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24 February 2007

Connetable M. Jackson,
St Brelade Parish Hall
St Aubin, Jersey

APPENDIX XI

Dear Mike,

Bulwarks and reclamation

The possibility of pedestrianising the Bulwarks surely cannot work since vehicle access must be allowed to all the houses. It would help if the Bulwarks/Market Hill became a one way circuit; the downside concerns increased traffic along the narrow Market Hill and this might also cause some to shun the Yacht Club.

The reclamation sub-committee should, I feel, include a representative for the RCIYC. In 1969, when I was Hon. Sec. of the St Aubin's Boat Owners Association (and Astrid was the Hon. Sec's Hon. Sexetary), Bernard Amy first suggested the infill behind the Parish Hall up to La Haule Slip. At that time La Collette marina was under consideration. This was to take the pressure off St Aubin's harbour by allowing craft to be parked on land by mobile crane, together with additional car parking. The cars would be shielded from the residences by trees/bushes. A new wall, constructed just outside the fuel pump berth at the harbour entrance as part of the reclamation, would allow an open berth with provision for a mobile crane's wheels. Craft would then be lifted in or out at high water (30ft+) and placed in the boat park.

As to cost and tidal effects, I obtained a printed document from the States Harbours and Airport Committee (as it was then) showing the cost at £80,000. The Southampton University built a model covering the whole Bay showing there to be no negative effects with La Collette. This included the St Aubin Reclamation. The printed document was in the St Aubin's Boat Owners Association files which ended up in Elizabeth Cregeen's garage and which may have surfaced since. In any case, this document should be in States records as it included all the options for increasing yacht marina possibilities for the Island. The St Aubin idea was discarded on the basis that real granite facing was uneconomic, although we had proposed Ronez granite substitute as litchen growth covers it anyway.

The idea of a wet marina at St Aubin's cannot work without uneconomic work to strengthen the walls and waterproofing of the dry laid structure. You will recall that St Aubin's Fort Arm pointing resulted in part collapse due to water pressure. The old builders knew what they were doing!.

I hope you will accept the foregoing as constructive.

Sincerely
Robert

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