

## REGULAR AND SPECIAL SESSIONS

Act No. 6209

"Ocasio Park", which shall be conspicuously and permanently affixed in front of the park.

SECTION 4. A perma plaque copy of this act shall be prepared and presented to Susana Santana-Ocasio by the President of the Legislature or her designee, at an appropriate ceremony held for that purpose.

Thus passed by the Legislature of the Virgin Islands on February 9, 1998.

Witness our Hands and the Seal of the Legislature of the Virgin Islands this 19th day of February, A.D., 1998.

LORRAINE L. BERRY  
President

ROOSEVELT ST. C. DAVID  
Legislative Secretary

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No. 6209

(BILL NO. 22-0188)

(Approved, 1998)

To name the St. Croix Container Port, The Wilfred "Bomba" Allick Port and Transshipment Center

WHEREAS, Wilfred Elisha Allick, II was born on the island of St. Croix on January 12, 1910, to Wilfred Elisha Allick, Sr., and Mary Eliza Allick; and

WHEREAS, Wilfred Elisha Allick, Sr., a shipwright, and boat captain, known throughout the boating community, became ill causing his son Wilfred Allick, II to quit school while in the fifth grade in order to seek work to help support the family; and

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## VIRGIN ISLANDS SESSION LAWS

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WHEREAS, in 1920, at the age of ten, Wilfred Allick, II secured employment as a cabin boy aboard the vessel, "Vigilant", where his father served as the ship's master; and

WHEREAS, in 1925, at the age of fifteen, Wilfred Allick, II knew the local waters so well that he often acted as the ship's captain and was charged with guiding larger vessels through the shoals surrounding St. Croix; and

WHEREAS, in 1927, at the age of seventeen, Wilfred Allick, II became first mate on the vessels, "To Windward" and the "Resolution" under Captain Miller, and two years later became their captain; and

WHEREAS, Wilfred Allick, II's travels upon the high seas took him on a cross Atlantic voyage to Denmark, which began on St. Croix on August 8, 1932 aboard the vessel "To Windward" with Captain Christian Miller and second mate Ignatius Petersen; and

WHEREAS, during that voyage, they rode out five severe storms between St. Croix and the Azores Islands, and after two days in port, the hardy seamen left the Azores for the run to Denmark and were caught in the teeth of another storm which lasted seven days; and

WHEREAS, finally with Captain Miller badly burned about the face and neck, the "To Windward", leaking badly and sails shredded, was towed into Lisbon, Portugal; and

WHEREAS, Captain Miller, a Danish citizen, continued on to Denmark to seek medical attention, while Wilfred Allick, II and Ignatius Petersen remained behind with little or no funds on which to subsist; and

WHEREAS, when the Danish government learned of the heroics of the shipwrecked crewmen of the "To Windward" who had stayed behind in Portugal, it provided the men with hotel accommodations, money to defray their living expenses and arranged for their passage back to the Virgin Islands; and

WHEREAS, Wilfred Allick, II was affectionately referred to as "Bomba". While no one seems to know the origins of his nickname, many theories abound. Some say that he was given that name for the

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...ourage he displayed during World War II when he risked his own life to help others by delivering supplies of fuel and dry goods to military personnel stationed throughout the Caribbean in the face of heavy enemy submarine concentrations. Others say he got the name from his masterful ability to capture the wind in his sails causing them to fill and take on the appearance of balloons, and finally, a few say he received the name from shipmates who marveled at his skill at turning the circular hand pumps on board vessels of his day; and

WHEREAS, Captain Allick opened the treasures of Buck Island for all to appreciate, and he charted the way to have islanders and visitors alike enjoy the first opportunities of ecotourism on the island of St. Croix; and

WHEREAS, during the 1950s and 1960s, Captain Bomba skippered the "Suppressor" and the "North Star" where he thrilled tourists on excursions to Buck Island with sea adventure stories and marine history of the Virgin Islands; and

WHEREAS, Captain Allick sailed the multi-hull sailboat, "Ay-Ay" that was built in Frederiksted by Dick Newick in the 1950s and was used on tours to Buck Island; and

WHEREAS, Captain Allick was a tenacious and resolute seaman. In his wrestles with the sea, he seldom came off second best. He walked in quiet dignity and was gracious and kind to any and all persons whose lives he touched. He understood and believed in hard work and the years of toil were reflected in his face and in his hands; and

WHEREAS, his first command was aboard the "Resolution" and his last command was as captain of the sloop, "Yellow Bird", which he took to sea just 48 hours prior to his untimely death on Sunday, May 12, 1974; and

WHEREAS, Captain Allick was so well known for his feats of seamanship that in 1974, Senator Ronald McKenzie of the Commonwealth of Massachusetts Legislature passed a posthumous resolution adopted on January 31, 1977, in the State Senate honoring him; and

WHEREAS, the memory of this special man was further honored when the school children of the Virgin Islands were asked in a territory-wide contest to rename three motor vessels and they chose Wilfred Elisha Allick, II's nickname "Bomba" to appear on the "Bomba Charger", the "Bomba Challenger" and the "Bomba Cruiser." These vessels can be seen today as they proudly race through the emerald waters of the Virgin Islands carrying passengers from all over the world to their local destinations; and

WHEREAS, Wilfred Elisha Allick, II was married to Emelda Eugena Allick and together they have five children, Lorma Molloy, Idona Byron, Wilfred, Jr., Melvin and Myron; and

WHEREAS, in a eulogy written by the late Senator Ruby M. Rouss in honor of the late Wilfred Elisha Allick, II's contributions, entitled "A Tribute to a Sea Captain", it is stated that Wilfred Bomba Allick, II was respected by all, from the very young to the very old, for he had truly mastered the art of walking with kings while retaining the common touch. He was a one man Chamber of Commerce for countless numbers of visitors to our island who returned just for the privilege of sailing to Buck Island with Captain Bomba. Wilfred Elisha Allick, II was a local hero, and first local Crucian ship's captain to provide a special kind of warmth, kindness and cultural statesmanship for the guests to our islands. Wilfred Elisha Allick, II was respected by all and left a legacy of accomplishments of which the people of the Virgin Islands are indeed very proud; Now, Therefore

*Be it enacted by the Legislature of the Virgin Islands:*

SECTION 1. In honor of Wilfred Elisha Allick, II's dedicated service to the people of the Virgin Islands, the St. Croix Container Port shall be renamed and shall henceforth be known as the Wilfred "Bomba" Allick Port and Transshipment Center.

SECTION 2. The Virgin Islands Port Authority shall cause to be prepared and erected a suitable plaque bearing the inscription "The Wilfred 'Bomba' Allick Port and Transshipment Center", which shall be conspicuously and permanently affixed to the entrance of the Port

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Act No. 6210

Thus passed by the Legislature of the Virgin Islands on February 19, 1998.

Witness our Hands and the Seal of the Legislature of the Virgin Islands this 19th day of February, A.D., 1998.

LORRAINE L. BERRY  
President

ROOSEVELT ST. C. DAVID  
Legislative Secretary

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No. 6210

(BILL NO. 22-0220)

*(Approved, 1998)*

To honor and commend Gordon A. Finch and to name the Molasses Pier the "Gordon A. Finch Molasses Pier"

WHEREAS, Gordon Allen Finch was born on the island of St. Croix on July 24, 1943 to Beryl E. Smith Finch and Christopher Finch; and

WHEREAS, he graduated from Christiansted High School in 1961 and went on to attain a Mechanical Engineering Degree from Howard University in Washington, D.C. in 1966; and

WHEREAS, Mr. Finch further attained a Master's Degree in Mechanical Engineering from Carnegie Mellon University in 1967; and

WHEREAS, from 1967 to 1969, Mr. Finch worked as an engineer with the United States Army Corp of Engineers; and

WHEREAS, from 1969 to 1971, Mr. Finch worked with a research and development firm in New Jersey; and