Boaters take care - dangers on Kromme River

Boating on the Kromme River is currently dangerous owing to extremely shallow and narrow channels, plus hidden sandbanks. This poses serious consequences for anyone speeding or navigating without care. The river has been turfed owing to government laws and has filled up crossing numerous sandbars, many of them hidden below the surface of the water. Two festive seasons ago there was a nasty accident on the river involving two boats, resulting in a death. A woman was admitted to hospital with serious injuries.

The Kromme Joint River Committee (KJR) responsible for the management of the river has placed buoys on the river, provided maps for purchasers of boat licences and issued new navigation warnings, but the committee warns: “Please note the blue and map are supplied merely as a guide. The same route with the skipper of the craft to travel at a safe speed at all times.” Apart from no speeding warnings, the river committee has announced there is no sailing allowed on the river until the all-important RiverBath.

The committee said of serious concern is the decreasing depth and width of safe navigable channels, certainly from the mouth of the Kromme River to the Rivierdrift shareblock, which is situation on the north bank on the Humansdorp side of the Kromme Bridge. The committee also says unfortunately no charter companies or charter boats are the outcome. The drop to the Salvation of the Delt, which is being worked on by the St Francis Bay Property Owners Association (SFBPOA) as part of Phase 2 of the beach restoration initiative. The intention is to dredge and pump sand from the Kromme River onto the beach in the vicinity of Main Beach together with other initiatives to retain the sand.

While avoiding the EIA and in the short term the committee has marked navigable channels, to the best of its ability with navigable buoys (red, port and green, starboard). Important navigation regulations refer to the passage:“* when entering an estuary i.e. going upstream the red buoys are kept to the left and when exiting i.e. coming downstream from the estuary, green are kept to your left.*

The map illustrating static numbers or zones, process with caution and always be supplied with each boat. The permit sold and boat owners are requested to please acquaint themselves and others who may make use boats or boats on the river on 0639694939 or harbour@stfrancis.co.za. The committee also reveals that it has a signed agreement (MOA) with the Kouga Municipality to assume the responsibility for the management of the Kromme and Geelbek Rivers as of 1 July 2015 and the management sees the crossing of river fees collected, less a small handling fee and VAT, back to the KJR and in order to perform the required costs, including the collection fees, the KJR is in cooperation with the organisation.

As we have only just seen the first of the funds for the July and August permits sold flow through the Kouga Radio (KJR), it has been the case that the committee with very little time to implement what is considered critical to the safety of all river users, particularly over the next Christmas season.

Kromme River & Canals
Contact Numbers
Cut-out and stick on your Fridge

<table>
<thead>
<tr>
<th>Emergency contact details</th>
<th>Numbers</th>
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<tbody>
<tr>
<td>24 hours 042 291 0250</td>
<td></td>
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<tr>
<td>Municipal Securityissues</td>
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SRA Levy on the cards for St Francis Bay?

By Bev Martin

A Special Rating Area (SRA) levy is on the cards for St Francis Bay.

The St Francis Bay Property Owners (SBPOA), formerly known as the St Francis Bay Residents Association (SFBRA) and now SFBPOA, has announced that it is considering introducing an SRA levy for the repair and maintenance of the infrastructure. The SBPOA has announced this in its newsletter.

The SRA levy is one of many options that the council has considered to help fund the upkeep of the infrastructure. The levy is being considered as a way to raise funds to maintain the local roads, bridges and other works of public utility.

The SRA levy is a special tax that is levied specifically for the maintenance and repair of infrastructure. The levy is imposed on property owners within the SRA area, and the revenue generated is used to fund the maintenance and repair of the infrastructure.

The levy is being considered as a way to ensure that the costs of maintaining and repairing the infrastructure are shared by all property owners within the SRA area. This is in contrast to the traditional approach of funding infrastructure maintenance and repair through general taxation, which can be an inefficient and unfair way of funding such costs.

By levying an SRA levy, the community can ensure that the costs of maintaining and repairing the infrastructure are shared equitably among all property owners within the SRA area. This is an important consideration, as the costs of maintaining and repairing infrastructure can be significant, and it is important that they are shared fairly among all property owners within the SRA area.

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