



Port Owen Marina Authority (npc)

Reg # 1999/010199/08

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POMA Newsletter: September 2018

1) Governance

- 1.1) Despite repeated requests, there are still clients who has not submitted duly signed private jetty agreements. We urge these clients to please do so by the end of September 2018 to avoid legal action.

If you have a specific reason for not complying, please engage with us. This is an important part of POMA's responsibility and it needs to be sorted out as a matter of urgency.

- 1.2) There are clients that have omitted to adjust the levy amounts paid by debit order with the annual increase, as well as clients who pays fees on a monthly basis who have not adjusted their payments to reflect the new fees. Please ensure that you make the payment as reflected on the monthly invoice and the monthly statement.

2) Dredging

- 2.1) There were no appeals against the amendment of the permit.
- 2.2) We are dealing with the National Department of Public Works, Small Harbours Division, to obtain permission for a permanent outlet pipeline secured to the bottom of the river as per the amended permit. Until this is done we shall be pumping out via the settling pond outlet.
- 2.3) The Board has mandated the Dredging Committee to negotiate a dredging contract with Santa Isabel Marine (Pty) Ltd, of St Helena Bay. The preferred supplier selection was made based on price and capability. We hope to conclude the negotiations by end of September 2018. Dredging can then commence immediately. We envisage a contract duration of 21 months, due to the permit restriction of 10 000 m³ per month. The tender price is R5.2 million, including an allowance for escalation. The intention is to remove 210 000 m³ of material from the canal, main basin and yacht basin systems.

DIRECTORS

A J Uys (Chairman); D Robinson; S Joubert; S Crafford;
B Van Rensburg(Alt); D Roberts (Alt); J Scudder; G Breeze (Alt); J de Meillon (Alt)

- 2.4) The Dredge Plan can only be completed once we have concluded the contract, but the Santa Isabel will start with cleaning out the Western entrance and channel to the bridge to secure good outflow and to fine tune the monitoring and testing systems. The craft will then move to the Eastern Entrance to the Loop and start working from that end. The POMA dredger will be used in a supportive role, initially. We estimate the cost of the POMA Dredger and other monitoring costs to be R0.7 million over the 21 months, bringing the total estimated cost to approximately R6.0 million.

The Dredge Plan will be published as soon as we have finalised it. The very first activity by the contractor will be a comprehensive sonar survey of the waterways and this will be used to determine the priorities. No dredging will be done between 15 December 2018 and 14 January 2019.

- 2.5) The above timeframe and estimated cash requirements will be financed from own funds (current accumulated funds plus the Municipal Grant payments for 2019 and 2020).
- 2.6) There are people asking why we don't use the spoils to repopulate the eroded beach at the harbour mouth with dredged material? The simple answer is that (a) the fines (< 0,5 mm) will be deposited back into the river system and (b) the spoils (.0,5 mm) is currently classified as "waste" and has to be disposed of at a registered landfill site. To reclassify the spoils will require a full Environmental Impact Study process, which can easily take up to 24 months to complete.

I have mentioned it before, but wish to repeat:

- 2.6.1) There is a need, in the longer term, to get rid of the settling ponds situated at the Western Entrance. There are private properties adjacent to that site and the owners are, rightfully, not happy for the current system to continue.
- 2.6.2) It is expensive to transport the spoils to the Vredenburg dumpsite.
- 2.6.3) The spoils should ideally be used to repopulate the eroded Admiral Island riverbanks and any other eroded area of riverbanks upstream of the Port Owen Marina entrances.
- 2.6.4) POMA has agreed with DEADP to explore these options in 2019, with the aim of agreement on a long-term plan which will allow the spoils to be deposited in the area immediately bordering the Marina.

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3) Yacht Basin Development.

- 3.1) We have received formal mandates from the POWA Committee and are awaiting the same from WAG, POPOA and Admiral Island.

Please ensure that your representative is well informed in order to enable the POMA Board to make a final decision that will be based on the real needs of the People of Port Owen.

- 3.2) The work on the embankments supporting the rehabilitated walkway at the Juliet side of the Marina has now been completed. No work is planned on the embankments and walkways until early next year. Dredging will receive all our attention until we are satisfied that the contractor has settled in and the systems are working as required by our permit.

4) General

As soon as we have finalised the Dredging Plan, we shall publish it by means of an Interim Newsletter. This will be done approximately middle October 2018. Clients will be informed of specific requirements regarding jetties and ramps during the dredging operation.

Slowly, but surely, we are getting there! We, as a Board, is looking forward to get this operation going and completed to the satisfaction of all affected stakeholders.

Be safe out there!

Abe Uys

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