

## From the Office

Jim Boucaut, Acting Manager

The staff in the Office have been exceptionally busy with the load placed upon them with the requests for additional financial reporting which have been necessary due to the difficult times the Squadron has been through. The new Squadron Management Committee has required information from the Office to determine the direction the Squadron should take in the future. That Committee has been very good in organising their affairs, so that staff in the Office have not been required to type their minutes. We thank them for their efforts.

Subscription invoices have been sent out early to improve cash flow, and the response from Members has been exceptionally good.

The many changes which have occurred in the Ding Room, Bar and Yard areas have been implemented, and over time will be refined so that the disruption to the Squadron's facilities will be minimised.

**Telephones.** Unfortunately yet another pay phone has been stolen from the passage in the Clubhouse. A steel phone is to be installed on the front verandah adjacent to the Coke machine. The cost of a call will rise to 50 cents on this new phone.



At the Twenty-Year Members' Dinner:  
Jack Gamlin & Jenny Last

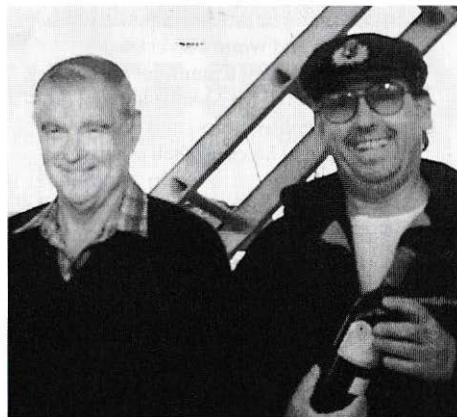
**Ice Machine.** To give an improved service to Members, a self-service ice machine will be placed alongside the Coke machine. An honesty box will be provided.

**Club Entrance.** The very poor entrance road to the Squadron is due to the decision to retain access to the public launching ramp at the north-west corner of the Outer Harbor wharves. This is required for washing down of oil spill container booms in the event of a spillage. This necessitated changing the layout of the car storage area, with the consequent encroachment to the east. A new access road is to be built at right angles to Victoria Road, and will necessitate the resiting of our gate. The Ports Corp will cover the cost of paving the road, and the Squadron will pay for resiting the gate. It is hoped that a working bee will assist with this project.

Sam Clohessy now operates bookings of the slips on 017 863600, preferably between 0730 and 1500. He also issues invoices and receives payment for use of the slips. We thank you for your assistance in making this change of arrangements a success.

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**Slipping Bookings:  
Mobile: 017 863600**



John Germein presents Bob Catley with his prize at Port Vincent, Easter 1996.

## Quarterly Meeting March 1996

There were present 111 Voting and ten Non-Voting Members

Mr J Hussey presented a plaque of acknowledgment to the Squadron from the U.S. Navy Research Authority.

The Commodore reported on management changes since Alan Wilkinson's retirement due to ill health in January. The Commodore was working in Malaysia at this time and he acknowledged the burden his absence put upon the other Flag Officers and Treasurer. Mr. Jim Boucaut was appointed Acting Manager until a new Manager is appointed.

The long-standing matters of the Lease Boundary arrangements and the Fire Brigade building have not yet been resolved, and the public western boat ramp will remain open. The Ports Corp are making temporary access arrangements for the public to get to the ramp when they enclose the area to the west of the Club.

The Adelaide/Port Lincoln race started under unusually strong conditions. Of the 62 starters only 31 finished. The Squadron took out the overall Teams prize thanks to *Rimfire II* (John Moffatt), *Tradition* (Bill Strangways), *Outsidedge* (Dave Morphet) and *Enchantress* (John Muirhead and John Willoughby). Second Division results were also good for the Squadron with *Tradition* (Bill Strangways), *Amourette* (Alan Down) and *Turilawa* (Warren Matthews).

The Junior Group guided by Lee Sydenham has been well recognised by the ETSA Corporation sponsorship of the Holdfast Trainers and the Savant Cup for Cadet Dinghies.

The Commodore expressed his pleasure at the number of Members attending the farewell to Alan Wilkinson, which was jointly conducted with the New Members function. One of the reasons for doing it this way was the ability to conduct it in a more economical manner.

**Club Finances.** The Commodore reported that the main focus is to recognise that over recent times we have been spending more than has been

coming in. Projections made prior to the September Quarterly Meeting, late last year, and conveyed to members by the Treasurer highlighted the recognition of a trading problem which had become apparent in parallel with poor sales of marina berths. Further details were provided to Members at the December Quarterly meeting and in a detailed report in the *Squadron Quarterly* issued at that time. Understanding the problem and finding a solution has been tedious and frustrating. Added to this has been the need to undertake tasks during Alan Wilkinson's sickness and the subsequent diversion of appointing an Acting Manager.

The Commodore reminded Members of challenges in the past and of significant developments over the last few years. If the Members had not taken hard decisions then, where would we be now?

The marina project proceeded with the undertaking to Members that its construction would not disadvantage Members on chain moorings, financially or by way of amenity. Part of the marina strategy was to equalise Members' rights to the water space occupied by their boats, whether a marina or chain mooring, to allow a tradeable equity for Members moving boats from chains to marinas or Members buying or selling chain moorings. The value provided to boat owners with chain mooring was approximately \$800,000. Members should make due allowance for the significant infrastructure works provided by the marina project, the cost of which was not borne by normal revenue. With that background we must focus on what we have done and what we propose to do to maximise our benefits to Members, to improve our financial situation and reduce our debt. Without achieving this we will not be able to improve the premises as outlined at the AGM last year, and which is essential to the long term growth and viability of the Squadron.

Firstly, since the beginning of the term of the current administration, we recognised we have a potential cash flow problem and took action. We addressed a number of administration problems associated with handling and processing of accounts and continue to upgrade the computer