



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



13 September 1985 - Holyhead's new lifeboat ST CYBI II  
(Civil Service No. 40) arrives on station with a helicopter escort.  
Photograph by courtesy of Philip Micheu Photography

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# 1985

## CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOATS IN SERVICE

13 life boats out of 40 boats, 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 the service at various stations in the British Isles. The list of Civil Service boats and the number of launches and lives saved in 1985 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	4	8	2
MUMBLES	Pentland (Civil Service No.31)	Watson	1957	5		
ST DAVID'S	Joseph Soar (Civil Service No.34)	Watson	1963	7	4	2
EYEMOUTH	Eric Seal (Civil Service No.36)	Waveney	1973	6		
TORBAY	Edward Bridges (Civil Service No.37)	Arun	1975	32	35	11
MARGATE	Silver Jubilee (Civil Service No.38)	Rother	1977	17	9	4
PORTRUSH	Richard Evans (Civil Service No.39)	Arun	1981	20	3	2
HOLYHEAD	St Cybi II (Civil Service No.40)	Tyne	1985	10	4	2
SOUTHEND-ON-SEA	Percy Garon	Atlantic 21	-	34	10	9
		*1/F 'D' Class	-	24	13	9
<b>Relief Fleet</b>						
Formerly stationed at:						
PORTRUSH	Lady Scott (Civil Service No.4)	Watson	1949	4		
HOLYHEAD	St Cybi (Civil Service No.9)	Barnett	1950			
ALDEBURGH	Charles Dibdin (Civil Service No.32)	Beach	1959	1		
LIZARD -CADGWITH	The Duke of Cornwall (Civil Service No.33)	Barnett	1960	4	2	2
CLOVELLY	Charles H Barrett (Civil Service No.35)	Clyde	1965	7	6	2
		<b>TOTAL</b>		<u>175</u>	<u>94</u>	<u>45</u>

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

\*Inflatable.

ESTABLISHED 1866

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HER MAJESTY THE QUEEN

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**D. Hamilton**, Department of Education and Science

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**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:**

**P.R. Sims**, Room 214, Lacon House, Theobalds Road, London WC1X 8RY

**HONORARY TREASURER:**

**A. Barker**, Wyatts Cottage, Church Street, Wargrave, Berks RG10 8EP

**BANKERS:**

**Midland Bank Ltd.**, Seven Dials Branch, Hove BN31TX

**National Girobank**, Bootle, Merseyside

**AUDITORS:**

**Messrs. Reeves and Neylan**, Chartered Accountants, Canterbury

**EXECUTIVE COMMITTEE:**

**S. B. Bench**                      **Miss R. Grasso**

**G. W. Brown, M.B.E.**   **P. F. Higgins**

**P. J. Chapman**                **J. Syme**

**K. G. Game**                    **D. P. Trathen**

**Miss M. Gibson**

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

## REPORT FOR 1985

The COUNCIL have pleasure in presenting the Annual Report for 1985 of the Civil Service, Post Office and British Telecom Lifeboat Fund.

### Contributions

Up to the end of 1985 the Fund had received £95,020.33 through donations and subscriptions and £14,330.68 through sponsorship of individuals in the 1985 Half Marathon. In addition RNLI received direct additional sums as follows: from Fund's subscribers £3,241.81 (including Deeds of Covenant and related tax refunds); and interest on funds transferred to RNLI and not expended by them in the year £8,683.59. Expenses, consisting largely of bank charges, amounted to £2,337.58.

### News of our Lifeboats

The Fund's Lifeboats were launched 175 times in 1985, 47 more than in 1984. Ninety four lives and 45 vessels were saved and 19 persons landed. One of the Fund's lifeboats, JOSEPH SOAR (Civil Service No.34) stationed at St David's, was involved in a dramatic rescue on 22 March 1985 during a force eight gale, and the Coxswain subsequently received a bravery award for his actions. This is the full story:

"At 10.10am on 22 March the deputy launching authority of the St David's lifeboat station, Dr G Middleton was advised by Milford Haven coastguard that a fishing vessel had lost power and was close to the rocks on the west side of Ramsey Sound. The maroons were fired and at 10.22 St David's lifeboat, "RNLB Joseph Soar", a 47 foot Watson class lifeboat, launched on service. The casualty could be seen across the Sound near the small harbour on Ramsey Island and a south westerly course was set to make allowance for the strong ebb tide, running south at the time. The wind was north westerly force eight with the tide at six to seven knots, and the sea moderate to rough.

"At 10.31am the lifeboat reached the fishing vessel which was at anchor and pointing north westerly with her stern only 20 feet from the rocks. She was dragging her anchor, and had a 5 metre semi-rigid inflatable boat secured astern which she had been trying to salvage from a nearby cave. The lifeboat approached bow first and the tow was passed at first attempt. The Coxswain manoeuvred astern until away from the rocks and then let the fishing vessel recover its anchor and transfer the tow line to the stern of the lifeboat. The tow was then commenced.

"A few minutes later when the lifeboat and tow were stemming the full force of the ebb tide near The Bitches rocks, the tow line between the fishing vessel and the inflatable parted. Coxswain John immediately turned the lifeboat and the fishing vessel round to try and intercept the rapidly drifting inflatable before it was washed onto The Bitches. However, due to the conditions this difficult manoeuvre failed and having made the turn the lifeboat and tow ended up stemming the tide again just north of The Bitches.

"Without any prior consultation with the lifeboat one of the crew of the fishing vessel launched a small dinghy which had been stowed on deck and attempted to veer down onto the inflatable which was now aground on The Bitches. This act was unsuccessful as the man had to release the line from the fishing boat as the force of the tide was threatening to swamp the dinghy. When he attempted to row clear one of the oars broke and the dinghy was carried onto The Bitches by the strong tidal stream. As the dinghy struck the rocks the occupant was virtually catapulted onto them where he fortunately managed to find a grip clear of the water. Coxswain John checked that he was safe for the time being and decided to tow the fishing vessel to the lifeboat station before returning to the rocks to pick him up.

"At 11.05 am the fishing boat was secured to a buoy off the lifeboat slipway and the lifeboat boarding boat was taken in tow. On reaching the lee side of The Bitches the boarding boat was rowed in to pick up the man. Once the man was safely aboard the lifeboat, Coxswain John recovered the inflatable which had been washed over the rocks. The lifeboat returned to station at 1.00 pm and was rehoused, refuelled and ready for service at 1.15 pm.

For the rescue of the two men and the two vessels in a force eight gale Coxswain Frederick John of St David's lifeboat was awarded the thanks of the Royal National Lifeboat Institution inscribed on vellum. For their part in the rescue acting second Coxswain John Phillips, assistant mechanic Edward Bateman, second assistant mechanic David Bateman and crew members Norman Rowley, Michael Morris, and Alan Evans were awarded vellum service certificates. For their part in rescuing the crewman from the rocks crew members David Chart and Jeffrey Thompson were awarded a framed letter of appreciation from the Duke of Athol, the Chairman of the **RNLI**. Coxswain John already holds the RNLI's bronze medal for bravery for the rescue of 3 crew from a tug which ran aground in a force eight gale on 18 October, 1981."

JOSEPH SOAR (Civil Service No.34), is being re-allocated to Dunbar Lifeboat Station. Whilst at St David's she was launched on 92 occasions, saving 41 lives.

ST CYBI II (Civil Service No.40), the Fund's latest boat, arrived at its new station at Holyhead on 13 September after a three day voyage from the RNLI HQ at Poole, Dorset. The lifeboat's official naming ceremony is due to take place in Spring 1986.

PENTLAND (Civil Service No.31), a Watson type boat built in 1957 is being replaced at the Mumbles Lifeboat Station by a Tyne class fast slipway lifeboat. During her time at the Mumbles she was launched on 50 occasions and saved 21 lives. She will be re-allocated to the Workington Lifeboat Station.

## **Representation and Publicity**

**REPRESENTATION** - We welcome all new representatives who have joined us during 1985 and wish you success in your fund raising activities. We are still somewhat disappointed with the lack of response we have had from some Departments recently and urge you all to ensure our long established annual Appeal receives due consideration and good support.

**DISPLAYS** - One formal display was arranged for the Ministry of Defence Welfare Officers' Conference on 18 September at the Royal Military College of Science , Shrivenham.

**DISPLAY MATERIAL** such as posters is available direct from RNLI HQ at Poole.

**ST CYBI II ON VIDEO** -The RNLI recently gave us a copy on video of one of their latest publicity films. It is narrated by Raymond Baxter and features some footage of ST CYBI II (Civil Service No.40). The video can be borrowed from the Honorary Secretary.

**TIES** - A specially designed CISPOTEL tie is now available. The tie is navy polyester with a single underknot motif depicting the RNLI motif in full colour with CISPOTEL lettering below in white. The cost is only £4.00 and the tie is available from the Honorary Secretary.

## **Meetings**

(1) Throughout the year the DEPUTY CHAIRMAN has held several informal meetings with the Half Marathon 85 Committee. Details about the 1985 event are included in the Special Fund Raising section of the Annual Report.

(2) At a meeting of the Executive Committee it was agreed that starting in 1986 the format of the annual Appeal would be changed slightly. Fewer Annual Reports would be produced and a brief Information Sheet would be compiled for use with the Collection Sheets.

## **Visits**

Several members of the Executive Committee and Departmental Representatives attended the RNLI annual Presentation of Awards on 21 May and were able to go on board ST CYBI II which was moored at the end of the Jubilee Pier during the afternoon.

## Special Fund Raising

### 1985 Half Marathon

Following the Fund's very successful first Half Marathon last year it was decided that another similar event should be organised for 1985. Unfortunately we were unable to return to Windsor Great Park for the 1985 Half Marathon but were lucky enough to be able to use the Fleet Half Marathon course, which has been described as "the best Half Marathon in the South". The course started and finished at the Army's Rushmoor Arena near Aldershot, Hants and on the day of the event we were blessed with beautiful clear, sunny weather. This was fine for all the spectators but it was probably not ideal weather for the runners! 859 runners were recorded finishing the Half Marathon in 3 hours and 16 minutes, and the first runner to cross the finish line was a 37 year old, Mr P Holt, who completed the course in 1 hour 14 minutes and 30 seconds. By the end of 1985 the event had raised £14,330.68 through entry fees and sponsorship of entrants and this money helped us to finish paying for our fortieth lifeboat. It is hoped that a third event will be held in 1986. The Council would like to take this opportunity to thank the small organising group led by Alistair Jaffray who worked so tirelessly and enthusiastically ally on the 1985 Half Marathon, and whose efforts made it a fine success.

#### Results:

<b>Results:</b>			<b>First Five Runners</b>			
<i>Position</i>	<i>Time</i>	<i>Name</i>	<i>Race No</i>	<i>Age</i>	<i>Department</i>	
1	1 14 30	Holt P	468	37		
2	1 15 40	Hutchings R P	647	26	Post	Office
3	1 16 47	Mcilroy G	1225	18		
4	1 17 10	Legg T P	1103	22	MOD	
5	1 17 20	Day A J	718	27	Post	Office

#### Results:

<b>Results:</b>			<b>First Five Female Runners</b>			
<i>Position</i>	<i>Time</i>	<i>Name</i>	<i>Race No</i>	<i>Age</i>	<i>Department</i>	
91	1 28 31	Norris A M	3096	32	Treasury	
180	1 35 30	McCord I M	3102	33	MOD	
251	1 39 20	Ingrams D A	3025	24	BT	
298	1 41 20	Edwards P I	3099	40	DHSS	
302	1 42 00	Walsh L K	3005	22	DHSS	

#### Results:

<b>Results:</b>		<b>First Five Teams</b>
<i>Position</i>	<i>Team</i>	<i>Score</i>
1	HM Customs & Excise	325
2	BT London/North	792
3	BT BS & BTE	1521
4	BT London/Southern	1565
5	BT Corporate	1808



## **1986 Half Marathon**

It will probably come as no surprise to you all that the Fund intends to organise another Half Marathon for 1986. We are pleased to announce that for the event we shall be returning to Windsor Great Park, the scene of our triumphant first event where we managed to raise £55,000.

As before the entry fee will be £4 to help cover the costs of the event, but we need all the entrants we can get and your generous sponsorship to make the event a success.

## **Results of the 1985 Campaign**

Taking into account the proceeds up to the end of the year of the 1985 Half Marathon the results of the 1985 campaign have once again topped the magic figure of £100,000 - by nearly £10,000! The Council has every confidence that it will be possible to keep up this momentum in the future. If we can do so, we should be able to provide the **RNLI** with a new large lifeboat every three or four years. That would be a wonderful achievement - and it is a challenge to us all.

## **Objectives**

Following on from this, it is the Council's aim now to pay for one of the first of the two new classes of lifeboat which are currently under development and which should be entering service at the end of 1988 or early in 1989 - a rigid inflatable MEDINA or a Fast Carriage boat. The target is to raise about £350,000 over the next three years; and we have shown that it can be done!

Finally, some words of appreciation again to all our contributors and to all Departmental representatives and collectors in all the sections of the Fund, who have maintained the reputation - and the purchasing power - of the Fund during the past year. The Council sends you all a message of thanks for your combined efforts, for your continued generosity and for your dedication and hard work on behalf of the Fund and the RNLI.

Signed on behalf of the Council  
Ronald Radford, Chairman  
Peter Sims, Honorary Secretary

Dated April 1986

## Annual General Meeting - 8 April 1986

The Annual General Meeting was held at 1500 hours on Tuesday 8 April 1986 at the Crown Estate Office, 13-15 Carlton House Terrace, London SW1Y 5AH.

Our guest speaker was Lieutenant A Tate RN (Rtd), the RNLI Operations Staff Officer who is responsible for operations training, and his address is reproduced below:

'Mr Chairman, Ladies and Gentlemen, it is a very great pleasure for me to come along and talk to you this afternoon. What I really thought I should talk to you about is the changing face of what is going on within the Institution from the operational side and to explain what is happening with your boat, the Holyhead lifeboat. I had the privilege of training the crew a short while ago before they went to the station and getting really in amongst the chaps themselves gives you a feeling for how a station will work when they get there. It is rather a testing time for them and I felt that during the time that we are doing that training one gets good vibrations or bad vibrations generally and the feeling from Holyhead was that they will certainly put the boat to good use.

"The modern lifeboat, like the Tyne class fast slipway boat, is a very modern boat with all the modern up to date electronic aids to navigation and finding the casualty and going to the casualty in the shortest period possible and spending as little time as possible search in g. All our equipment is now fitted in these modern boats and the crew have to spend quite a bit of time actually working up and getting to know the equipment and then having hands on experience on a continuing basis to ensure that they really know how it works. I think most of you are aware, the Lifeboat Institution in the past has worked on a basis of taking a fisherman out of his fishing boat and putting him into a much better boat, although basically the same sort of boat that they have been doing their fishing in. In recent years we have changed that quite dramatically and any of you who have been able to see your own lifeboat or any of the publicity material that has gone around on it will notice that it is quite different to those boats which have gone before. That is because the design of the boat, designed specifically to go down a slipway and to be able to go at speed once it gets into the water, has required a major break-through in boat design. It might seem a strange thing to say in this day and age but it really did require this major breakthrough into a new area of hull design in order to achieve the ability to go down a slipway and not fall over as it is going down, and actually to proceed at speed once it gets into the water. So that group of boats, the fast slipway boats, is now being built in numbers and going to stations quite rapidly.

"Training the crews is really an ongoing task. The crew from the Holyhead Lifeboat came to Poole before they received the boat and my staff set about training them in the equipment they have got to use. They then went with them to the station, working up as they are going, and then stayed with them at the Lifeboat Station for a period, improving their knowledge and making sure that they are absolutely on top of it before they are left with what is nearly half a million pounds worth of equipment and they are quite able to use everything and not put their lives at risk because they have had insufficient training.

"To follow that up we have training caravans, with instructors, which go around the coast training in voice procedure, the use of radar and navigation in fog. In addition to that we send men off to the nautical colleges around the country and they run for us specific courses, particularly for coxswains and the senior members of teams, using training documentation that we provide and their radar simulators.

"In addition to that we are moving for the first time into an area which seems pretty basic but that is taking the next major step into providing training handbooks - training without any further assistance from Head Office. It has caught on rather rapidly. We were a little bit concerned that our conservative lifeboatmen around the country might not accept this almost disciplined approach to training because they have in the main been fishermen in the past who like to go their own path. But they have really got behind it quite well and we really are very pleased in the way it is going forward. To that end also we are just starting to build a new training centre at Poole. This will help us to set up other courses and bring more people in to do the more advanced courses. For instance we will be able to bring a coxswain in to do the duties of an on scene commander where he may need to coordinate a search involving a number of lifeboats. Often helicopters and even fixed wing aircraft are involved as well. So the standard of the procedure, the amount of control and coordination that is required has got to be very good indeed and the people have got to know exactly what they are doing, as well as being able to handle the life boat and know their local area. It is almost a quantum leap we are making now but by the same token we are getting the response from the crews themselves and we feel we are also getting the results at the same time.

"Speaking of advances, the next stage on from the fast slipway boat is a replacement boat for the carriage launched lifeboats. Some of you may have seen the carriage launched lifeboats which go out on what looks like a large trolley, with a tractor pulling it, into the water. It looks laboriously slow but it is the only way we can launch a lifeboat in some of the areas that we have around the country. The launching method for a lifeboat varies on the geographical location, whether the harbour dries out at low tide, whether you have a nice cliff edge on which you can put a slipway or long sandy beaches where you can't get enough depth of water to launch a boat without going a long distance. At Holyhead we have to go a mile or so to get to water at low tide so the only way of doing it is by pushing the whole thing into the sea. At a number of stations these boats now require replacement. Not only due to their age but because we want to move towards much more sophisticated lifeboats operated from a carriage. The very first prototype was launched last week and will be going through a series of trials for many months yet. It is hoped that once the prototype has been through the trials we will be able to go into a phase of building those lifeboats. That is an area we badly need to get into now to complete the modernisation of the fleet. Until those trials are completed we can't be sure that we can continue down that particular avenue but from what we have seen already we are reasonably sure that will be the way we should go. Indeed we think we will be placing orders later this year.

"I understand that your fund may be looking for a new target in the near future. Might I suggest perhaps that this may be one of those areas which will provide the right target. The fast carriage-way boat will cost around £330,000 for a new boat. Looking at the magnificent effort that has been put in in the past by this Fund, and the continuing association, that might by the right sort of area for you to look at. Certainly it will be well used in the fleet when it comes along. It is very much needed.

"I would just like to finish by thanking you all for the support which you and your predecessors have put in over the years. It has been a long association which has saved an awful lot of lives and has shown what the Lifeboat Institution is about, where the subscriptions come from, and how it is taken right the way through to saving the life in the water with the lifeboats provided by the Fund. Thank you very much."

### **Re-election of Officers:**

Following Reports by the Secretary and Treasurer, the Chairman confirmed that he would not be standing for re-election and proposed in his place Sir Angus Fraser KCB TD, Chairman of HM Customs and Excise. Sir Angus Fraser was duly elected as Chairman of the Fund. The Deputy Chairman, Secretary and Treasurer were then re-elected into office for a further year.

### **Confirmation of Executive Committee:**

P J Chapman's resignation from the Executive Committee was accepted and it was decided that since British Telecom were still represented on the Committee by SB Bench no replacement would be sought. The remaining members were all confirmed for a further year.

### **The Deputy Chairman's Address is reproduced below:**

"The first thing I would like to do is express my personal thanks to Sir Ronald Radford for all the services he has rendered to CISPOTEL during a period of 12 years of Chairmanship. A period during which we have seen our annual contributions to the RNLI top the six figure mark in successive years and in which we have also passed the landmark of our 40th lifeboat. I think we should all be very grateful to Sir Ronald, as I am sure the RNLI are for the contribution which he has made. I would also like to extend a personal welcome to our new Chairman. I am assured that it has not yet become mandatory for the Chairman of CISPOTEL to be drawn from Customs and Excise, or indeed for that matter from the Civil Service!

"You may remember that last year I said that I hoped that we would be able to make an honest woman of our fortieth lifeboat, the ST CYBI II, by completing payment for her before her commissioning in 1985, and, indeed, have something over by the end of the year to put towards our next target. Thanks to your efforts, that hope has been fulfilled - though we must acknowledge that the boat herself has helped a little. As you know, like all true ladies she showed a bit of temperament during her trials last year, and her commissioning date had to be put back until the end of this month, thereby giving us a little more time. But she is well and truly ours now, and Lady Armstrong, the wife of the Head of the Civil Service, will officially name her at

Holyhead on 26th April 1986. I very much hope that some of you will be able to attend the ceremony. Incidentally, I asked the Departmental Rep at the Welsh Office if he knew anything about St Cybi. He told me that the Saint lived between 500 and 600 AD; that he was probably born in Cornwall; and that he was a founder and abbot of a monastery on Holy Island, near Holyhead. The Welsh also call Holyhead Caergybi, which apparently means the rock, or fortress, of St Cybi. So you see, the patron saint of our boat was pretty important locally, and we should not underestimate his powers of salvation in the region of Anglesey!

"But I digress. As we have heard from Tony Barker, very nearly £100,000 was raised for the RNLI through the normal collection during 1985. That compares with only £69,000 during 1984; and I think the membership - and especially the Departmental Representatives - are to be very warmly congratulated on their heightened performance last year. It is perhaps not surprising, in view of this, that the 1985 Half Marathon did not produce so much as the event held in 1984; even so, proceeds from it up to the end of 1985 amounted to £14,000.

"Taking 1984 and 1985 together, therefore, we have raised approximately £V4m for the lifeboats; and this is no mean achievement! Since the beginning of 1986 another £23,000 has come in, enabling us to complete our payment for the "ST CYBI" and leaving us with several thousand pounds to put towards our next objective.

"Your Executive Committee has given considerable thought to what that objective should be, and we have also consulted the RNLI. One consideration which the committee had in mind was the desirability of setting a target which the Fund would have a reasonable chance of achieving in a rather shorter time than the four years which it took us to pay for the "ST CYBI II". We felt that to have nothing new to show for our efforts before 1990 or 1991 might be a little discouraging to the membership. The Committee also felt that the tradition of providing *boats* for the RNLI rather than, say, equipment or buildings - should be continued.

"For their part, the RNLI have said that they are developing two new types of boat, one to be called the Medina which will be a rigid inflatable like the Atlantic 21, but much bigger and faster; the other being the Fast Carriage Boat which Lieutenant Tate has told us about this afternoon. Either of these boats is expected to cost around £300-350,000 which at our present rate of fund-raising should be within our power to generate in no more than about three years. This could also fit in quite well with the completion date of the first production boats of one or other of these two new classes. I am afraid I cannot be more precise than this at present, as so much will depend on how the development of the new classes goes. But I hope you will approve the idea of aiming for a boat belonging to one or other of them, to be allocated to us, hopefully, around the end of 1988. By the time of next year's AGM, we should know which type of boat it will be.

"At this point perhaps I should refer to an idea which I understand and has been put forward in the MAFF, to pay for their own boat to commemorate the centenary of that Department. While I fully appreciate the motivation which lies behind this idea, I feel bound to make two observations about it. First - and without, I hope, in any way belittling the enthusiasm of the staff of the MAFF - I believe they would find it a very long haul to raise enough money on their own to pay for more than a very minor type of lifeboat - one which might not really do justice to the event which is supposed to commemorate. Second, if the **MAFF** were to go it alone, which would inevitably detract from the main effort of the Fund, it could make it very difficult, if not impossible, for us to achieve our principal objective of paying for another major boat within three years.

"I very much hope, therefore, that the MAFF will not pursue their idea; but that, instead, we can take account of their centenary in choosing the name of our forty first lifeboat when that time comes. That seems to me to be the best way of combining the Departmental interest with the wider one of the Fund as a whole.

"Now, although the results of the Aldershot Half Marathon were not so spectacular as those of the one at Windsor in 1984, they were sufficiently good to encourage me to plan for a third, similar, event to supplement our normal 1986 fund-raising campaign. We have had the offer to return once more - but *only* once more - to Windsor Great Park, provided that we run our race in conjunction with that of the Spastics Society in order to minimise the disturbance of the Park. The Park Authorities have decided to tighten up on the use of the Park for events like ours, because of the inconvenience which they cause to other visitors; and it is something of a concession that we are being allowed to stage one more event there in 1986.

"The only date we are offered is Sunday, 28th September, one week before the Spastics, and this unfortunately clashes with the National Fun Run in Hyde Park, which is a pity, as I know that some of our members are dedicated Hyde Park Fun Runners. Nevertheless, I feel that the chance of another Half Marathon in Windsor Park, which is such an attractive venue, and of sharing the race overheads with the Spastics (who are, I may say, being most cooperative about this), is really too good to miss. So, with your Executive Committee's approval, my little team of race organisers is now busy preparing for what will, I hope, be another enjoyable and profitable event this year at Windsor. Once again, we will be relying heavily on Departmental Representatives to publicise the race; and on the membership as a whole to give it the maximum support, both by entering for it and, even more importantly, by sponsoring the runners.

"For the rest, I have little new advice to give on fund-raising; except to remind Departmental Representatives of the need to minimise any conflict between the ordinary annual appeal and the 1986 Half Marathon. The latter is bound to draw off some support from the former; but judicious timing of the annual appeal may help to reduce this. And the new arrangements for the annual collection mentioned on the sheet attached to the Agenda for this meeting should help to give Departments more room for manoeuvre.

"May I, in conclusion, thank you all for your excellent support in 1985, and wish you an equally successful year of fund-raising in 1986. We have an exciting new objective which should appeal to all our members; and I know that I can rely on you to pull out all the stops to achieve it.

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM  
LIFEBOAT FUND  
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR  
ENDED 31st DECEMBER 1985**

1984	RECEIPTS	1985
	11,659.37 Balance brought forward, 1st January 1985	12,103.47
	69,053.87 Subscriptions	95,020.33
	54,693.20 Half-marathon	14,330.68
	2,787.84 Direct Receipts by R.N.L.I.	3,241.81
	- Interest on giro Bank Account	271.48
<del>£138,194.28</del>	-	£124,967.77

**PAYMENTS**

	121,333.42 Payments to RNLI	75,624.99
	2,787.84 Payments made direct to RNLI	3,241.81
	<i>Administration Expenses</i>	
	Travelling	37.60
	Postage & Stationery	19.48
	Annual Report Photographs	49.00
34.50	Audit Fee	34.50
1,935.05	Bank Charges	2,197.00
	1,969.55	2,337.58
	<i>Balances on 31st December 1985</i>	
	Bank	21,560.58
214.54	Girobank	15,738.29
4,266.71	Sums in Transit	6,455.14
7,607.46	Petty Cash	9.38
14.76		
	12,103.47	43,763.39
£138,194.28		£124,967.77

(Signed) **A. Barker**, *Hon. Treasurer*

(Signed) **Ronald Radford**, *Chairman*

(Signed) **A. R. M. Jaffray**, *Deputy Chairman*

(Signed) **Keith G. Game**, *Member of Council*

(Signed) **D. Trathen**, *Member of Council*

We have examined the foregoing Receipts and Payments Account for the year ended 31st December 1985 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.

7th April 1986

REEVES & NEYLAN

CANTERBURY

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 1985**

	£	£		£	£
Balance B/Fwd		42,884.78			
<i>Moneys received by RNLI from central funds</i>	74,229.38		<i>Expenditure by RNLI</i>		
In interest allowed on unexpended balances	8,683.59		<i>Service Allowances:</i>		
			1985 Services	8,414.1	
			Maintenance	5,000.00	
					13,414.12
 <i>Moneys received direct by RNLI</i>		3,241.81	Holyhead Lifeboat ON1095		
			Paid in previous years	270,000.00	
			Paid this year	<u>115,000.00</u>	115,000.00
				385,000.00	
			Cost incurred to 31.12.85	433,000.00	
			Unfunded at 31.12.85	<u>48,000.00</u>	
Note: Received after 31.12.85	£46,176.17	_____	Balance in Hand		625.44
		129,039.56			129,039.56

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, 1985.

21st March, 1986

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 1985

	£
Agriculture , Fisheries and Food , Ministry of .....	2,563.72
Agriculture and Food Research Council.....	209.87
British Telecom (including the followin g) . .....	7,927.18
Factories Division .....	344.99
Local Communications Services .....	584.48
Scotland .. .. .	1,040.00
H/Q .. .. .	1,819.33
Cabinet Office .....	762.95
Central Office of Information.....	221.88
Charity Commission.....	73.00
<b>HM</b> Customs and Excise.....	2,396.49
Defen ce, Ministry of. ....	10,146.31
Education and Science, Department of .....	414.99
Employment, Department of.....	12,370.80
Environment and Transport, Department of .....	6,178.83
Foreign and Commonwealth Office.....	621.92
Health and Social Security, Department of .. .. .	5,486.04
Home Office.....	1,881:30
House of Lords .....	71.25
Inland Revenue .....	16,275.67
Land Registry , <b>HM</b> .....	770.17
Lord Chancellor's Office.....	90.37
National Audit Office .....	494.77
National Savings Department .....	393.44
Ordnance Survey .....	577.32
Overseas Development, Administration .....	293.25
Parliamentary Commissioner, Office of.....	50.00
Paymaster General's Office.....	212.97
Post Office .....	10,363.58
Public Record Office.....	66.52
Trade and Industr y, Departments of .....	1,954.49

**SCOTLAND**

	£
Scottish Office .....	2,608.19
Scottish Courts Administration.....	206.00
Post Office in Scotland.....	3,378.53
Aberdeen Telephone Area, Benevolent Fund.....	30.00

**NORTHERN IRELAND**

Agriculture, Department of .....	829.10
Court Service .....	301.95
Economic Development, Department of .....	588.43
Education, Department of .....	160.00
Environment, Department of .....	1,356.58
Exchequer and Audit Department.....	26.60
Finance and Personnel, Department of.....	705.83
Health and Social Services, Department of .....	1,487.49
Northern Ireland Office.....	229.00
Northern Ireland Postal Board.....	793.28

**SPECIAL CONTRIBUTIONS**

Devonport Dockyard Naval Base Fair .....	100.00
QA Division, Birmingham Welfare Society .....	249.00
Sir Ronald and Lady Radford.....	40.00
Mr <b>WH</b> Barrow .....	100.00
Others.....	450.04

# **THE CIVIL SERVICE BENEVOLENT FUND**

The Civil Service Benevolent Fund is celebrating its Centenary in 1986, a century of caring for colleagues and their dependents facing financial hardship as the result of some unforeseen misfortune.

In 1985 the Fund made cash grants and allowances exceeding £700,000 to over 5,000 people. In addition it owns 6 residential and convalescent homes where disabled and infirm elderly residents are cared for. Two further homes will be opened in 1986. Convalescence is provided at Wessex House, Bournemouth, Osborne House, Isle of Wight and shortly at Lammermuir House, Dunbar.

Please help us to continue to care by becoming a contributing member. Forms can be obtained from:- The Civil Service Benevolent Fund, Fund House, Anne Boleyn's Walk, Cheam, Sutton, Surrey SM3 8DY (For the attention of Publicity Section). Tel: 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 1984/85 almost £145,000 was expended by grants and interest-free loans in helping 750 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 404, Armour House, St. Martin's le Grand, London EC1A 1AR. Tel: 01-432 5274. 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

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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.