



The annual Report of CISPOTEL,
the Civil Service, Post Office
& British Telecom
Lifeboat Fund



This is the Fund's next target - to purchase a Fast Carriage Boat, one of the new Mersey class of RNLI Lifeboat, by the end of 1989.

1987

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOATS IN SERVICE

13 lifeboats out of 40 boats, plus one inflatable and one Atlantic 21, the cost of which has been defrayed by the contributions of Civil Servants and Officers of the Post Office and British Telecom establishments at home and abroad, remain in service at various stations in the British Isles. The list of Civil Service boats and the number of launchings and lives saved in 1987 is as follows:

| Station | Name of Boat | Type of Lifeboat | When Built | Launches | Lives Saved | Vessels Saved |
|-----------------------|--|------------------|------------|----------|-------------|---------------|
| BEAUMARIS | Greater London II (Civil Service No.30) | Watson | 1955 | 2 | 7 | |
| WORKINGTON | Pentland (Civil Service No.31) | Watson | 1957 | 6 | | |
| DUNBAR | Joseph Soar (Civil Service No.34) | Watson | 1963 | 3 | | |
| EYEMOUTH | Eric Seal (Civil Service No.36) | Waveney | 1973 | 2 | | |
| TORBAY | Edward Bridges (Civil Service No.37) | Aron | 1975 | 7 | 2 | 1 |
| MARGATE | Silver Jubilee (Civil Service No.38) | Rother | 1977 | 15 | 6 | 1 |
| PORTRUSH | Richard Evans (Civil Service No.39) | Aron | 1981 | 25 | 5 | 3 |
| HOLYHEAD | St Cybi II (Civil Service No.40) | Tyne | 1985 | 15 | 7 | 3 |
| SOUTHEND-ON-SEA | Percy Garon | Atlantic21 | - | 6 | 2 | |
| | | *I/F 'D' Class | - | 26 | 10 | 3 |
| Relief Fleet | | | | | | |
| Formerly stationed at | | | | | | |
| PORTRUSH | Lady Scott (Civil Service No.4) | Watson | 1949 | | | |
| HOLYHEAD | St Cybi (Civil Service No.9) | Barnett | 1950 | | | |
| ALDEBURGH | Charles Dibdin (Civil Service No.32) | Beach | 1959 | 6 | | |
| LIZARD-CADGWITH | TheDukeofCornwall (Civil Service No.33) | Barnett | 1960 | | | |
| CLOVELLY | Charles H Barrett (Civil Service No.35) | Clyde | 1965 | | | |
| | | | | - | - | - |
| TOTAL | | | | 113 | 39 | 11 |

The Fund contributes £5,000 per annum towards the maintenance of these boats and also refunds to the Royal National Life boat Institution the allowances on service paid to the crews.

*Infl atable

ESTABLISHED 1866

PATRON:
HER MAJESTY THE QUEEN

VICE-PATRONS:

| | |
|------------------------------------|----------------------------------|
| Sir James Dunnet, G.C.B., C.M.G. | Lord Sherfield, G.C.B., G.C.M.G. |
| Sir Arnold Jarre, G.C.B. | Lord Croham, G.C.B. |
| Sir Clifford Jarrett, K.B.E., C.B. | Sir Frank Cooper, G.C.B. |

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Sir Angus Fraser, K.C.B., T.D.

DEPUTY CHAIRMAN:

A. R. M. Jaffray, C.B.

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H.J. Teedon, H.M. Stationery Office
Mrs. J. Dodd, Departments of Trade and Industry
A. J. Salveson, H.M. Treasury
S. Burgess, Treasury Solicitor's Department
Mrs. E. Eyres, Welsh Office

HONORARY SECRETARY:

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HONORARY TREASURER:

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BANKERS:

Midland Bank Ltd., Seven Dials Branch, Hove BN3 1TX
National Girobank, Bootle, Merseyside

AUDITORS:

Messrs. Reeves and Neylan, Chartered Accountants, Canterbury

EXECUTIVE COMMITTEE :

| | |
|-----------------------|----------------------|
| S.B.Bench | P. F. Higgins |
| J.Dalziel | D.E.Munson |
| K.G.Game | J.Syme |
| Miss M. Gibson | D. P. Trathen |

The Chairman, Deputy -Chairman, Honorary Secretary and Honorary Treasurer are ex-officio members of the Executive Committee.

REPORT FOR 1987

The COUNCIL have pleasure in presenting the Annual Report for 1987 of CISPOTEL, the Civil Service, Post Office and British Telecom Lifeboat Fund.

Contributions

During the year ending 31 December 1987 the Fund had received £88,598.51 through donations and subscriptions. £18,874.26 was also received in 1987 through sponsorship of individuals in the 1986 and 1987 Half Marathons. The sale of CISPOTEL ties raised a further £133.00. In addition **RNLI** credited the following additional sums to CISPOTEL: from Fund's subscribers £3,163.60; and interest on funds transferred to the RNLI and not expended by them in the year £14,048.57. Expenses, consisting largely of bank charges, amounted to £2,578.18. The net contribution to RNLI for the year therefore amounted to £122,239.76

News of our Lifeboats

The Fund's lifeboats were launched 113 times in 1987, 33 less than in 1986. Thirty nine lives and 11 vessels were saved, and 9 persons landed .

Readers may be interested in some of the incidents in which the Fund's lifeboats were involved (with acknowledgement to **RNLI** Rescue Reports):-

RICHARD EVANS (Civil Service No.39): At 1910 on Saturday 6 June 1987 the lifeboat had just returned from exercise with the Station's Honorary Secretary on board, when it heard a radio conversation between the Coastguard and Coleraine Marina about a sailing dinghy with one person on board, in difficulties off the Marina. The Coxswain offered to take the lifeboat up the river to help, with the Honorary Secretary's agreement. The Honorary Secretary went ashore and the lifeboat proceeded to the mouth of the River Bann. The tide was ebbing, it was cloudy and raining and a northerly gale was making the sea very rough, with 15 foot swells breaking over the tide. The crew were strapped in and on the third attempt the lifeboat successfully crossed the rough water at the bar and entered the river. The Y-boat was launched and went ahead at full speed. It located the casualty and stayed with him until the lifeboat arrived.

The survivor was taken into the lifeboat, wrapped in blankets, suffering from hypothermia. The dinghy was taken in tow to the Marina where the survivor was landed, and taken by ambulance to hospital. The lifeboat returned to station and was back on its moorings, ready for service, at 2230.

SILVER JUBILEE (Civil Service No.38): At 1726 on Tuesday 16 June 1987 the Coastguard informed Margate station Honorary Secretary that the yacht **PILHARA**, with one person on board, was leaking two miles north of North Foreland. The tide was ebbing, it was showery, with a moderate north westerly breeze making a slight sea, when at 1740 the lifeboat was launched and as it passed the Old Jetty the crew saw an open boat hard against the piles and sinking fast, with three men bailing with fish boxes and one man in the water. The Inshore Lifeboat (ILB) was called out, while **SILVER JUBILEE** went in and took off the three men and then withdrew into safer water. The ILB came and took off the three survivors and another man who had got onto the jetty. The lifeboat then continued to come up with the **PILHARA** at 1813. She was towed into Ramsgate Harbour and secured. The lifeboat was rehoused, ready for service, at 2120.

EDWARD BRIDGES (Civil Service No.37): At 1518 on Sunday 9 August 1987 the Coastguard informed Torbay station Honorary Secretary that a mayday call had been received from a French yacht in the vicinity of Start Point, and the lifeboat was put on standby. The mayday call was repeated and the lifeboat left her moorings at 1528 and proceeded to the area. The tide was flooding, it was partly cloudy, with a moderate north westerly breeze leaving a smooth sea, and an update report put the casualty off Slapton Sands, 1/2 mile east of the War Memorial. The lifeboat found the yacht LADY MAYA with three persons on board, 100 yards off the beach, with 4 feet of water in the hull, and just about to founder. Portable pumps were used to pump out the vessel, which had struck an underwater object, pulling the propeller and shaft out of the hull, and bending the rudders. The stern tube was closed with wooden wedges to make her water tight. The casualty was then towed to Brixham, and secured on a mooring. The survivors were landed, and the lifeboat was back on her moorings, ready for service, at 1850.

Representation and Publicity

REPRESENTATION - We welcome all new representatives who have joined us during 1987 and wish you much success in your fund raising activities. We have still not had a 100% response from all areas of the Fund and we would therefore urge all representatives, and indeed all of you, to ensure that our long established annual Appeal receives the best support we can encourage.

DISPLAY MATERIAL, such as posters (several different sizes), is available direct from RNLI HQ at Poole.

VIDEO - We have two copies (VHS format), kindly provided by the **RNLI**, of one of their publicity films which is called "In Danger 's Hour". The video is narrated by Raymond Baxter and features some footage of ST CYBII (Civil Service No.40). If representatives feel they can make some use of the video in their fund raising activities it can be borrowed from the Honorary Secretary (for his address see page 4).

TIES - The CISPOTEL tie is still available. This is a specially designed tie in navy polyester with a single underknot motif depicting the RNLI motif in full colour with CISPOTEL lettering below in white. The tie is available from the Honorary Secretary (for his address see page 4) at a very reasonable price of only £4.00 (including postage and packing). Cheques should be made payable to CISPOTEL with name and address *printed* on the reverse.

Meetings

Several meetings of both the Half Marathon 87 Committee and the Executive Committee were held during the year.

Visits

Several members of the Executive Committee visited RNLI HQ on Friday 31 July, which coincided with a visit by Vice-Admiral Edward H. Martin, Deputy Commander-in-Chief of the US Navy Forces and Europe Commander of the US Fleet Eastern Atlantic. During their visit the Committee members attended the naming ceremony of a new Atlantic 21

rigid inflatable lifeboat B512 "US Navy League" which was provided by the **RNLI** American Branch, and were present when Vice-Admiral Martin drew the RNLI's 38th lottery.

Payroll Giving

This has got off to a slow start with only a few departments having entered into contracts with one agency so far, the Charities Aid Foundation. We are hoping that more departments will join the scheme in 1988 and that this will become a useful way of raising additional money for the Fund.

Special Fund Raising

1987 Half Marathon

Our annual Half Marathon was held for the first time on a Saturday. On 3 October some 972 runners gathered in Windsor Great Park for the event. Last year's winner, Mr. G. Whellams from **H.M.** Custom and Excise, just missed coming in first, even though his time was 51 seconds faster than last year. The first runner this year was a 27 year old Post Office employee, Mr. S. Blaney, who completed the course in 1 hour 11 minutes and 57 seconds. The first female runner across the finish line was A. Morris from the Treasury Solicitor's Department, who was also the first female runner in 1985. This year's event raised some £18,500 towards the cost of our forty-first lifeboat through entry fees and sponsorship of entrants.

The COUNCIL would like to take this opportunity to thank once more the small organising group led by Alistair Jaffray, who worked so tirelessly and enthusiastically on the 1987 Half Marathon, and whose efforts made it such a fine success.

Results:-

First Five Runners

| <i>Position</i> | <i>Time</i> | <i>Name</i> | <i>Race No.</i> | <i>Age</i> | <i>Department</i> |
|-----------------|-------------|-------------|-----------------|------------|------------------------------|
| 1 | 11157 | BlaneyS | 661 | 27 | Post Office |
| 2 | 11234 | WhellamsG | 469 | 24 | HM Customs and Excise |
| 3 | 11307 | Artur J | 53 | 29 | |
| 4 | 11313 | TownsendP | 986 | 20 | Post Office |
| 5 | 11316 | LawsW | 376 | 40 | National Audit Office |

Results:-

First Five Female Runners

| <i>Position*</i> | <i>Time</i> | <i>Name</i> | <i>Race No.</i> | <i>Age</i> | <i>Department</i> |
|------------------|-------------|--------------|-----------------|------------|---------------------|
| 1 | 12932 | Morris A | 1537 | 34 | Treasury Solicitors |
| 2 | 13107 | CujeticMJ | 1593 | 20 | Post Office |
| 3 | 13736 | Robilliard C | 1552 | 27 | |
| 4 | 13938 | DownerP | 1535 | 32 | British Telecom |
| 5 | 14554 | Edwards PI | 1616 | 42 | DHSS |

*in relation to all 89 female runners.

Results:-**First Five Teams**

| <i>Place</i> | <i>Team</i> | <i>Total Time</i> | <i>First 4 to finish</i> | <i>Race No.</i> |
|--------------|-------------------------------|-------------------|---|------------------------------|
| 1st | Customs and Excise 'A' | 51208 | WhellamsG BowlerM GuessM KeeganGN | 469 1050 209 1224 |
| 2nd | Portsmouth Post Office 'A' | 51617 | TownsendP Stamp V DutyC MarshJ | 986 985 988 987 |
| 3rd | LutonHPO 'A' | 53748 | McPheatM McCannP McPheatN DraperD | 188 476 187 190 |
| 4th | Bucks Harriers 'A' | 53905 | RubeyG JarasM TravilP ButtiegB | 689 687 688 686 |
| 5th | BT Motor Transport | 54318 | Jackman PW WilliamsT WillettR BoothJ A | 1099 1098 1100 1096 |

Thanks

Finally, the COUNCIL would like to take this opportunity to thank all the Departmental representatives, and not least all the contributors, for their hard work, continued support and generosity over the past year on behalf of the Fund and the **RNLI**.

Dated April 1988

Signed on behalf of the Council
Sir Angus Fraser, Chairman
Peter Sims, Honorary Secretary

Annual General Meeting - 21 March 1988

The Annual General Meeting was held at 1430 hours on Monday 21 March at the Crown Estate Office , 13-15 Carlton House Terrace, London SW1Y5AH.

The Chairman opened the meeting and invited the guest speaker, Stuart Welford, RNLI Research and Development Officer to address the AGM. His address is reproduced below:

"Mr . Chairman, Council members of CISPOTEL, thank you for asking me here today. As the organisation who has funded more RNLI lifeboats than any other - that's 40, or 42 if you count the two inshore lifeboats, out of the 1150 we have ever built since 1824 - and who also have 6'h% of the current total, 14 boats out of the 250 odd in the fleet today , it is a terrific honour to be asked to give you an address at your AGM .

" Looking up the records of CISPOTEL in our blue book, I see that of these 14 vessels that you have in service today, almost all of them have been ones that I h'ave carried out trials on, and I thought that perhaps you might like to hear about that because I can't speak speeches easily, but I can refer to facts. Using your numbers, the oldest boat in service today is your No.30, the Beaumaris Lifeboat, which is an airbagged Watson. The airbag boats are boats which, if they go upside down a compressed air bottle blows up the air bag and then , because there is lots of buoyancy, it naturally self rights. In fact one of the earliest jobs I had to do when I worked for my previous employers involved air bags. The Company was eventually taken over by Westlands, who produced helicopters that had flotation air bags, and hence you can now perhaps see how models in a tank with a flotation airbag came together. The airbag was used on lifeboats , because of the merger between the Company and Westlands, coupled of course with two disasters - the Long Hope and Fraserburgh disasters which happened very close together in 1969 and 1970. So the airbag boat is here to stay, for a little while . We had up to a maximum of 40 boats with an airbag on them at one stage, converting non-self righters to ones which had the once-off facility to self right, and I think that at least three of your boats have had airbags put on them over the years, and the only one left' is the Beaumaris , which was built in 1955. You have got No.31, the Pentland, which is a 47ft Watson. She has had the wheelhouse extended so that if she did go upside down the buoyancy within this superstructure would self right her. She is now based at Workington , and I did trials on her after she was converted. Your boat No.32 is a 42ft non self- righting Watson. She is the last non self-righter left in the off shore fleet, so you have got a terrific number of firsts to your credit. That boat was in fact one of the first I saw when I joined the Institution 15 years ago. She was on the beach at Oldborough at the time. You've then got a 52ft Barnett, which looks like a big Watson ; she also has an airbag on her. She is now in the relief fleet, but she was originally at Lizard Cadgwith, and when I was developing the Tyne Class as Project Officer, we happened to have some spare time and we were looking for some rough weather down in Falmouth. We didn't have it, so I went down to Lizard Cadgwith, which is a potential Tyne lifeboat station like your St Cybi II , and that was when I first saw a Barnett , so I didn't actually do trials on her. Your boat No.34 JOSEPH SOAR, based at Dunbar, I regret I have never seen her but all the rest I have because next comes No.35 , the 70ft CHARLES H.

BARRETI at Clovelly - I've lived on board her and done countless trials on that boat. Eyemouth was one of the first new boats I ever did trials on and she's your No.36, ERIC SEAL. She's the American 44 foot Waveney class. We had a bit of a noise and vibration problem with her. The American boat as designed didn't have quite such powerful engines as we put in them. We use the American silencer and exhaust system and the two weren't compatible, so our boats were much noisier than the American's, but they were also much faster. Their boats only did 13-14 knots, but ours did 16'h knots. Most of the trials I spent on her were trying to make her quieter, which we have succeeded in doing.

"Next comes your No.37, the Torbay lifeboat EDWARD BRIDGES, and again I have lived on board that boat for a couple of nights, and done trials with her at St. Peter Port. In the early days of the development of the Arun a lot of the proving trials were done in the Channel Islands. Eventually the No.2 boat was based there, and all subsequent Aruns which had slight development teething troubles always went to be compared with the St. Peter Port boat, or the Torbay boat which was your No.3. She's the only wooden 54 foot boat, so again she is a one-off. The first three boats were wood , but two of them were only 52 feet in length whereas your Torbay boat is 54 feet. After that you in fact bought two boats for Southend - PERCY GARON, an Atlantic 21 in which I have carried out trials at Cowes, and the D class boat. The Margate has No.38, a Rother class, which was the updating of the Oakley 37 foot class and she has an inherent self righting capability due to water ballast transfer, that is the boat had a double bottom tank which flooded with water and if she went upside down that water, through a system of gravity operated valves, went to one side and therefore the weight acted against buoyancy on that side and so she self-righted. Then you bought a GRP Arun, our No.1070, your No.39, the boat based in Northern Ireland, at Portrush. I was involved in trials with her to try to get her trim attitude right. It is essential with faster boats to get them travelling along at the right attitude so that you can get the best speed out of them. But then in really rough weather you have to change the attitude so that they are safer to steer. Finally, your boat No.40, the Holyhead Lifeboat, ST CYBI II, is a boat dear to me because I was project officer on the Tyne Class. She's the fourth of the Tyne Class and I think the first 6 Tyne Class did extensive full size trials following a very expensive model test trial programme to get those boats absolutely perfect. Now we are into a production line and are building 9 Tyne Class boats at one time, which I think must be a record for the Institution . So I have done trials on about every one of your boats that are in service today.

"It is quite obvious that your Council like to have one lifeboat of each class and it came as no surprise when I learnt that you wanted to learn about the Fast Carriage Boat - the FCB, the latest class of lifeboat under development. I was not sure however when I had a brief from my superiors - they said I was going to talk about the life cycle of a lifeboat. I didn't know what the life cycle of a lifeboat is, perhaps my bosses do! When I went to ask them about it they said ring up the Honorary Secretary, Peter Sims, and he will say what you want to hear about. So I did just that and he said that anything about the FCB will be fine. So the rest of my talk will be about the FCB. Since I have been involved with most of the trials on the prototypes I think I can probably give you as good an update on the situation as it is now, but when it comes to money and fund raising, I'm a beginner.

"Starting with the broad brush life cycle of the FCB project, in 1984 a specification was drawn up and we carried out some limited model tests on a 25 knot hard chine version (that is instead of being a round bottomed boat she had corners). After a year of having accepted this 25 knots specification, and having done the model tests, and thinking we were on course, the Committees changed the rules and said they wanted a round bilge boat. So, rather than redo the model tests and delay the programme, we said we would build a first prototype, call it a full size model, and it will be built of aluminium, so that it can be made light, and reasonably fast, but that it would be ballasted with extra weight to represent a boat built of steel, which is by far the best material for lifeboats if YOU can tolerate the weight . So we built the first boat out of aluminium. This was a first, in that no lifeboat hull in the **RNLI** has ever been made of aluminium before. We have built them of wood, of GRP and of steel. The trials for the model were first carried out in 1986/87. In 1986 we also placed orders for a second and third aluminium boat because all seemed to be going well with the first one , and we had a feeling that all would be well. But when we actually launched the prototype we had some speed problems. Although she was relatively light by our standards, she didn't carry out the speed we wanted, even without ballast she only did 15 knots and we wanted 18 knots . We had to do a lot of modifications to her and because she was built in aluminium we were able to weld on quite easily, in the builder's yard, new pieces to the back end of the boat to enable it to go faster. Eventually, after a succession of modifications over a period of about six weeks, we got her up to 16 knots. We also changed the propellers and one or two other things. We stopped building the second prototype for a time whilst we sorted out the problems with the first one, and then launched the second one in July or August 1987. She did her self-righting trials and went on an extended evaluation round the south coast of England . We had no problems with her in gales and we then took her round to Weymouth to do trials around Portland Bill, when the hurricane on 16 October passed through. The chap on board her at the time reckoned that he found a real big hole off Portland and dropped her in the hole. He came back with a slightly dented window, bus considering the height of those seas any boat would have been damaged, and had a glowing report on her. We sent her back to the builder's yad for one or two details to be finished off and then sent her off on another south coast evaluation. The boat got as far as Ramsgate in easterly gales in November last year but did not respond too well in the following seas there . In every other aspect of the seas she was perfect. So we felt that we could not risk this since we were due to go into production and they had to be absolutely right. We therefore had a three month concentrated period of trials which we completed six weeks ago when we gave her a clean bill of health. The boat is just passing through the builder's yard this week and on Thursday she starts an evaluation in the Bristol Channel and off Wales. Then she will be finally fitted out and will go on six month's or a year's evaluation at either Hastings or Bridlington. By that time the other aluminium boat that is building will be finished and also a Fibre Reinforced Plastic (FRP) boat. So by the end of the year there will certainly be three FCBs carrying out trials either at station or a few technical trials, and we hope to start ordering the Fast Carriage Boat presumably after the summer recess , when all the various rounds of committees take place.

"That is an up to date summary on the Fast Carriage Boat. Please don't think, because I have said that there are these troubles, that there

are many things wrong with the boat. We had similar problems with the Tyne but we are now building them at a rate of knots."

Election of Officers

Following Reports by the Secretary and Treasurer, the Chairman announced that it had been decided that it would be convenient to have a second, additional Deputy Chairman because, amongst other things, a large part of the current Deputy Chairman's job nowadays was the organisation of the Half Marathon. Alistair Jaffray agreed to carry on organising the Half Marathons as Deputy Chairman (Half Marathon) and the Chairman proposed in his place John Bourn, the Comptroller and Auditor General of the National Audit Office. Mr Bourn was duly elected as Deputy Chairman. The Chairman, Secretary and Treasurer were then re-elected for a further year.

Confirmation of Executive Committee:

The members of the Executive Committee were all confirmed for a further year .

The Deputy Chairman's Address:

"We have heard from our Treasurer the results of the 1987 campaign - a grand total of just over £120,000 - another six figure sum to put towards our new lifeboat . Perhaps last year was not such a profitable one in terms of the annual subscription - at any rate in comparison with 1986, when our members raised over £100,000 by this means alone . 1986 was , of course, artificially inflated by a late return from 1985, as the Treasurer has said, and no doubt we must expect some good years , and some not so good years from time to time. But £88,600 is still a very substantial sum not much out of line with the average for the last five years despite a continuing decline in the number of our members . I am not, therefore, unduly worried by our performance; and indeed would like to add my warm thanks and congratulations to all of you whose efforts helped to bring in such a healthy amount.

"1988 of course sees us moving into a new ball game, with *three* prongs to our fund-raising campaign - the annual subscription appeal, the Half Marathon and, underpinning both, the new Payroll Giving scheme . It would clearly be unrealistic at this stage to try to set a new target for this year's annual appeal. As Sir Angus has said, we just don't know how the advent of Payroll Giving is going to affect people's willingness to contribute in the traditional way. There is bound to be a trade off between the old and the new methods running in parallel and I would indeed be astonished if we were able to maintain the previous level of the appeal in the years immediately ahead. What is important, however, is that the combined result of Payroll Giving and the annual appeal should be better than that of the appeal itself. If it is not, we shall certainly have something to worry about. But although the combined result should be better, we cannot and must not assume that it will automatically be so. There is a danger of falling between two stools. The Payroll Giving System will require constant nurturing - both to ensure that all new members of our organisation put their names down for the **RNLI**, and that the older ones don ' t forget the amount of their reductions and fail to update them as inflation reduces the real value. We plan to launch the scheme with adequate publicity, but thereafter it will be very much up to Departmental representatives to maintain the momentum.

"And the annual appeal will need to be represented anew and given a special push, if people are to top up their Payroll contributions and put some real icing on the cake. At all costs we must not allow the annual appeal to wither on the vine (I apologise for mixing my metaphors) and I see it as a major challenge to us to keep it going as a worthwhile adjunct to Payroll Giving. So I am afraid I cannot hold out the prospect of an easier year ahead, but rather one in which we need to make fresh efforts. The rewards, however, will I am sure be commensurate!

"I have not so far mentioned the third prong of our campaign - the half marathon. The 1987 race was more successful than I had dared to hope, after rumours that the popularity of this kind of fundraising was on the wane. As Peter Sims has said, the number of runners was up by almost 25% compared to 1986 and at the last count the proceeds had topped £20,000 - a substantial increase on previous years. All thanks to my dedicated team of race organisers, especially Victor Reeves, Wally Heels, Peter Chapman, Brian Rance and Jim Syme, on whom the burden principally falls - not to mention the Spastics Society who as usual were extremely helpful and supportive.

"I have taken it for granted that you would want us to run another race this year and I have already fixed the place and date - Windsor Great Park again on Saturday 1 October. The preliminary notices have gone out. Once again, though, I am going to need all the help I can get from Departmental Representatives in order to ensure that the publicity for the event gets disseminated as widely as possible and that as many of our members as possible are encouraged to take part. And by that I do not mean only running, but more importantly sponsoring the runners. It is an unsatisfying feature of the half marathons that the sums of money they produce, though quite substantial, come from only about 50% of the runners. I am delighted if people run for fun; and if they want to use the race for practice or to improve their performance or whatever, that is fine too. But I do hope that everyone will bear in mind that the main purpose is to raise money for the RNLI and that they will *all* go flat out to raise sponsorship. I should be most grateful for anything you can do to get that message across.

"Now, where does all this leave us? We have heard that a new fast carriage lifeboat now costs about £350,000. We have already got about £191,000 in the bank towards one. That leaves us with around £160,000 still to find. We have heard from Mr Welford that the boat's development programme has been somewhat extended and that the first production is now expected in late 1989. I hope very much that by this time next year we, for our part, will be able to put well over £300,000 towards the cost of our boat - indeed, I will be extremely disappointed if we cannot - and that we will also be able to see our way clear to complete payment for her by the end of 1989 - when the first FCBs are being delivered.

"I am sure you will all share my feeling that it would be most satisfying if we were to be allocated one of the first production batch - it is always more exciting to own a brand new model, rather than one which has already become a bit run-of-the-mill. And it does look as though the RNLI's development, and our fund raising programmes, will come together. But it will be very much up to us and to our membership to ensure that we don't fall behind - we cannot reasonably expect to live on credit for long.

"So, after all, perhaps I *can* suggest a target for the 1988 campaign. It is that *you* should deliver a sum in excess of six figures from the combined

results of Payroll and the annual appeal; and that *I* and my little team - again with your help - should add another £20,000 to this from the 1988 Half Marathon. If, between us, we can at least do this, we should be in a reasonably respectable position to invite the R.N.L.I. to nominate our next boat at our next Annual General Meeting. Don't let us go beyond that date without having something concrete - or should I say FRP or aluminium - to show for three years of hard work.

"So, having as it were lit the torch, let me hand it over now to John Bourn, with my best wishes to him, and to all of you, for the success of the 1988 campaign."

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM
LIFEBOAT FUND
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR
ENDED 31st DECEMBER 1987**

| 1986 | RECEIPTS | 1987 |
|---------------------------------------|---|-------------|
| | 43,763.39 Balance brought forward, 1st January 1987 | 7,120.24 |
| | 104,806.04 Subscriptions | 88,598.51 |
| | 20,009.95 Half-m arathon | 18,874.26 |
| | 153.00 Sale of ties | 133.00 |
| | 4,374.81 Direct Receipts by R.N.L.I. | 3,163.60 |
| | 46.54 Interest on Giro Bank Account | 241.46 |
| | £173,153.73 | £118,131.07 |
| PAYMENTS | | |
| | 157,804.86 Payments to R.N.L.I. | 88,180.75 |
| | 4,374.81 Payments made direct to R.N.L.I. | 3,163.60 |
| <i>Administration Expenses</i> | | |
| 3,224.17 | Bank Charges | 2,520.08 |
| 34.50 | Audit Fee | 34.50 |
| | Postage & Stationery | 14.28 |
| | Annual Report Photographs | 9.32 |
| 127.00 | Telephone Answering Machine | |
| 115.00 | Travelling | |
| | 3,500.67 | 2,578.18 |
| | 353.15 Purchase of Ties | |
| <i>Balances on 31st December 1987</i> | | |
| 4,839.64 | Girobank | 24,199.16 |
| 2,271.22 | Sums in Transit | |
| 9.38 | Petty Cash | 9.38 |
| | 7,120.24 | 24,208.54 |
| | £173,153.73 | £118,131.07 |

(Signed) **A. Barker**, *Hon. Treasurer*
 (Signed) Sir Angus Fraser, *Chairman*
 (Signed) **A. R. M. Jaffray**, *Deputy Chairman*
 (Signed) **S. B. Bench**, *Member of Council*
 (Signed) **D. P. Trathen**, *Member of Council*

We have examined the foregoing Receipts and Payments Account for the year ended 31st December 1987 and we certify that in our opinion it records correctly the transactions of the Civil Service, Post Office and British Telecom Lifeboat Fund for the year under review as disclosed by the books and information and explanations supplied to us.

1st March 1988
 CANTERBURY

REEVES & NEYLAN
 CHARTERED ACCOUNTANTS

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM
LIFEBOAT FUND**
**STATEMENT OF ACCOUNT WITH THE ROYAL NATIONAL
LIFEBOAT INSTITUTION FOR THE YEAR ENDED
31st DECEMBER 1987**

| | £ | £ | | £ | £ |
|---|--------------|----------------|--|----------|------------|
| Balance B/Fwd 1st January 1987 | | 73,765.02 | | | |
| <i>Moneys received by RNLI from central funds</i> | | | | | |
| Re. 1986 | 6,097.00 | | <i>Expenditure by RNLI</i> | | |
| Re. 1987 | 107,295.23 | | <i>Service Allowances:</i> | | |
| | | | 1987 Services | 7,904.65 | |
| | | | Maintenance | 5,000.00 | |
| | | | | | 12,904.65 |
| Moneys received direct by RNLI | 3,163.60 | 116,555.83 | | | |
| Interest allowed on unexpended balances | | 14,048.57 | | | |
| | | | Balance in Hand, 31st December 1987 | | 191,464.77 |
| | | 204,369.42 | | | 204,369.42 |

I certify the above to be a true record of the remittances received by the Royal National Lifeboat Institution from the Civil Service, Post Office and British Telecom Lifeboat Fund, and the allocation of those funds during the year ended 31st December, 1987.

12th February, 1988

R. M. S. PRIESTLEY, F.C.A.,
CHIEF ACCOUNTANT,
ROYAL NATIONAL LIFEBOAT INSTITUTION.

SUMMARY OF CONTRIBUTIONS TO THE FUND

Received during the year ended 31st December 1987

| | £ |
|--|-----------|
| Agriculture, Fisheries & Food, Ministry of | 1,166.20 |
| Agriculture and Food Research Council..... | 79.63 |
| British Telecom | 10,075.20 |
| Cabinet Office | 616.54 |
| Central Office of Information | 245.40 |
| Crown Estate Office | 30.00 |
| HMC Customs & Excise | 8,035.48 |
| Defence, Ministry of | 8,357.53 |
| Education and Science, Department of..... | 13.00 |
| Employment, Department of | 11,523.96 |
| Environment and Transport, Department of | 5,878.24 |
| Foreign and Commonwealth Office | 856.92 |
| Friendly Societies Registry | - |
| GCHQ | 108.00 |
| Health & Social Security, Department of | 13,092.41 |
| Home Office | 1,644.00 |
| House of Lords | 71.95 |
| Inland Revenue | 11,313.29 |
| Land Registry, HM | 964.25 |
| Lord Chancellor's Department | - |
| Manpower Services Commission | 31.00 |
| National Audit Office | 745.00 |
| National Savings Department..... | 379.87 |
| Overseas Development Administration | 390.42 |
| Parliamentary Commissioner, Office of | - |
| Paymaster General's Office | - |
| Post Office..... | 758.11 |
| Public Record Office..... | 95.45 |
| Science Research Council | - |
| HM Stationery Office..... | 774.09 |
| Trade & Industry, Department of | 1,544.62 |

SCOTLAND

| | |
|--------------------------------------|----------|
| Crown Office | 345.00 |
| Scottish Office..... | 173.35 |
| Scottish Courts Administration | 124.66 |
| Post Office in Scotland | 3,120.00 |
| British Telecom | 30.00 |

NORTHERN IRELAND

| | |
|---|----------|
| Agriculture, Department of | 1,098.50 |
| British Telecom | 1,403.76 |
| Court Service..... | 200.00 |
| Economic Development, Department of | - |
| Education, Department of | 137.50 |
| Environment, Department of | - |
| Exchequer and Audit Department | - |
| Finance and Personnel, Department of | 892.10 |
| Health and Social Services, Department of | 3,552.44 |
| Parliamentary Commissioner for Administration | 7.00 |
| Northern Ireland Office..... | 477.10 |
| Northern Ireland Postal Board | 1,009.66 |
| Police Authority | 18.00 |

SPECIAL CONTRIBUTIONS

| | |
|---|--------|
| Civil Service Retirement Fellowship | 173.00 |
| Others | 209.48 |

THE CIVIL SERVICE BENEVOLENT FUND

"If only more Civil Servants supported the Fund how much more could be done to relieve suffering".

Maureen Gallagher, Clerical Assistant, Inland Revenue, writing after her grandson was helped to have kidney dialysis at home.

"This is a wonderful place. I couldn't be better looked after if I was in Buckingham Palace.

Gracie West, resident at our home in Horsham.

Just two of the people we helped in 1987. Each year the Fund assists over 6,000 staff and their dependants with cash grants and allowances to relieve financial hardship, and provides residential care for the disabled, elderly and infirm at 10 locations throughout the UK. Convalescent care is also provided at Wessex House, Bournemouth; Lammermuir House, Dunbar, Scotland and at Osborne House on the Isle of Wight.

If you would like more information about the Fund please write and let us know. Our address is: Fund House, Anne Boleyn's Walk, Cheam, Sutton, Surrey SM38DY. Telephone: 01-642 8511.

THE ROWLAND HILL MEMORIAL AND BENEVOLENT FUND

THE ROWLAND HILL BENEVOLENT FUND exists to relieve distress of Post Office staff and their dependants. In 1986/87 almost £174,000 was expended by grants and interest-free loans in helping 807 individuals. The majority of these were the widows of former Post Office staff whose only income was that provided by the Department of Health and Social Security. The assistance that the **RHBF** can give in these cases makes a great difference to their happiness and comfort. In addition, the Fund gives assistance towards nursing home fees for Post Office pensioners and their widows.

WILL YOU HELP PLEASE - The RHBF could do so much more if it had more cash. There are many former colleagues or their dependants who are much worse off than you are. A subscription of a few pence per week is all that is required. Subscribers' forms can be obtained from your local Post Office, RHBF representative or direct from the Secretary, Rowland Hill Benevolent Fund, Room 511, Alder House, Aldersgate Street, London EC1A 1AL. Tel: 01-432 5398. Individual donations are also welcome.

THE POST OFFICE AND CIVIL SERVICE SANATORIUM SOCIETY

Established 1905

Patron: HER MAJESTY QUEEN ELIZABETH
THE QUEEN MOTHER

Registered Office:

63 CATHERINE PLACE, VICTORIA, LONDON SW1E 6HE

SPECIALIST CONSULTATIONS for most conditions are available.

CANCER BENEFIT - Financial support for home nursing, home help, extra nourishment etc. as necessary after hospital treatment. The cost of hospital treatment only if unavailable in NHS or our own hospital.

BENENDEN CHEST HOSPITAL, KENT - In addition to the treatment of respiratory illnesses a wide range of medical and surgical treatment is now provided by the hospital.

MEMBERSHIP is open to EVERYONE in the Post Office, British Telecom and the Civil Service under 60 years of age on enrolment. Spouse, children and dependants under 60 can be included.

SUBSCRIPTIONS are deducted from pay.

BENEFITS are free after six months membership.

FOR FURTHER INFORMATION about the Society write to the Secretary at the above address.