



# Port Owen Marina Authority (NPC)

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## POMA NEWSLETTER

FEBRUARY 2026

From the Chairman

Dear Residents, Stakeholders, and Friends of Port Owen,

This month's newsletter will be shared with the minutes of the public meeting which took place on the 21st of February 2026. One that in our view had a disappointing attendance. Notwithstanding that we will continue to do a monthly newsletter and convene public meetings on a quarterly basis.

It is vitally important that the spirit of teamwork between POMA and its clients remains a positive one.

As we had, had reports from some of our clients regarding the behaviour of some of the employees, it was decided to have a meeting with all the employees laying out a Code of Conduct which addressed the issues which were raised as well as ensuring every employee understands their role and responsibilities.

It had also been reported that employees had refused to clear areas of Ulva when requested by clients. Our employees have been instructed not to comply as this deters them from doing their designated jobs on the day.

The removal of Ulva is done on an ad hoc basis and despite pictures posted of Hartbeespoort Dam, we do not have a hyacinth problem.

There have been several comments on social media that complain about the management of the employees of POMA. We can assure you that all employee activities are monitored. We would really appreciate it if any reports of wrongdoing or tasks that may be required are channelled through the POMA manager, either via email or telephonically. Moving forward all communication should be done through the e mails [poma@poma.co.za](mailto:poma@poma.co.za) or [manager@poma.co.za](mailto:manager@poma.co.za) as this means a record will be held in the office. Sending e mails to individual board members undermines the chain of communication.

We do however wish to ask you to be reasonable when posting on social media, one that comes to mind is a picture that was posted of a barge in the river with a person on the barge making a phone call. Stating they are cruising on the river sitting on their phones. This kind of post is one that creates an impression that people are not doing their jobs, when in fact they are measuring the velocity of the river from a dredging perspective and our ECO Tech is telephonically communicating with the instruments which monitors our water quality.

We are moving along very nicely with the dredging, and it would really be refreshing to see pictures of the dredging team going out at 06h30 in the morning or returning at 20h00.

### Directors

J Hampton (Chairman); J De Meillon (Vice-Chairman); R De Bruyn; J Joubert; J Moolman  
D Robinson; J Da Silva; JC Latter

## Dredging Report

According to our latest bathymetric survey we dredge a total of 13% of solids from the slurry.

### **January 2026**

We removed 5864.1m<sup>3</sup> of slurry, therefore 762.33m<sup>3</sup> solids.

### **February 2026**

We removed 4844.1m<sup>3</sup> of slurry, therefore 629.73m<sup>3</sup> solids.

**We are happy to share that our “Dumping at Sea” permit has been approved on 12 February 2026 for a period of 2 years, valid until 12 February 2028 with the same volume of 10 000 m<sup>3</sup> but with an additional month of dredging in November which is a big win!**

**PORT OWEN MARINA AUTHORITY (POMA)  
PUBLIC MEETING – FEEDBACK SESSION  
Date: 21 February 2026 | Venue: Port Owen Yacht Club**

### **1. Welcome and Attendance**

Jeff Hampton (Chairperson) welcomed all attendees.

**Attendees:** 13 present

**Apology received:** Mr. Blokkies Loubser

POMA Board Members Present:

Jeff Hampton – Chairperson

Derek Robinson – Technical

John de Meillon – Finance

POMA Staff Present:

Anwill Vries – Marina Manager

Fazlin Bester – Office Administrator

### **2. Purpose of the Meeting**

The purpose of the meeting was to:

- Provide feedback from the previous public meeting.
- Address questions received prior to and during the meeting.
- Clarify operational, financial, and governance matters relating to POMA.

### **3. Governance and Board Composition**

#### **3.1 Directors Owning Jetties or Boats**

A question was raised regarding how many directors’ own jetties and boats.

The Chairperson confirmed that there is no requirement in POMA’s MOI for directors to own boats or jetties. 50% of directors own a boat, mooring or a jetty.

#### **3.2 Composition of the Board**

Jeff Hampton emphasizes that jetty and berth owners are not members of POMA, but clients. The POMA Board members consist of representatives from:

**POYC** – Port Owen Yacht Club

**POPOA** – Port Owen Property Association

**POWA** – Port Owen Waterway Association

**AI&PBHOA** – Admiral Island & Pelican Bay Homeowners Association

**Bergrivier Municipality Representative**

**WAG** – Waterway Action Group (currently inactive; members may approach the Marina Manager should they wish to reactivate it).

#### **4. Dredging and Waterway Management**

##### **4.1 Dredging Progress**

Concerns were raised regarding visible dredging progress and requests were made to suspend capital expenditure until measurable progress is demonstrated.

Current year-to-date removal stands at approximately 6890m<sup>3</sup> of slurry so approximately 895.7m<sup>3</sup> of solids.

There is consideration to redirect dredging efforts to the east entrance due to sediment buildup.

Channel markers are also being put in at the east entrance to show the centre channel.

It was explained that sediment deposition occurs primarily at the east entrance and west entrance due to river flow dynamics, and not directly into the main basin.

##### **4.2 Efficiency of the Current Dredger**

POMA previously fitted a cutting head to improve efficiency but was instructed to remove it due to a lack of environmental compliance.

A strategic review team will investigate alternative dredging solutions, including:

- Acquisition of additional equipment
- Use of a barge system
- Outsourcing dredging services

A quoted outsourcing cost of R22,000 per day was considered financially unsustainable, particularly as that cost would have been fixed irrespective of whether they were dredging or not.

##### **4.3 Environmental Restrictions**

Dredging operations are regulated under environmental permits. Operations must cease when:

- River velocity is lower than permitted limits
- Water levels cover the marsh areas
- Plume movement risks environmental impact

To maximize dredging windows, ECO technician Shadley conducts early morning flow assessments to allow operations to begin at optimal flow conditions.

Further testing will be conducted to assess earlier discharge timing during high tides and monitor plume behaviour.

##### **4.4 Permits**

POMA operates under three permits:

1. **Provincial Permit** – Open permit without expiry.
2. **Dumping at Sea Permit** – Allows pumping and discharge into the river (2-year permit).
3. **Discharge Permit** – Allows discharge from the dam at Sheila Avenue into the river (5-year permit).

Clarification was provided that the “dumping at sea permit” referred to in correspondence does not relate to barge operations. Our permit does not cover barging material into the ocean it allows pumping debris into the river under strict controls and that larger particles are put into the holding dam which is later removed by trucks

## **5. Financial Matters**

### **5.1 Levy Collection**

Currently, approximately 27% (Rand Value) of private jetty owners are in arrears. This is due to one large defaulter where we are taking legal action. Most jetty owners are paying their annual fee.

Legal action must be pursued to obtain judgement before jetty removal can take place.

While arrears impact planning, they do not threaten operational viability.

### **5.2 Income Structure**

- 61% of income derived from levies
- 39% derived from grant funding

### **5.3 Staffing Structure**

- Administrative staff: 10%
- Operational staff: 90%

### **5.4 Budget Transparency**

Detailed budgets and audited financial statements are available on POMA's website.

### **5.5 Dredge Reserve Fund**

The Chairperson clarified that references to a "big dredge fund" stemmed from a 2021 newsletter where maintenance fund balances were described as a dredge reserve during COVID. There is no separately designated dredge fund. When in fact that number was a cash in hand number not a dredging fund.

### **5.6 Proposed Levy Increases**

Any proposed levy increases are aligned with CPI. No increases beyond CPI are being proposed. Members previously indicated reluctance to support significant levy increases.

## **6. Berths and Jetty Ownership**

- In the main basin, members purchase a berth (water space), not the physical jetty.
- In the loop area, members purchase and maintain their own jetties and pay a monthly jetty fee.
- POMA maintains main basin jetties, walkways, gardens, and common areas.

POMA does not intend reimbursing berth owners for historic agreements or discounted arrangements. POMA has now a standard process which is documented and will remain in place, naturally in the spirit of fairness we will hear any requests for exception and or leniency, these will be made public as we are ensuring full transparency.

## **7. Governance and Conduct**

The Chairperson emphasized:

- Directors serve voluntarily and are not remunerated.
- Communication should be directed to the Marina Manager for formal response.
- Aggressive or divisive discourse should be avoided.

Concerns were raised regarding social media posts depicting staff negatively. The Board noted the

demoralizing impact of such actions.

Regarding Island representation, the MOI requires directors and alternate directors to be independently elected by members. The island members continue to voice their dissatisfaction publicly, POMA has no control over the election and or nomination of any of its members, it is the members responsibility to see that the election process is transparent and done in line with the POMA MOI requirements. Should the member not follow the requirements as set out in the POMA MOI, POMA has the right to deny that members representation.

#### **8. Comparative Marina Costs**

The Chairperson conducted informal comparisons with other marinas. Due to varied billing structures (membership-based, visitor rates, draft-based pricing), meaningful comparison was not feasible.

#### **9. Law Enforcement and Waterway Authority**

POMA's authority is limited to asset management.

Enforcement of:

- No-wake zones
- Boating conduct
- Jet ski regulations

falls under law enforcement and municipal authority.

A suggestion was made that Bergrivier Municipality consider private marine law enforcement support due to limited municipal peace officers.

#### **10. Closing Remarks**

The Chairperson reiterated the Board's commitment to transparency, communication, and operational improvement. Clients and members were encouraged to work collaboratively with the Board to strengthen governance and waterway management.

The Chairperson thanked the Board members for their continued voluntary service and dedication.

The Chairman also thanked the clients that were supportive in the changes taking place.

**Meeting adjourned.**