

Rule 3 reads as follows:-

"Rule 3.

(1) Officers of the Squadron shall consist of three Flag Officers (Commodore, Vice Commodore, Rear Commodore), and a Treasurer. Such Officers shall be elected by ballot each year at the Annual Meeting of Members, to hold office until the conclusion of the next Annual Meeting.

Nominations of candidates to be made at the previous General Meeting.

(2) No Flag Officer shall hold his particular office of flag rank for a period of more than two consecutive years.

(3) Service as a Flag Officer prior to the election of 1965 shall apply to this provision.

(4) Any period served as an acting Flag Officer shall not be taken into account.

(5) The General Committee may fill any casual vacancy occurring in Officers of the Squadron by appointing a member to act in that capacity until the next Annual Meeting.

(6) In every contested election each member voting must vote for as many candidates as there are offices or vacancies to be filled at such election."

Important alterations and additions are that the period of office for each Flag Officer is defined, the doubt as to handing over at the Annual Meeting has been removed, and power is given to fill casual vacancies.

All of Rule 6 dealing with the election, powers, duties and responsibilities of the Committee was also struck out, and the new Rule 6 enacted. This is a very long Rule, and may be summarised as follows:-

The General Committee now consists of the Officers of the Squadron together with the Chairman of each of the four "Management Committees". These Management Committees are named The Outer Harbor Committee, The Sailing Committee, The Club House Committee and The Social Committee, and each consists of four members duly nominated and elected in the same manner as the Officers of the Squadron, with the exception that a member may be nominated for more than one Management Committee - the elections at the Annual General Meeting of members are held in the order in which

the Management Committees are named above. On a member being elected to a Management Committee his nomination for any other Management Committee automatically lapses.

The responsibilities and powers of the Outer Harbor Committee include the management of the Squadron's mooring basin, Outer Harbor premises and shore installations, the Sailing Committee the management of all matters relating to yachting including Yacht Racing, the Club House Committee the management of the Squadron's City premises, bar management wherever situated and of all matters pertaining thereto, and the Social Committee organises the social functions of the Squadron not related to the management of yachts.

The rest of the amended Rule 6 re-enacts the power of the Committees to make and alter by-laws, and also extends the power to all Management Committees (previously held only by the Sailing Committee) of reporting to the General Committee any disobedience of rules and by-laws or the neglect or mis-management of any yacht, with a view to the removal of such yacht from the Squadron's mooring basin.

Another important addition is that empowering the Committee to fill any casual vacancy until the next Annual General Meeting of members.

These new Rules will be published in full in a revised Rule Book which is hoped to print in the near future and copies will be supplied to all members.

FAREWELL "ANYNDAH".

On Tuesday, 31st March, our old friend "Anyndah" quietly left the yard on possibly the longest "bruise" of her career; and that on a semi-trailer bound for Sydney.

Rumors earlier that month were that her owner, Bill Martin, would be returning to Adelaide, but a last minute hitch in his plans brought about the decision for "Anyndah" to join him in N.S.W.

Launched in 1928, "Anyndah" was built by R.T. Searles & Sons for Life Member, Norman Ford, to a design from Albert Strange, and embarked on her eventful life by winning the first Island Cup in 1930. Under the same rig she very nearly won the same race in 1962 when Keith Flint pulled her into 2nd place.

In 22 years of ownership Norman Ford cruised extensively the waters of Spencer and St. Vincent's Gulfs and her succeeding owners - Mark Tostevin, Doug. Verco, Keith Flint and Bill Martin all followed in his wake.

"Aryndah" has been fortunate in having good owners and at the present rate she will still be sailing, when most of us will no longer relish a good hard beat to windward.

We wish her well in Eastern waters and know that when the wind is piping she can still come into her own.

#### THEFT AT OUTER HARBOR.

On the Sunday morning following the Gulf Race 2 Victorians came to the Squadron's premises at the Outer Harbor for the express purpose of looking over "Kareelah".

These two men are in the process of building a yacht similar to Kareelah and were invited down to see her and also look at our facilities. Being good yachties they left their shoes on the pontoon and stepped aboard the yacht which was tied to the pontoon, having just completed the race.

Within 10 minutes both pairs of shoes were missing. One pair, the older pair naturally, was found at the end of the main shed.

Our gatekeeper told us no car had left the premises and despite much searching and asking, one Victorian left the basin with what must have been very mixed feelings about the Royal S.A. Yacht Squadron.

The fact that we had a gatekeeper present almost excludes the possibility of any non-member being on the premises at the time and this fact must have been painfully obvious to the two visitors.

The consequences which will attend any member discovered taking property which does not belong to him needs no emphasis, and it is the duty of members to keep their eyes open for any circumstances which appear suspicious.

We understand that the above instance is not an isolated case this season and one can only wonder at there being one of our members who would stoop to such a despicable level as to thief property.

Apologies were made to our Victorian visitors and a letter has been sent from the Secretary expressing the Committee's regret over the incident.

#### A CRUISE TO VICTOR HARBOR IN "SPINDRIFT".

Victor Harbor is not normally a spot chosen for a Christmas cruise. Due to matrimonial pressure, however, it was "decided" that Victor Harbor

would be just right.

After participating in the Kingscote Cup we set sail at 6 a.m. from Kingscote intending to spend the first night in Antechamber Bay. At 8 a.m. N of Ballast Head a fresh Westerly came in and with spinnaker set we surfed our way along the north coast of Kangaroo Island and arrived at Antechamber Bay at 11 a.m. The wind had now swung into the NW and a swell and a half was rolling into Antechamber. We dropped the spinnaker, set the genoa and with a small reef in the main pointed our nose for "The Pages" (several small rocky islets in Backstairs Passage). I had been told that "The Pages" is a wonderful place to catch salmon, however, on a day like this with the big swell crashing onto the two small islands, the salmon were quite safe.

Gliding with the southern coast near Tunkillo we could not help but marvel at the scenery. Looking back to the west past Porpoise Head to Cape Jervis the 900 ft. coastal range runs parallel to the coast and drops swiftly to cliffs or to the golden beaches of Tunkillo, Parsons and Maslam.

A large Westerly swell and a 20 knot breeze soon had us beam on to Newland Head and changing course to run along the coast we could easily identify West Island and the Bluff. This section of the coast from a yachtsman's viewpoint can only be described as terrifying 700 ft. cliffs, sheer and black, cut straight into the Southern Ocean, the prevailing wind is onshore and the swell smashes against their base. A great place to be in trouble!

Just before rounding the corner into Encounter Bay, West Island is reached. During our stay at Victor Harbor we went fishing with Bill Harniman aboard "Jeanie Clair". Bill showed us the salmon spots around West Island. On the inshore side of the Island is the old quarry, now abandoned, but originally used for the granite supplied to build the B.A. Parliament House. The old remains of the stone sheds, the iron mooring rings to moor the ketches and the heaps of half cut granite blocks are now all that remain.

We spent the first 3 nights at Victor moored in the Fishermen's anchorage in the little cove just around the Bluff. Whilst the westerly condition prevailed this was quite pleasant, however, on the third night the wind moved into the south and in came the swell and we were soon dipping our bow under. A 5 a.m. departure saw us heading for Granite Island where we hung off the Screw Pile Jetty with a stern anchor out Port Vincent style. This anchorage we found to be excellent with