



Port Owen Marina Authority (npc)

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Poma Newsletter: December 2017

1) POMA, the organisation for the Port Owen People, by the Port Owen People.

1.1) Firstly, at the end of this year, I want to thank the Directors of the Board for a tremendous effort and exemplary teamwork. Some of the directors joined us later during the year, but nevertheless, pulled their weight from day one. The Member organisations can be proud of the quality of the representatives made available to POMA. Without this kind of quality and commitment POMA cannot be effective in executing its mandate of maintaining and controlling the Port Owen Marina Waterways and Ancillary Services as required.

1.2) The permanent employment of management (Marina Manager, Financial and Office Administrator and Maintenance Manager), in my opinion, remains the key to success for the organisation. By having competent personnel managing the operational, day-to-day activities, the following is achieved:

1.2.1) The Board spends its time in determining policy, procedures and strategic issues rather than directors being de-facto executive managers themselves.

1.2.2) Managers can be held accountable for their performance.

1.3) We are now approaching a situation where the major operational responsibilities are under control and/or dealt with (assuming that we will be able to complete the Big Dredge in 2018). The remaining responsibility of the Board is to map out the strategy and policies for the future. Major issues, inter alia, requiring decisions are:

1.3.1) Defining the Mission of POMA.

1.3.2) The major maintenance work required on the wooden jetties in the yacht basin. This includes decisions regarding private ownership of jetties, including dealing with the risk of high maintenance cost in future and sponsored developments.

1.3.3) Structuring of fees in accordance with associated costs and risks.

DIRECTORS

A J Uys (Chairman); D Robinson; S Joubert; P Odell; S Crafford;
B Van Rensburg(Alt); D Roberts (Alt); J Scudder (Alt)

- 1.3.4) The role and responsibilities (including funding) of the Member Organisations. No doubt, the issue of the role of Berg River Municipality will be an important part of these deliberations.

The reader will appreciate that all the above requires wide consultation and cannot be left to the Member Representatives entirely. I therefore urge all the affected parties to participate and be party to the solution, ultimately.

2) Jetty fees incorrectly charged

As you are aware, we have a financial year-end at end December. This is to enable us to change our annual reporting period from the old July to June to the new January to December.

In preparation for this year-end, management conducted a jetty/boat audit of all private jetties and some administrative errors were found with the application of the policy of charging for the longest side of the jetty or the length of the boat, whichever is longest.

Personal letters will be sent to affected clients, explaining the discrepancies, and the Board has decided to issue invoices/credit notes effective 1 February 2018.

3) Live-Aboard Levy

After careful consideration the Board has decided to introduce a live-aboard levy for clients that want to live aboard their yachts berthed in the yacht basin, effective 1 February 2018.

The following rules will be applied:

- 3.1) For up to a maximum of 5 days per month there will be no levy.
- 3.2) For any period longer than 5 days, the levy will be the pro-rata monthly berthing fee per person living aboard.
- 3.3) Interested/affected parties must apply for a Live-aboard Agreement at the POMA office. This document will reflect the intended period of stay and the pro-rata fee, which needs to be paid in advance.
- 3.4) Permanent live-aboards will not be allowed.

4) Marina Rules and Regulations

We have updated and amended the rules and regulations. These were circulated to all Members and are attached to this newsletter.

Owners of private jetties please take note of the specific amendments which were made to bring parity between private jetties in the Loop and Yacht Basin.

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5) Dredging

The waterjet “cleaning” in the Loop was completed, with satisfactory results.

Cleaning at Marina Point, however, proved to be impossible with this method due to the difference in the material. Jetty owners will have to, unfortunately, wait for the actual dredging work to start in the new year.

We have decided to wait for receipt of the amended dredging permit before we give a formal stakeholder feedback session. This will, hopefully, be possible early in January 2018.

I wish to thank all clients for their support and contributions during the past year. The festive and holiday season is here – please enjoy and be safe in whatever you do.

Abe Uys

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