

Squadron Management Committee is independent of daily operations and can act as a committee of review like the Board of a public company. It is also an improvement to have the traditional Committees reporting through the Manager rather than to the General Committee. At the same time there is a good and democratic participation by Members in the daily operations of the Squadron.

As we predicted at the time, the greatest benefit from the rationalisation of the Squadron's cost structure is a return to greater participation by Members in activities. People are encouraged to be involved and to give what they can, especially of their expertise — whether this be using muscles in a working bee or a specialised skill. This is a Members' club, not a place where people come to be waited on, with salaried staff doing everything. Many long-standing Members have commented to me how the Squadron is returning to its roots. While it should not try to go back in time, I think it shouldn't go forward without corporately thinking seriously about the sort of culture it wants itself to adopt as its niche in the leisure industry (for want of a better term). Now that we seem to have the general cost and income structure back into balance, the Officers,

committees and Manager will be looking to the membership for support and feedback as they concentrate on this. Our unique place is to be the best and most highly regarded focus for serious yachting in this State. In my opinion, we should not attempt to become something like a country club, but concentrate on what we have always done best.

Early in the new year we will revise our budgetary predictions for the next financial year for presentation at the next Quarterly Meeting, in order that the Voting Members may confirm the subscriptions. Fees, of course, are set by the Squadron Management Committee, which has been given this power by the General Committee.

The general strategy is simple — retire existing liabilities and build up financial reserves to fund future development and maintenance with equity rather than again going into debt.

In summary, the Squadron is well on the way to financial recovery, and all involved in running its affairs — Squadron Management Committee, the traditional Committees and staff — are committed to this process. SQ

Outer Harbor Committee Report

Robert Henshall

Someone said, "Life was not meant to be easy." How right he was! The front entrance gate is still not installed, but all the bits and pieces have been ordered, and now it is a matter of finding voluntary helpers and the time to install it. With most of those involved heavily committed to sailing, it may be after Easter before it is in place.

As mentioned in my last report, there is to be a review of dinghies and their method of storage in the premises. The Outer Harbor Committee will also review lockers and how best to arrange them to achieve better use of the main shed.

With the help of the Seaweed Gardening Group, the garden has produced healthy growth of most plants, and the New Zealand Christmas

trees are flowering. We have had some losses, mainly due to lack of water. It is also apparent that the last Sunday in each month is not the best for gardening. After consultation with the Sailing Committee, this will change in May.

Maintenance and improvement of our facilities at the Squadron will always be the aim of our Committee, so if you see Squadron equipment needing repair or being used in an incorrect manner, please tell the Manager.

There are some important By-laws which we will be asking the Manager to enforce. If necessary, they will be changed or new ones will be introduced, if such action is required to improve the operation of the Squadron and enhance your enjoyment of our club.

House and Social Committee Report

David Borg

This last quarter has seen a flurry of activity as the summer season advances. Opening Day was enjoyable, despite the late rain. Those who attended the Christmas Lunch had a good time, but it was a pity that there weren't more there. We are going to rethink for the next one. Should we shift it from the traditional Friday lunchtime? Any suggestions will be considered.

It was pleasant to watch the start of the Sydney-Hobart race under vice-regal patronage, but it was a pity that the television coverage is so dominated by a few large boats and interrupted by so many advertisements.

New Year's Eve was well supported. We apologise that a bar person dropped out at the last moment, and we thank David Harries for his last minute help. Please keep supporting these and other functions, and have a good time!

Bar operations and percentages are slowly picking up, but are not yet where we would like them to be. One of the ways we save money is to restrict bar staff to one at a time. This may cause delays, but please be patient, as we are doing the best we can under the circumstances.

As we head towards the close of another financial year and annual elections of



Legal eagles enjoying their social day aboard barrister Rick and Nan Halliday's Pronto, 24 November 1996.

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Boat Owners Meeting Wednesday 7 May 1997 at 2000 (8 pm) Dining Room Open

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