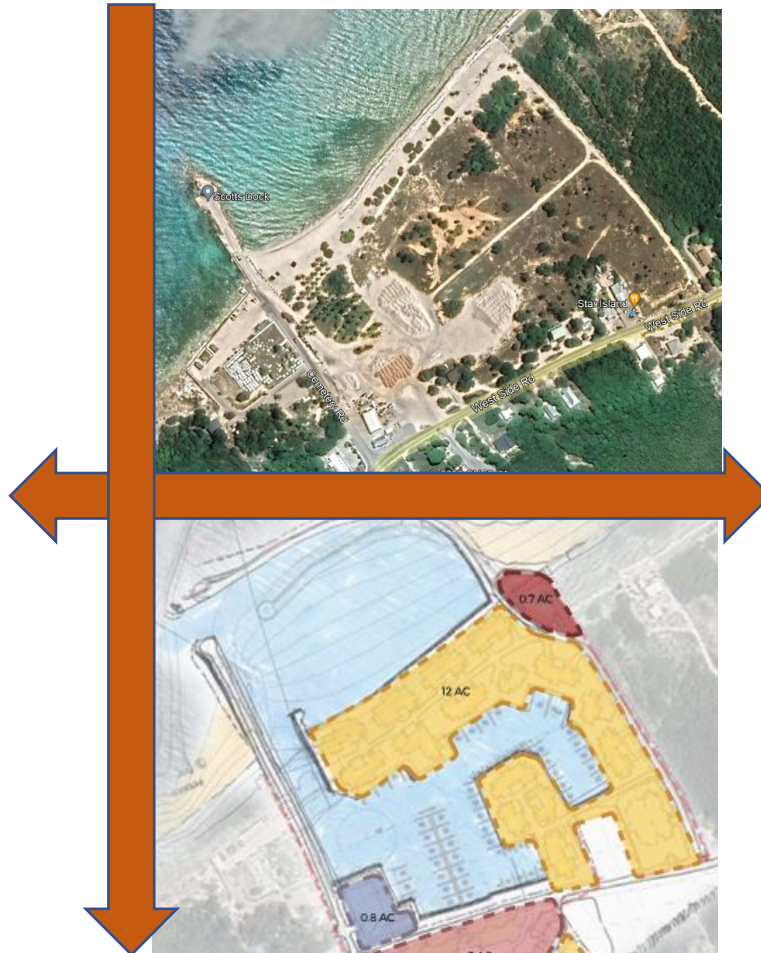


Port Zeus Marina Development

PROJECT DEFINITION DOCUMENT

EXECUTIVE SUMMARY

August 2022



"He hath founded it upon the seas"

Prepared For:

Prepared By:



**General
Circulation**

AMR Consulting Engineers
Unit #219, Cannon Place
294B North Sound Road
George Town, Grand Cayman

PORT ZEUS MARINA
CAYMAN BRAC, CAYMAN ISLANDS
BLOCK 95B PARCELS 99, 101, 106, 107, 114, 115, 119, 120, 255, 262, 273, 298, 299 &
CEMETERY ROAD/SCOTTS DOCK.

EXECUTIVE SUMMARY DOCUMENT
AUGUST 2022

(i)

1.1 Executive Summary

Cayman Brac has a rich diverse history; the terrain and island-landscape is by far the most dramatic in the Cayman Islands. Today, despite its small size, the Brac is reinventing itself as an eco-centric, adventure destination. Aside from diving, bonefish in the shallows and game fish in the deeper offshore waters lure anglers. The island's close proximity makes it a natural support base and jumping-off point to Little Cayman. The Brac hosts numerous ecosystems from arid semi-desert stubbled with cacti to ancient dry woodlands thick with exotic, fragrant flowers and trees. More than 200 bird species, both indigenous and migratory—including the endangered Cayman Brac parrot—flutter about. Nature trails filigree the interior, and several caves can be easily accessed. The Bluff is also considered one of the world's most exotic rock-climbing destinations.

Whilst government created infrastructure is generally good, the Brac suffers from a lack of investment giving few opportunities for either locals or new settlers. The Brac is safe and secure, with a good hospital and low crime rates which should make it an attractive destination for both visitors and residents to this Sister Island. Safe anchorage and shelter from the weather for vessels is lacking, however.

Neither Little Cayman nor Cayman Brac have a safe harbour or fully protected marina. There are no purposefully designed marina facilities on either island that can service visiting boats or medium size vessels. When fishing tournaments are held in Brac waters, boats are often moored 4, 5 or 6 abreast. There is no support infrastructure in place or current local desire to invest in such infrastructure at this time. There is however a need that has been expressed both locally on the Brac and also on Grand Cayman by both local boat owners, residents and Caymanians from the Sister Islands.

Whilst there are small areas for boat moorings and berthing to the southwest side of the island that offer some protection by way of the offshore reef (South Side Public Boat Ramp, Carib Sands etc) they are vulnerable to direct easterly and south-easterly winds. There are several old boat ramps and cuts into the shoreline along the northern coast, very few along the southern coast.

Frank Schilling has been a resident of the Cayman Islands for more than 20 years and is a naturalized Caymanian. His three children were born here and as they have grown, he has frequently travelled with them to the sister islands and seen the challenges of lack of moorage first-hand. During the pandemic and in the aftermath of the sale of his internet related businesses Mr. Schilling found himself with more time to devote to the problem of lack of safe harbour and he created FS Inc. (a holding company he wholly owns) for the purpose of developing a marina/safe harbour facility (Port) towards the West end of Cayman Brac on the north coast (White Bay). It intends to redevelop the existing Scotts aggregate storage yard (an area of approximately 24 acres), which is situated approximately 2,200 feet to the north of the Charles Kirkconnell International Airport (CKIA), and adjacent to the existing Cemetery Pier (Scotts Dock).

Mr Schilling has spent his summers traveling the small islands of Greece and was struck by the observation that isles much smaller than Cayman Brac or Little Cayman, had bustling economies with villages, bakeries, fish markets, lively town squares. The access to safe-harbour and the sea makes small ferry service between islands possible, and so he thought, why can't we activate our sister-islands for our people in this same way? Greek mythology recalls the story of when God created the world and he gave Asia to the Asians, and Africa to the Africans, Persia to the Persians and when it came time for the people of Cayman to choose there was no land left. God turned to the saddened Caymanians and said, "Don't worry my friends, I have saved a special place for myself, and I will give it to you." This is how Mr Schilling sees Cayman Brac and he can think of no name more important or fitting to guide and strengthen our journey. Monaco in Europe has Port Hercules, Cayman will have "Port Zeus". The entry to Port Zeus is bounded by Scotts Dock, a 350-foot-long stone spit dock projecting perpendicularly from the shoreline, constructed at the northern end of Cemetery Road, this is believed to be Government owned. This Stone Spit Dock lies adjacent to the western extent of the shoreline of the proposed site. The existing Stone Spit Dock is generally used for the export of rock from the Scotts quarry on the Brac to Grand Cayman, and often used by the regular Thompson Shipping barge goods transfer from Island to Island when the Creek port is subject to inclement weather.

Generally, the predominant winds on Cayman Brac are from the east; the orientation of the runway at CKIA is orientated in a west to east direction for this very reason.

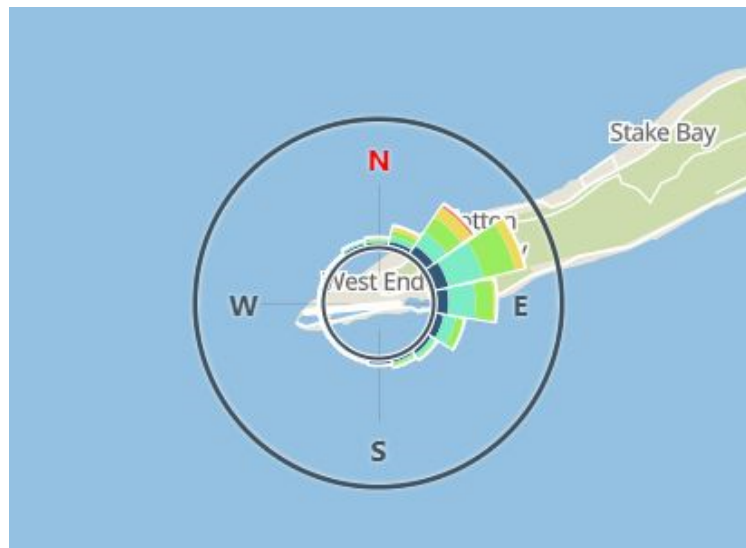


Figure 1. Wind Rose data from weather station at CKIA

These Easterly winds and associated surface wind-driven westward currents, makes the northern side of the

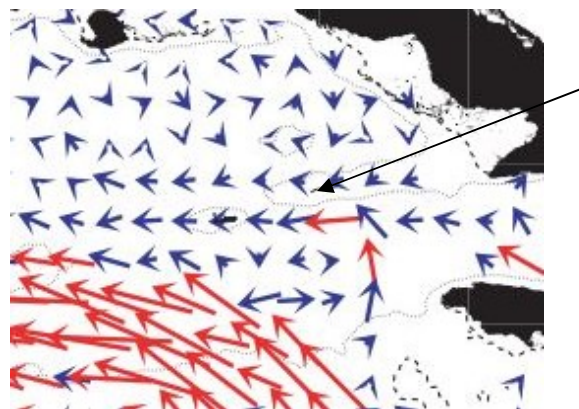


Figure 2. Local Surface currents within the Caribbean Basin (Cayman Brac arrowed above).

island a more sensible choice for offering some protection against these natural forces. Probably, for this reason the main Government Port (at the Creek) was constructed on this side and the population of the islands has tended to stay on the north too. The land orientation at the Creek port is approximately set along a coastline running from the northeast towards the southwest (45 degrees). Thus, it can be surmised that the orientation of the island does give some minor protection to the northern side of the island from these current and wind systems; the Cayman Islands are situated north of the swift Caribbean Current.

The marina design for this site will have to take into consideration the effects of both wind and current and logically any inlet into the marina has to offer protection from these natural forces, to allow safe harbour and docking.

Another reason for the site selection was because of its proximity to the defined Port Anchorage Area that lies directly offshore, see below:

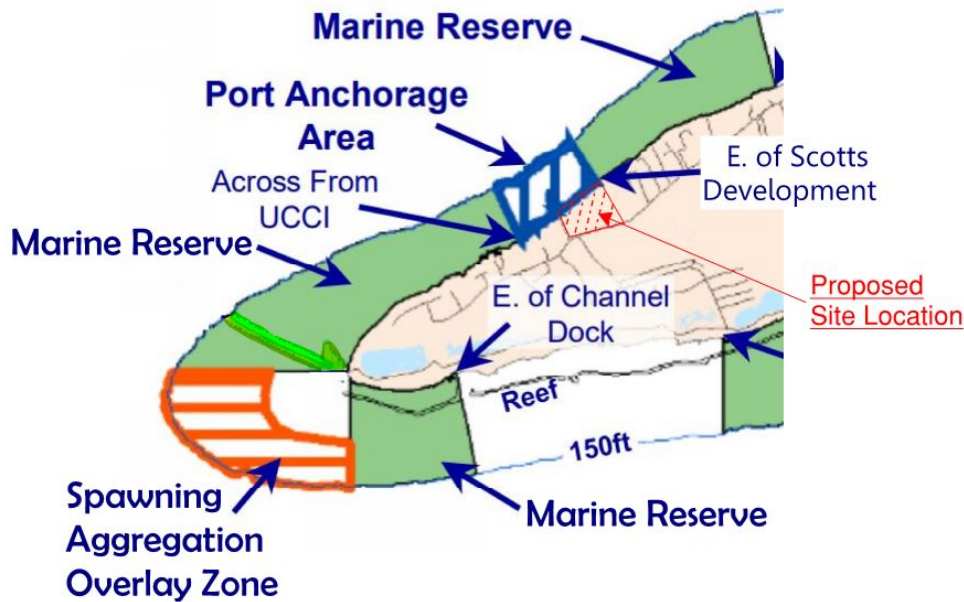


Figure 3. Site Location overlaid on exert from DoE Marine Parks Brochure (Rev21 April 2021)

The primary objective of this development is to bring a fully operational marina facility to the Brac and develop a protected onshore marina facility to provide private boat berths for both local and visiting boat owners. The proposed development wants to encourage and promote Cayman Brac as a safe destination for visitors and build upon the great maritime heritage of the Cayman Islands. The Cayman Islands motto, '*He hath founded it upon the seas*', acknowledges both the long Christian heritage, as well as its historic tie to the sea. This marina will be the first of its kind on Cayman Brac and consequently there is a desire to do it right and give the Cayman Islanders the link to the ocean that they truly deserve.

The marina is intended to be a full-service secure facility with power, water and a state-of-the-art sewerage system. There will also be fulltime security, availability of marine fuels, bulk ice, chandlery services, welfare accommodation and other facilities to meet the needs of the seafaring/maritime community.

The Marina is also seen as a catalyst for further business opportunities for others i.e. Water Sports companies, tourism organizations, the possibilities for new enterprise will no doubt snowball, ferry services to Little Cayman, new restaurants etc. The Cayman Islands Government is actively encouraging small and micro enterprises, as they see them having a critical role in getting the Cayman Islands back to global competitiveness. We also hope that this facility will be the required spark for these new businesses to ignite this new marketplace.

It is appreciated, that such a facility will need partnerships both with the Port Authority and the Cayman Islands Governments Department of Customs and Border Control (CBC) and FS Inc are happy to discuss all necessary requirements with respect to safety and security for this project. It is envisioned with time that overseas arrivals will increase as the boating public desires new international ports and marinas to visit and enjoy.

It is felt that if there is political will, an offshore safe harbour embayment could be attained. This would provide both security and commerce for both Caymanian 'seafarers' and a place of shelter and calm within the Port Authority Anchorage Area

In closing, this project has been both conceived and designed for the benefit of Cayman Brac and the Cayman Islands as a whole, bringing much needed inward investment and further opportunities for growth.