

FEBRUARY 8, 2013 (HTTPS://MEGAYACHTNEWS.COM/2013/02/ANGUILLA-MEGAYACHT-MARINA-IGY-MARINAS-ALTAMER-RESORT/) **DAVID ROBINSON** (HTTPS://MEGAYACHTNEWS.COM/AUTHOR/DAVID-ROBINSON/)

The long-standing ambition for the small Caribbean island of Anguilla to have a megayacht marina moved a step nearer last week. A Memorandum of Understanding (MOU) has been signed between the government and developers, which should permit the creation of a facility.

The new marina is planned for the south coast of Anguilla. It's one of the few Caribbean islands without any megayacht infrastructure, despite plans being put in place several years ago. In 2007, the Altamer Resort, which opened in 2000, and IGY Marinas (<http://www.igymarinas.com>) signed an agreement to develop a 100-berth marina adjacent to the resort, able to accommodate yachts up to 328 feet (100 meters). The marina, to be named Yacht Haven Grande Anguilla, was to have one-third of its berths allocated to megayachts. Shops, dining, on-yacht spa services, and more were to be featured as well. Unfortunately, the financial downturn caused the project to be suspended. However, in late January, the Anguillian government signed a 32-page MOU, laying down all the details of the project in terms of funding, timescales, and responsibilities. Anguilla's chief minister, Hubert Hughes, signed it, along with Ellis Ellington of Ellington Capital Management Anguilla, the American-based developer. It further involves the Romney family, who are local residents.

At this early stage of the project, no more details are available. Regardless, Rebecca Eggleton, the owner of the Altamer Resort, describes it as still being "a live project," with IGY Marinas continuing to be linked to it. While a representative for IGY Marinas was travelling at press time and unable to provide any additional details, the company maintains a website for Yacht Haven Grande Anguilla.

Currently the resort and the land set aside for the marina are for sale, so buyers could reconfigure the marina if they decide to go ahead with it.

Related



(<https://megayachtnews.com/2017/06/red-frog-beach-marina-now-owned-igy-marinas/>)
Red Frog Beach Marina Now Owned by IGY Marinas
(<https://megayachtnews.com/2017/06/red-frog-beach-marina-now-owned-igy-marinas/>)
June 8, 2017
In "Charter & Cruising"



(<https://megayachtnews.com/2012/10/igy-marinas-blue-haven-marina-turks-caicos/>)
IGY Marinas Adds Turks & Caicos Megayacht Marina to Mix
(<https://megayachtnews.com/2012/10/igy-marinas-blue-haven-marina-turks-caicos/>)
October 3, 2012
In "Marinas News"



(<https://megayachtnews.com/2017/09/megayacht-destinations-aftermath-hurricane-irma/>)
Megayacht Destinations in the Aftermath of Irma—and How to Help
(<https://megayachtnews.com/2017/09/megayacht-destinations-aftermath-hurricane-irma/>)
September 11, 2017
In "Charter & Cruising"

MARINAS NEWS (HTTPS://MEGAYACHTNEWS.COM/CATEGORY/CHARTER-CRUIING/MARINAS/), **YACHTS** (HTTPS://MEGAYACHTNEWS.COM/CATEGORY/YACHTS-2/) **IGY MARINAS** (HTTPS://MEGAYACHTNEWS.COM/TAG/IGY-MARINAS/), **PERMALINK** (HTTPS://MEGAYACHTNEWS.COM/2013/02/ANGUILLA-MEGAYACHT-MARINA-IGY-MARINAS-ALTAMER-RESORT/).