

The Civil Service, Post Office
& British Telecommunications
Lifeboat Fund

L
CISPOTEL



The crew stand on the deck of the St. Ives lifeboat as Her Royal Highness The Princess Royal names CISPOTEL Lifeboat Fund's latest purchase for the RNLI, RNLB THE PRINCESS ROYAL (Civil Service No. 41). The Fund is now working towards purchasing its 42nd boat for the RNLI. *(Photo The St. Ives Times & Echo)*

ANNUAL REPORT

1991

THE CIVIL SERVICE, POST OFFICE AND BRITISH TELECOMMUNICATIONS LIFEBOAT FUND

The Civil Service, Post Office and British Telecommunications Lifeboat Fund (also known as CISPOTEL Lifeboat Fund) is the biggest single supporter of the Royal National Lifeboat Institution.

Since its foundation in 1866, the Fund has provided 41 lifeboats for the RNLI, which have saved over 4100 lives.

The Fund is a charity and operates by collecting from Civil Servants and employees of the Post Office and British Telecommunications. The money collected is used to buy lifeboats and refund payments made to crews when called out on service.

ROYAL NATIONAL LIFEBOAT INSTITUTION

The Royal National Lifeboat Institution is a voluntary organisation whose sole aim is the saving of life at sea. It is the world's oldest lifeboat society and since its foundation in 1824, more than 122,000 people have been saved.

The lifeboat fleet is stationed around the entire coast of Britain and Ireland. There are 269 lifeboats on station, ranging from the 16ft inflatable to the 54ft Arun class. The inflatables and small rigid inflatables are driven by outboard engines. Other lifeboats are powered by twin diesel engines and are equipped with sophisticated electronic equipment for navigation and communication.

Lifeboatmen are volunteers who earn their living in other ways. There is usually one full-time member of the crew, the mechanic, who keeps the lifeboat in a constant state of readiness.

The RNLI is a charity which depends entirely on voluntary contributions. The annual cost of the lifeboat service is around £48m.

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOMMUNICATIONS
LIFEBOAT FUND**

83, GREEN LANE, NEW MALDEN, SURREY KT3 5BX
Telephone 081-395 9648

ESTABLISHED 1866

Patrons:

King George V, 1910 - 1936
King Edward VIII, 1936
King George VI, 1936 - 1952
Queen Elizabeth II, since 1952

Vice-Patrons:

Sir Robin Butler, K.C.B., C.V.O.
Sir Frank Cooper, G.C.B.
Lord Croham, G.C.B.
Sir James Dunnet, G.C.B., C.M.G.
Sir Arnold France, G.C.B.
Sir Clifford Jarrett, K.B.E., C.B.
Sir Bryan Nicholson, K. B.
J. M. Raisman, C.B.E.
Lord Sheffield, G.C.B., G.C.M.G.

CHAIRMAN: **Sir Angus Fraser**, K.C.B., T.D.

DEPUTY CHAIRMEN: **Sir John Bourn**, K.C.B.
A. R. M. Jaffray, C. B.

HONORARY SECRETARY: **P. R. Sims**
83 Green Lane, New Malden, Surrey KT3 5BX
(Telephone: 081-395 9648)

HONORARY TREASURER: **A. Barker**
Wyatts Cottage, Church Street, Wargrave,
Berks RG10 SEP (Telephone: 0734 402819)

EXECUTIVE COMMITTEE:

J. A. Dixon	Mrs T. Pecksen
K. G. Game	G. J. Richardson
D. E. Munson	J. Syme
Mrs I. Murdoch	D. P. Trathen

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

The Chairman is also a member of the RNLI's Committee of Management and Executive Committee and is Chairman of the RNLI's Establishment Committee.

COUNCIL:

D. J. Jones, Ministry of Agriculture, Fisheries and Food
J. Murphy, Agricultural and Food Research Council
Mrs L. Bleasdale, Bonds and Stock Office
N. Jacobs, British Museum
Mrs T. Pecksen, British Telecommunications Headquarters
Mrs B. H. Mcalpine, British Telecommunications, Scotland
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Mrs A. Phillips, Central Statistical Office
Mrs V. Wainwright, Charity Commission
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D. Hamilton, Department of Education and Science
Mrs A. Headley, Employment Department Group
Mrs A. P. Smith, Department of Energy
J. Dixon, Departments of Environment and Transport
Miss Primus, Office of Fair Trading
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Miss F. E. Griffiths, Government Actuary's Department
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Mrs E. Dainty, Department of Health
K. G. Game, Home Office
Mrs A. J. Johnson, House of Lords
Mrs I. Murdoch, Board of Inland Revenue
Miss D. C. Sweet, Intervention Board for Agricultural Produce
Mrs J. Bullock, H. M. LaJld Registry
D. M. Adams, Lord Chancellor's Department
F. Allgood, National Audit Office
Mrs Bogod, National Economic Development Office

Miss S. H. M. Prescott, National Investment and Loans Office
R. D. Steele, Department for National Savings
Mrs D. Mackenzie, Natural Environment Research Council
M. E. M. Appleyard, Northern Ireland Office, London
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T. Walls, HMSO
Ms A. Bennett, Departments of Trade and Industry
A. J. Salveson, H. M. Treasury
S. Burgess, Treasury Solicitor's Department
Mrs E. Eyres, Welsh Office

BANKERS:

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

AUDITORS:

Messrs. Reeves and Neylan, Chartered Accountants, Canterbury

REPORT FOR 1991

The Council have pleasure in presenting the Annual Report for 1991 of the Civil Service, Post Office and British Telecommunications (CISPOTEL) Lifeboat Fund.

Contributions

During the year ending 31 December 1991 the Fund had received £71,262.60 through donations and subscriptions. £18,043.10 was also received during the year from sponsorship of individuals in the 1990 and 1991 Half Marathons, £337.50 from the sale of CISPOTEL ties and £2,067.15 from interest on the Fund's Giro Bank Account. In addition RNLI credited the following additional sums to CISPOTEL: from Fund's subscribers £6,703.65, from the sale of old CISPOTEL boats £34,850.00, and interest on sums transferred to the RNLI and not expended by them in the year £41,356.68. The Fund's expenses amounted to £2,979.73. At the end of the year CISPOTEL's balance in hand with the RNLI was £465,474.79, with an additional £7,946.83 held by the Fund in its own accounts.

1991 - 125th Anniversary of the Fund and Royal Naming Ceremony

The Fund celebrated its 125th anniversary in 1991 with the naming ceremony of its 41st lifeboat for the RNLI, RNLB THE PRINCESS ROYAL (Civil Service No. 41) and with the issue of a booklet of the history of the Fund and its lifeboats.

Her Royal Highness The Princess Royal had graciously agreed to name her namesake, which had been on station at St. Ives, Cornwall since October 1990. The ceremony took place at St. Ives on Wednesday 17 July 1991 at 1030 am and was well attended by the Fund's Officers and local dignitaries.

Heavy rain had threatened the event the previous day, but fortunately the weather cleared up briefly for the proceedings, only for a steady drizzle to return afterwards. Crowds of holiday-makers lined The Wharf at St. Ives to see The Princess Royal name the lifeboat.

On arrival at the lifeboathouse, the Lord Lieutenant of Cornwall, the Rt Hon the Viscount Falmouth, presented the Princess to local officials and to the Fund's Chairman, Sir Angus Fraser. In the lifeboathouse she signed the visitor's book and then walked along the decorated West Pier for the naming ceremony and the service of dedication.

Following the National Anthem, Mr John Chalcraft, the Chairman of the St. Ives Branch, opened the proceedings and introduced Sir Angus who, on behalf of CISPOTEL, handed over the lifeboat to the RNLI. In his speech Sir Angus told Princess Anne how delighted the Fund had been when she graciously consented to allow the new lifeboat, allocated to St. Ives, to be named in her honour, and how proud the Fund was that she was carrying out the naming ceremony in the 125th anniversary year of the Fund. Sir Angus said the Fund hoped the new boat

would give many years of service to the St. Ives Station . Sir Angus explained how the Fund aimed to provide the RNLI with a new lifeboat every three years, which depended on the thousands of people at all levels of the Civil Service, of the Post Office and of British Telecom who contributed each year, in heartfelt recognition of the dedication of the crew members of the RNLI's vessels . It was on behalf of those contributors that it was his great pleasure to hand over the new lifeboat to Mr Michael Vernon, the Chairman of the Royal National Lifeboat Institution .

Mr Vernon accepted the lifeboat on behalf of the Institution and in turn handed it into the care of Captain Philip Moran, the Honorary Secretary of the St. Ives Lifeboat Station, who accepted it on behalf of the Station.

A service of dedication followed, conducted by Methodist Minister Pastor Harold Stevens, with the Lesson being read by crew member John Tanner . At the end of the service John Chalcraft invited The Princess Royal to name the lifeboat which carried her name.

The Princess told the guests and spectators that as someone who had much enjoyment from boats and being at sea, plus a healthy respect for the power of the elements, being asked to launch a lifeboat was hard to resist - and launching one with her own name was a rare privilege. She said that the station's reputation was second to none and it was an extra privilege when the station was St. Ives which for many was the epitome of all that was Cornish and the RNLI. Its people understood the sea and the lifeboat was in the very heart of the community. The Princess said the achievements had not been without tragedy and was sure that there were people present who called to mind the events of 1839 when the St. Ives lifeboat and seven of the crew were lost.



Her Royal Highness meets the coxswain and crew members of RNLB THE PRINCESS ROYAL (CIVIL SERVICE No. 41).

(Photo The St. Ives Times & Echo)

"It is communities such as yours, continuing to provide the lifeboat service in the face of adversity, which makes the nation so respectful of the RNLI, and so ready to lend its support", she said. "The evidence of that support is that the Institution can still build lifeboats so sophisticated as this, entirely out of voluntary contributions." The Princess also congratulated the Civil Service, Post Office and British Telecom Lifeboat Fund on providing the boat on its 125th anniversary.

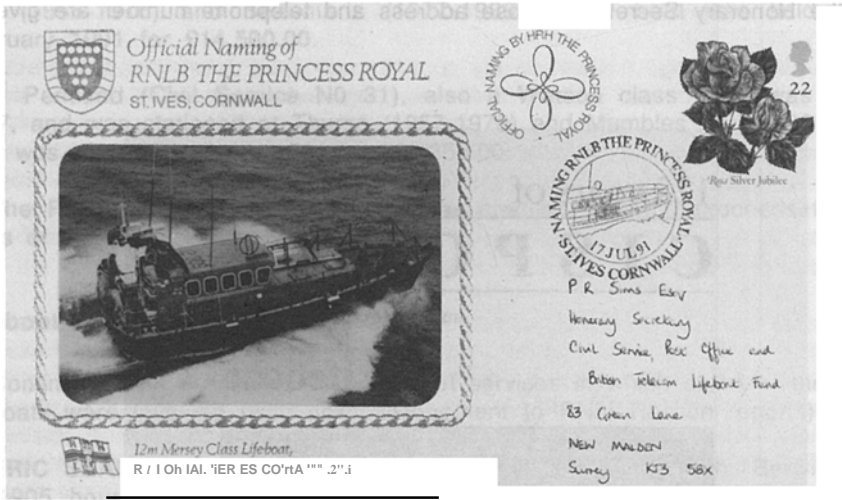
Saying it gave her immense pleasure, The Princess Royal operated the lever which broke a bottle of champagne over the bows of the Mersey class boat lying afloat in the harbour. The lifeboat then berthed alongside the quay and Her Royal Highness met Coxswain Eric Ward, Second Coxswain Tommy Cocking and crew members before stepping aboard for a short trip around St. Ives Bay. Afterwards a reception was held for invited guests in the Guildhall where officers of the Fund were introduced to the Princess and where the Honorary Secretary presented Her Royal Highness with a copy of the History of CISPOTEL: Lifeboat Fund and its Lifeboats.



The Princess Royal at the helm of her namesake lifeboat while Sir Angus Fraser (second from the left), Chairman of CISPOTEL Lifeboat Fund, enjoys the ride.

(Photo The Western Morning News)

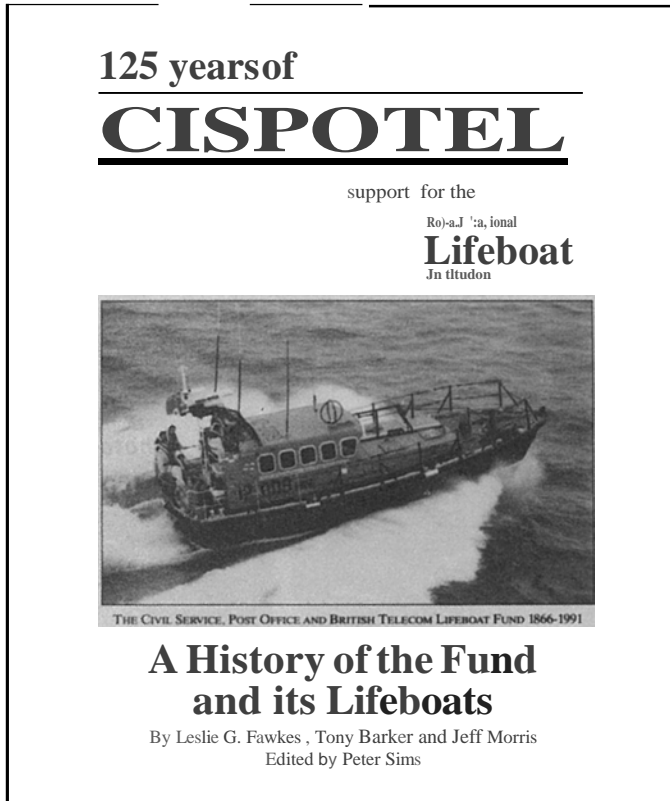
To mark the naming of the Lifeboat the Royal Mail joined the Pilgrim Philatelies to produce a special pictorial postmark for the day of the ceremony. Pilgrim Philatelies (P.O. Box 20, Canterbury, CT1 2XX) also produced a special illustrated souvenir "cover" which was cancelled using the special postmarks.



(Photo Kevin White)

125th Anniversary Booklet
"A History of the Fund and its Lifeboats"

The booklet of the History of CISPOTEL Lifeboat Fund and its Lifeboats (see photo below) was completed just before the Fund's Annual General Meeting on 14 March 1991, and copies are available free from Departmental representatives. If individuals have any problems obtaining a copy of the booklet they should contact the Honorary Secretary, whose address and telephone number are given on page 2.



(Photo Kevin White)

News of our Lifeboats

The Fund's Lifeboats were launched 145 times in 1991, 10 more than in 1990. Sixty two lives and 18 vessels were saved, and 23 persons landed (that is taken off the lifeboat by helicopter) .

Lifeboats sold

Two of the lifeboats purchased by the Fund for the RNLI were sold in 1991 as they were no longer required by the Institution:

Greater London II (Civil Service No. 30), a Watson class boat, was built in 1955 and during its working life as a lifeboat was stationed at Southend-on-Sea (1955-1976) and Beaumaris (1977-1989). The boat was sold on 22 February 1991 for £14,500.00.

Pentland (Civil Service NO 31), also a Watson class boat, was built in 1957, and was stationed at Thurso (1957 -1970) and Mumbles (1974-1985). The boat was sold on 1 March 1991 for £20,350.00.

The Fund's account with the RNLI was credited with the proceeds from the sales of these two boats.

Lifeboat Services

Continuing with our series of reports of services in which some of the Fund's lifeboats were involved (with acknowledgement to RNLI Rescue reports):-

ERIC SEAL (CIVIL SERVICE No. 36)[stationed at Eyemouth, Berwickshire]:
At 1905 hours on 5 November 1991 while the lifeboat crew and Coastguard crews were involved in the local bonfire and fireworks display on the beach, a yacht was observed making an approach to Eyemouth, although the harbour had been closed for two days because of the very dangerous sea conditions. It was dead low water and it was obvious that the vessel was standing in danger. The Coastguard tried to contact her on various channels without success and soon afterwards she broached and capsized just off the harbour entrance. The Honorary Secretary decided to try and launch the lifeboat and by this time the skipper of the casualty had managed to right her and she had run onto a sand bar just inside the entrance where she was pounding severely.

It was just before low water, it was overcast and a strong northerly breeze was making the sea very rough when at 1910 hours the lifeboat left her moorings and attempted to approach the casualty but she grounded without getting close enough to pass a line. The Coastguard team managed to get a cliff line aboard and she was hauled close to the pier end. The lifeboat meanwhile had returned into the harbour where three crew members landed and ran to the entrance and assisted in lifting the two survivors off the casualty. They were taken to the Seamens' Mission and treated by a doctor for shock.

At 2045 hours the lifeboat put out again to try to tow the casualty into harbour but she was now on the rocks and pounding severely in the heavy swell. Several attempts were made with a grappling iron to secure a line on board but it was only after two fishermen in a small boat (with much danger to themselves) had managed to secure the lifeboat tow rope to the casualty that she was hauled off the rocks and towed into harbour.

The lifeboat was back on her moorings, ready for service , at 2230 hours.

EDWARD BRIDGES (CIVIL SERVICE No. 37)[stationed at Torbay, South Devon]: At 1516 hours on the 23 February 1991 the Coastguard informed the Honorary Secretary that they had received a 999 call reporting the capsizing of a power boat at the mouth of the River Dart. There were five persons clinging to the upturned hull. A helicopter had been requested to attend.

The tide was ebbing, it was cloudy and a near gale from the south-west gusting to gale force was making the sea rough when, at 1525 hours, the lifeboat left her moorings and arrived on the scene at 1545 hours, six miles from the station. It was found that an inflatable dinghy tender from a Customs cutter with a crew of three had responded to the Coastguard broadcast requesting assistance. The inflatable dinghy had picked up the five persons from the capsized power boat but was then swamped by water taken over her transom and there were then eight persons in need of assistance.

The location was off a cove known locally as Newfoundland Cove , the shore being a confused assortment of rocks, and the strong wind and rough sea were carrying the capsized power boat, the inflatable and the lifeboat towards the rocky shore. A helicopter arrived and winched aboard the owner of the power boat who was losing consciousness. The helicopter then took him to Torbay Hospital. The lifeboat Coxswain had to use great skill to keep the lifeboat free from fouling his propellers in the assortment of ropes and floating debris from the two casualties while the lifeboat lifted the seven remaining survivors on board and took them to the warmth of the wheelhouse where they were covered in blankets to maintain body heat.

As some of the survivors were showing signs of hypothermia the two disabled boats, which had been taken in tow, were dropped and the lifeboat headed at speed for Dartmouth Quay where ambulance crews were waiting to attend to the four survivors from the power boat who were landed. The three Customs men were then dropped off on their cutter, the "Venturous". Both the power boat and the Customs inflatable were washed ashore, much damaged.

The lifeboat was back on her moorings, ready for service, at 1805 hours.

SILVER JUBILEE (CIVIL SERVICE No. 38)[stationed at Margate , Kent]: At 0541 hours on the 13 January 1991 the Coastguard informed the Honorary Secretary that a yacht was aground on Hook Sands.

The tide was flooding, it was cloudy and a strong north-easterly breeze was making the sea choppy to rough when at 0602 hours the lifeboat was launched and the Coastguard then informed the Coxswain that the yacht, named "Hanjaque", was 2 1/2 miles west of the East Margate buoy and in danger of capsizing, with two people on board, including one female . The fishing vessels "Golden Chance" and "Kirstie Anne" , together with a helicopter, were also proceeding to the casualty.

Soon after launching contact was made with the casualty and VHF DF bearings taken, indicating the position to be east of Margate. The fishing vessel "Kirstie Anne" then stated that the yacht was aground on rocks at Foreness Point. Upon arrival on the scene the yacht was seen to be laying head to the west, listing to her port side with seas breaking over her starboard side. She appeared to be washing further ashore in the swell. The helicopter illuminated the scene and the two fishing vessels were standing by. The yacht then asked the helicopter to take off the female crew member who was becoming frightened.

The two fishing vessels informed the Coastguards that they were returning to Ramsgate as it was unsafe for them to approach the yacht due to the shallow water. The Coxswain decided that the safest method would be to anchor the lifeboat and veer down in an attempt to get a tow line across whilst still keeping the head of the lifeboat to the swell. This was done but upon veering down the anchor failed to hold. The lifeboat then steamed ahead to recover and drop the anchor further seaward.

The helicopter then suggested that the lifeboat approach from the east which appeared to have deeper water. On approaching the yacht again, the lifeboat could get no closer than about 50 metres and the yacht appeared to be now only 100 metres from the pumping station's steep sea wall, with her stern pointing out to sea and listing heavily to port.

The helicopter helped by transferring a tow line to the yacht by lowering a line to which the lifeboat attached a heaving line. The heaving line was taken aboard the yacht by the occupant and, after some misunderstanding, the tow rope was pulled aboard the yacht and was secured to the stern, which was pointing directly to sea. When all was secured the lifeboat steamed slowly ahead, and towed the yacht clear of the rocks. Once in deep water, about a half a mile off Botany Bay, the yacht advised the lifeboat crew that he had no steering as the rudder had jammed. The tow was transferred to the bow and the casualty was taken in tow to Ramsgate.

During the passage the occupant stated on the radio that he was cold and was wrapping himself in a blanket and going to sleep. The Coxswain suspected that he might be suffering from the effects of hypothermia after becoming wet, so the tow was stopped and a crew member was transferred onto the casualty to assist the owner.

On mooring up in Ramsgate Marina drinks were provided for the survivor and for the crew. The lifeboat then returned to station and was rehoused, ready for service at 1235 hours.

RNLI Facts and Figures

(provisional statistics as at 25 February 1992)

During 1991:

- The RNLI's lifeboats were launched 4,935 times (an average of more than 13 launches a day).
- More than 1,308 lives were saved (an average of nearly 4 people saved each day).
- Five per cent of all services carried out by lifeboats were in winds of Force 8 and above.
- Nearly 56 per cent of all services were to pleasure craft (sail, power and manual pleasure craft).
- There are 268 lifeboats on station, **with** a further 94 in a relief fleet, and
- To 31 December 1991, 122,424 lives have been saved since the RNLI was founded in 1824.

RNLI Costs

The cost of running the RNLI in 1991 was £44m. The approximate current cost of building a lifeboat is:

16ft D class inflatable	£10,000
21ft Atlantic rigid inflatable	£56,000
38ft 6in Mersey	£650,000
Fast Afloat Boat 3	£900,000
Fast Afloat Boat 4	£1,200,000

-Estimates based on prototypes, production costs may differ

Representations and Publicity

REPRESENTATION - As usual we take this opportunity to welcome any new representatives who have joined us during 1991 and wish you every success in your fund raising activities. We do not get a 100% response from all areas where there are representatives so please publicise the Fund, circulate information widely and help us to ensure that our long established annual Appeal receives the best support we can encourage.

PUBLICITY MATERIAL (other than collection sheets, info sheets and annual Reports which are distributed by the Honorary Secretary), such as lifeboat lapel stickers, collecting boxes and posters can be ordered from:

Assistant Manager - Central Fundraising
RNLI
West Quay Road
Poole
Dorset BH15 1HZ (Tel: 0202 671133)

VIDEO - ST CYBI II, our 40th lifeboat, is featured in an RNLI publicity film narrated by Raymond Baxter. The RNLI have kindly given CISPOTEL two videos of the film and they can be borrowed from the Honorary Secretary (see address on page 2). Several representatives have borrowed these videos and have found them very useful in helping to generate interest in the RNLI and to raise funds. So if you think the video will help you to raise more money please contact the Honorary Secretary to borrow a copy.

SPECIAL 125TH ANNIVERSARY TIE - The special navy silk tie to celebrate the Fund's 125th anniversary in 1991 is still available. It has a single underknot motif depicting the RNLI motif in full colour with CISPOTEL lettering below in white, and below CISPOTEL, also in white, are the dates 1866-1991. The cost of each tie is still only £14.50 (including postage and packing) and it is available from the Honorary Secretary. Cheques should be made out to CISPOTEL with *name and address printed clearly on the reverse*. All proceeds from the sale of the tie will go towards our next lifeboat.

125TH ANNIVERSARY BOOKET - Copies of the booklet of the History of CISPOTEL Lifeboat Fund and its Lifeboats are available free from Departmental representatives. If individuals have any problems obtaining a copy of the booklet they should contact the Honorary Secretary, whose address and telephone number are given on page 2.

Payroll Giving

The Payroll Giving scheme has still really failed to catch on with contributors. Only £9,277.98 was raised in this way during 1991.

Special Fund Raising

1991 Half Marathon

The Fund's eighth Half Marathon took place on Saturday 5 October 1991, as in previous years in Windsor Great Park. The number of runners on the day was 643, about the same as in the previous two years, and the winner was Mr Richard Byers from the National Health Service in a time of 1 hour 12 minutes and 40 seconds. The first lady across the finishing line was Diane Leakey from the Department of Health in 1 hour 24 minutes and 27 seconds. Over £17,000 was raised through entry fees and sponsorship of entrants and this will be put towards the cost of our next lifeboat.

The Council would, once more, like to take this opportunity to thank the small organising group led by Alistair Jaffray, who worked so tirelessly and enthusiastically on the 1991 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	1 12 40	Byers R	408	27	NHS
2	1 15 00	Murphy A	556	34	HM Treasury
3	1 15 44	Truepenny D	350	36	British Gas
4	1 16 16	Price C	492	30	Queen Elizabeth School
5	16 35	Knott G	673	34	Post Office

Results: First Five Ladies

<i>Position*</i>	<i>Time</i>	<i>Name</i>	<i>Race No</i>	<i>Age</i>	<i>Department</i>
1	1 24 27	Leakey D	1484	35	Department of Health
2	1 25 05	Halestrap J	1488	24	Cabinet Office
3=	1 32 04	Passfield J	1435	40	Unknown
	1 32 04	Dixon K	1421	25	East Sussex Council
5	1 32 30	Maskrey H	1459	23	Sports Council

*in relation to all 80 ladies.

Results: First Five Teams

<i>Place</i>	<i>Team</i>
1 st	Hercules Harriers (Central Office of Information)
2nd	Royal Hospital School (Royal Hospital School, Holbrook)
3rd	Copenacre Sports (Ministry of Defence)
4th	Royal Mail Property Holdings 'A' (Royal Mail)
5th	Harrison Hares (British Telecom & PostOffice)

1992 Half Marathon

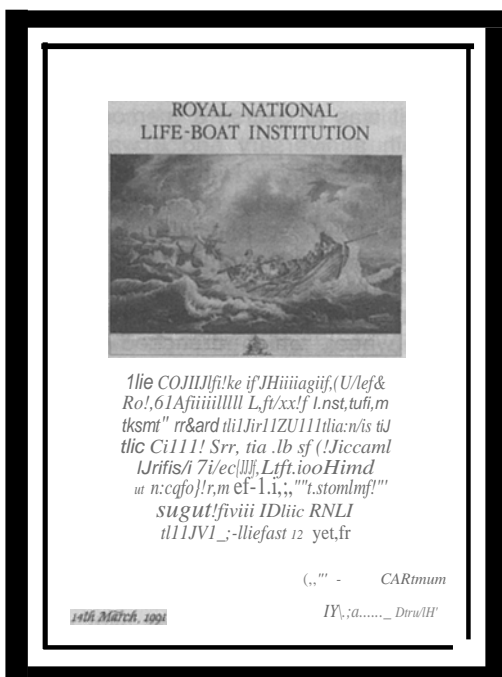
The Fund held its ninth Half Marathon in Windsor Great Park on Saturday 3rd October 1992.

Thanks

Finally, the Council would like to take this opportunity to thank all the Departmental representatives, and not least all the contributors in the Civil Service, Post Office and British Telecommunications, for their hard work, continued support and generosity over the past year on behalf of the Fund and the RNLI.

March 1992

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



The certificate, marking 125 years of support for the RNLI, which was presented by the Director of the RNLI to the Chairman of CISPOTEL Lifeboat Fund at the 1991 AGM. The inscription states that "The Committee of Management of the Royal National Lifeboat Institution desire to record their warm thanks to the Civil Service, Post Office and British Telecom Lifeboat Fund in recognition of the outstanding support given to the RNLI during the past 125 years".
(Photo Kevin White)

ANNUAL GENERAL MEETING

23 March 1992

The Annual General Meeting was held on Monday 23 March 1992 at 2.30 pm in the Board Room of the Crown Estate Office, 16 Carlton House Terrace, London SW1Y 5AH. The Guest Speaker was Bob Cripps, Design Manager at the RNLI.

Chairman's opening remarks:

"Good morning ladies and gentlemen. Thank you for coming and welcome to our Annual General Meeting. I should just explain that Peter Sims, our Honorary Secretary, has been called off to Saudi Arabia at short notice, which means that Tony Barker, our Honorary Treasurer, will stand in for him on secretarial points. Nonetheless, even in absentia I think I should record our appreciation of all the work that Peter Sims does on behalf of the Fund, despite these calls to the Middle East.

MEMORABLE YEAR

"If one looks back on 1991 it was of course a memorable year for the Fund in the sense that it was the 125th anniversary and it was also the year in which our 41st boat was named by Her Royal Highness The Princess Royal at a ceremony in July at St. Ives which some of you attended, and which attracted a very large turnout of interested parties, and also interested bystanders and holiday makers. It was all rigged up for sound along the waterfront and there were enormous crowds of people there to witness the ceremony. I think everyone enjoyed themselves, not least The Princess Royal who showed a smart turn of speed at the steering wheel, which drenched the crew a bit, but they didn't seem to mind too much. I think it was, from the Fund's point of view, a very happy occasion.

EXECUTIVE COMMITTEE MEETINGS

_ The Executive Committee met on a couple of occasions since the last AGM. We discussed the 1991 appeal, payroll giving, paying for the next boat and in particular, how far the Fund need be responsible for paying for 100% of the cost of boats, or whether, as is not an uncommon practice in the RNLI, a more modest percentage contribution would be enough to credit us with a boat. We discussed various problems with the Half Marathon, which Alistair Jaffray will be reporting on later, and which fortunately appear to have been solved successfully. We discussed also the question of the Fund's constitution and we shall be asking you to give some thought to that later on, because we found that when we looked at the constitution, last redrafted in 1971, it seemed to have been a pretty odd constitution when it was first drafted, and certainly twenty one years later it didn't seem to us to meet the circumstances of today or even to explain what the Fund was all about. Apart from those points I just mentioned I don't think there is any need for me to hold up proceedings and so I shall ask Bob Cripps, Design Manager in the RNLI, to tell us something of the progress with the Fast Afloat Boats, which are of particular interest to us as we hope that our next contribution by way of a boat will be of that genre."

'Guest speaker - Bob Cripps, Design Manager, RNLI:

"Good afternoon everyone. As Design Manger at the RNLI my prime responsibilities are for the design and development of the new craft. By profession I am a naval architect. A naval architect is somebody who is classed as a jack of all trades and master of none of them. I try to master them, with some success and some failures. Over the last few years my primary responsibility has been the design development of the proposed replacements for the Arun and Waveney class lifeboats. These have been classed as FAB 3 and FAB 4 - Fast Afloat Boats. As I believe these are likely to be boats funded by yourselves in the future, it is worthwhile telling you how we are progressing. A quick update first on your Mersey boat at St. Ives. The last major exercise the St Ives Mersey did was that it towed a boat a fair distance, which was quite a mean feat for a small boat the size of the Mersey.

ARUN'S REPLACEMENT

"The production of the Mersey class lifeboats is coming to an end and I can honestly say that in general the Mersey class lifeboats are being very well received by the coast. Now the FABs. The Arun is a very successful boat, capable of about 18 knots, and the first one is coming up for replacement in the next couple of years. It was decided that the Arun's replacement should be a boat capable of around 25 knots - an increase in speed of some 30%. We were also asked to produce a boat capable of taking the ground without damaging the propellers. So you can imagine, to build or design a boat the same size as the Arun, but to go faster, and with propeller protection was quite a design headache in many respects. But the design office and the technical Department in the RNLI developed a hull form and we carried out extensive model tests on this hull form with a similar hull form. Not only did we do these tests in a tank, we also fitted radio control to these models, which were 1/7 th scale. If you think of a 55 foot boat, you are talking of almost an 8 foot model. The actual models weighed some 200 lbs. As a result of the model tests we were quite satisfied that the hull form that we had developed was suitable to go into production or prototype form. The hull form which was produced was actually different to all previous types of hull form because of its chined nature rather than a round bilge. It actually had some corners on it which helps in the performance of the boat. [Pictures circulated of boat in prototype form.]

FAB 3 PROTOTYPE

"So the prototype of FAB 3 has been built. FAB 3 is 17 metres in length overall, which is round about 56 feet. Its beam is 5.5 metres, it weighs in the order of 27 tons and on trials to date it has achieved speeds in excess of 25 knots. It has a crew of 6 plus space for a doctor. There is seating for 20 survivors, there are two permanent stretcher positions and a facility for two further stretcher positions with the loss of two seats. The machinery comprises of two caterpillar engines in twin diesel configuration with 1050 horsepower a side. They are quite a marked increase in horsepower to the Arun. This is required because of the speed requirement and because of the effects of the bilge keels which we put on the boat. Not only were we asked to produce boats which had a speed capability, we also had to look at survivor comfort,

crew comfort, we had to fit things like hot and cold running water, a loo, we've got a Y boat on the outside of the boat, we have been asked to provide firefighting capabilities, deck wash systems and there is even a microwave on board.

£1.2 MILLION BOAT

"As you can imagine, it is quite a big boat, but the one thing about it is because it is big and fast it is quite expensive. The cost of a FAB 3 is in the order of £1.2 million. The other thing I have mentioned is that we have had to go for a lighter weight, and for the FAB 3 hull we have made it of FRC composite. This is slightly different to the composite construction of the Mersey class lifeboat and I've brought a piece of it for you to look at. With all prototypes of an engineering nature we have had our problems but none of these problems are insoluble. We are confident that the FAB 3 will progress as well as it has to date.

FAB 4

"At the same time as building the FAB 3 we were asked to look at a smaller version of the FAB 3, the FAB 4. We were so pleased with the results of our model tests we thought that the best thing to do was to come up with a smaller version of FAB 3. In naval architectural parlance we produced what is called a geosym of the FAB 3. Its easy to explain. We got the drawings of the FAB 3 and put them through a photocopier on a percentage reduction. That reduced all the length, breadth and depth in the right proportions and all the results of the tests were okay. So we ended up with FAB 4. This boat is 14 metres, its beam is 4.7 metres, its displacement is 26 tons, and again we have built a prototype of the boat which is performing well and is achieving speeds in excess of 25 knots. We have fitted different engines in this boat. The total engine horsepower is in the region of 1600 horsepower as compared to 2000 in FAB 3. There is a limited survivor capability with only seating for ten survivors with a crew of 6. The construction of FAB 4 is of similar type to the FRC Merseys. Once again the prototype has been built and put on technical trials. We have been evaluating FAB 4 since Christmas and I can honestly say that the initial technical trials are encouraging. The boat has now gone back into the yard for some upgrading and some modifications and it will then go on technical and operational trials. Again we have been asked to produce a lot in a small can. The cost of FAB 4 will be in the order of £900,000. Just to sum up then, for FAB 3 and FAB 4 the results of technical trials are encouraging.

OPERATIONAL EVALUATION

"Its early days at the moment as the boats are both due to go on operational evaluation starting in the next couple of weeks when both boats will be going round the whole of the coast of the UK, visiting different stations to be tried out by volunteer crews. Hopefully later in the year we will be in a position to make some firm decisions regarding the future of FAB 3 and FAB 4."

QUESTIONS

A number of questions were raised by Council members following Mr Cripps' talk. In response Mr Cripps informed members that no decision had yet been taken regarding the operational distribution of the FAB 3 and FAB 4 vessels around the coastline of Great Britain. The approximate costs of the boat included the moulding of the hull, the engines, all the fittings and all the labour used to actually build the boat; the actual running costs of the boats would be additional to that.

In comparing the size of an Arun and a FAB 3, Mr Cripps reported that an Arun, at 52 ft, was 3 ft longer than a FAB 3, but a FAB 3 in volume of displacement was actually a third bigger. As regards a cost limit for the boats, Mr Cripps assured Council members that the RNLI was very aware of the costs of the boats and was carrying out an exercise in value engineering to see where money could be saved.

1992 Half Marathon Prize Draw

The Deputy Chairman (Half Marathon) reminded representatives that the aim of the Half Marathon Prize Draw was to stimulate more sponsorship from runners who participated in the event since less than half of the runners each year actually managed to raise any sponsorship. The basis of the scheme was to offer three prizes - £100, £75 and £50 on the basis that runners would receive one ticket in the draw for every £30 of sponsorship they raised. The guest speaker, Mr Cripps, was invited to draw the winning tickets. The following tickets were picked:

76	Mr R Denham	Department of Transport
373	Mr P Gateley	Overseas Development Agency
1 6	Mr M Kirchem	Inland Revenue

Report by Deputy Chairman (Half Marathon):

The Deputy Chairman (Half Marathon) reported that the 1991 event had been a very good, but rather wet event. It took place on Saturday 5 October, and 643 runners had participated, 563 men and 80 ladies. A total of £15,500 had been raised (by March 1992), which was a bit down on the amount raised in 1990 of £18,000. The Deputy Chairman (Half Marathon) commented that as usual the problem was that not enough runners were collecting sponsorship money. Those that did get sponsorship collected around £73 a head. Only about a third of the runners actually produced any sponsorship. The rest provided their entry fees, which just about covered the overheads for the race, with a very small profit, but they didn't really contribute to the money which was wanted from the Half Marathon to put keels under lifeboatmen. The Fund had tried two years running with the sponsorship prize competition to stimulate interest among the runners in getting sponsorship, but it was difficult to say whether the Fund would have done much worse without the prize competition. The Deputy Chairman (Half Marathon) was still trying to find ways of encouraging the remaining two thirds

of the runners to produce money for the Fund. He felt that perhaps the Fund would need to try something different in 1993.

ROAD CLOSURE

The Deputy Chairman (Half Marathon) reported that the Half Marathon Organising Committee had faced an early problem with the 1992 event. It seemed that Half Marathons and similar road racing events had increased in popularity and numbers to such an extent that in 1991 the local authorities and Police throughout the country had decided actively to discourage them. This resulted in a refusal by the Berkshire County Council to close the short stretch of public highway outside Windsor Great Park which formed an essential part of the Half Marathon course. The Council were subsequently advised that in fact they had no authority, in the confused state of the law governing the closure of roads for social events, to close the road for our race and promptly passed the problem to Maidenhead Borough Council, in whose Parish that particular stretch of road lay. The Maidenhead Council, influenced perhaps by the fact that one of the charities to benefit from the Building Industry Half Marathon on the following day was prompted by the Duke of Edinburgh, proved very helpful, unearthing an ancient Act of Parliament, the The Town Police Clauses Act of 1847 (which was really concerned with keeping roads open when crowds gather with horses, carriages and fairs) and deciding that they could apply it also to close roads in order to regulate traffic on these occasions.

SPONSORSHIP AND PUBLICITY

As a result, the Deputy Chairman (Half Marathon) reported, the 1992 Half Marathon could go ahead. The publicity for the event would be distributed as quickly as possible. The date which had been selected was 3 October. It would be another back to back event with the Building Industry Half Marathon which would be held on Sunday 4 October. The Half Marathon Organising Committee was hoping for a similar size of field and perhaps a better sponsorship result than 1991. There didn't appear to be any general waning of enthusiasm for these events and the Deputy Chairman (Half Marathon) said that he had always held to the view that so long as the event produced a sum of money in excess of five figures it was going to be worth continuing to organise the event, and certainly £15,000 was well worth giving it another go. He reminded Departmental representatives, whom he recognised were hard pressed, that publicity still remained a problem. The second major problem was getting people to provide sponsorship money. He was very conscious of the problems connected with cascading the posters and information about the event downwards from central departments into all the sub divisions and sub departments of the Civil Service, Post Office and British Telecom. He saw no alternative but for the Departmental representatives to do this since there was no one else to do it. He ended by asking all representatives to do their best when they received the publicity, which would be distributed in about the next six weeks, and to give it a good push all around the organisations and to make sure it reached the parts where publicity had not previously reached.

CHAIRMAN'S COMMENTS

The Chairman added that he wished to register the Fund's thanks to Alistair Jaffrey and his dedicated team of helpers, Wally Heels, Vic Reeves and Peter Chapman, without whom the Half Marathon simply could not take place. He was quite sure that the Half Marathon would continue to make a very significant contribution to the Fund's income, and at times when funds were very difficult to collect anyway, it was a great relief that the future of the Half Marathon in Windsor Great Park appeared to be assured, even though there were alternatives if that particular venue were blocked off. He believed it was becoming quite a recognised event on people's calendars now and it was very handy to be able to continue that.

Payroll Giving:

The Honorary Treasurer reported that at the last AGM he had mentioned that the possibility of developing payroll giving through the agency of a part-time paid officer had been given a favourable light by the Executive Committee and was going ahead. It had been agreed that the Honorary Treasurer himself would undertake the job and he had started it by distributing a questionnaire to Departments to find out the current situation regarding payroll giving. Unfortunately the responses were so discouraging that it was quite obvious that the Fund would be unable to develop payroll giving. He felt all the Fund could do would be to promulgate payroll giving as best it could. It could not be developed through more effort because many of the Departments wouldn't even allow the Honorary Treasurer access to their staff. They took the view that if they let one charity approach them they would have to let every charity do so and they didn't want to do that. Interestingly the Honorary Treasurer had a number of leaflets provided to him by the RNLI, printed specially so that he could monitor the reaction of people and he didn't get one single leaflet back with a nomination on it.

However, the amount of money the Fund received through payroll giving did go up in 1991. One reason for this was that British Telecom was shown as having given £5,390 through payroll giving, which was a special arrangement. BT knew precisely how much money was given to the RNLI through payroll giving through the agency that they employed, and were able to tell the Honorary Treasurer accordingly. He was able to tell RNLI who were good enough to agree to credit the sum to the Fund. That was the only way it could be done. This had not been possible before because the Fund had not been able to identify the BT figure. It was not money that had been subscribed through payroll giving to the CISPOTEL Fund, it was money which has been subscribed to RNLI by BT employees.

The Honorary Treasurer also reported that at the moment the Paymaster General's Office did not give a payroll giving facility to its pensioners. However the Paymaster General's Office was considering introducing payroll giving. The Honorary Treasurer would therefore keep in touch with the Paymaster General's Office and try and find ways of ensuring that pensioners

were made aware that CISPOTEL existed and would like to benefit from their generosity.

Re-election of Officers:

The Deputy Chairman, Deputy Chairman (Half Marathon), Honorary Secretary and Honorary Treasurer were re-elected into office for a further year.

Confirmation of Executive Committee:

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

The Deputy Chairman's Address:

The Deputy Chairman congratulated and thanked all of the Council members and all of the fundraisers who had made the contribution that they did to the 1991 appeal and the amount of money that had been gathered in. He recognised that it was a tough time for everyone as the Council sought to take forward the objectives of the Fund. It was a tough time because there was a depression, it was a tough time because of the changed organisation of the public service, and it was a tough time because there were a lot of other charities competing for the money. Almost every day unsolicited mail came through letter boxes asking for money for some charity or other and so, in order for the Fund to make the money representatives really had to work at it. The Fund had raised £465,000 so far towards the next boat and Bob Cripps had confirmed at the AGM that the next boat was going to cost something of the order of £1 million. The target was to get another boat by the end of 1993.

FUNDING PORTION OF BOAT

As the Chairman had said, the Deputy Chairman continued, this did not mean that the Fund had to raise the difference between £465,000 and £1 million by the end of 1993, but the Fund did need to raise a substantial percentage of the £1 million cost of the boat. There were now facilities with the RNLI which allowed the Fund to contribute the greater portion of the cost of the boat and still receive the full credit for funding the boat. But the Executive Committee didn't want the portion to be just 51%. The Fund needed to be well up towards the top of the amount of money required. Therefore during the course of 1992 the Fund had to get as far as it could up towards the £1 million needed for the next boat so that when it came to 1993 the Fund was in the last lap of raising the money for its 42nd boat. The Deputy Chairman told representatives that the target was within the Fund's grasp. It all rested with Departmental representatives and their colleagues. He referred to the representatives as the crew of the Civil Service, Post Office and British Telecom Lifeboat Fund, and they had to hope that they certainly didn't get sunk, that they actually got into port with as much money as they could. Obviously the Officers and the Executive Committee were concerned to do whatever they could to help.

The Deputy Chairman asked representatives that if there were any things that arose during the year that the Officers could help them with he hoped that they would let them know. The obvious points of contact were the Officers, Angus Fraser, himself, Alistair Jaffray and of course Peter and Tony, the Secretary and the Treasurer. The Deputy Chairman concluded by hoping that, together, The Fund would be able to make the biggest possible inroad on to the amount of money that had to be raised in 1992. All ideas, all enthusiasm, all commitment that could be raised would be vital. He recognised how busy people were and that there were lots of other things to do, but nonetheless he asked everyone to try and work together and do the very best they could for 1992 so that the Fund would be in a position to purchase its 42nd boat by the end of 1993.

Revision of the Fund's Constitution:

The Chairman turned next to the revision of the Fund's Constitution. Council members attending the AGM had been provided with two documents, one of which showed the existing Constitution, which was last revised in 1971, and a second version which was a more up-to-date draft of the Constitution.

The Chairman explained that he thought it would be imprudent to ask Council members for a final approval of any redrafted Constitution that emerged from the **AGM** because members probably hadn't had enough time to read the document fully, and because there was, in practice, no tearing urgency about it since the Fund had managed to survive on the 1971 version, which seemed to be more of a narrative than a Constitution. He proposed that initial comments were taken from Council Members present, the Executive Committee then produced a final draft for final approval by Council Members at the 1993 AGM. This course of action was agreed by the Members.

The Chairman then raised a question about who it was considered were the members of the Fund. It couldn't possibly be all civil servants, all members of the Post Office and all members of BT, because this would mean that they would all have to be invited to the **AGM**. The conclusion reached was that the Fund was made up of the Council and, ex-officio, the Officers. The revised version of the constitution had therefore been drafted in those terms. There was no other way that CISPOTEL could **work**. The constituent members were basically members of the Council who were not elected but in practice were produced in negotiation with Departmental Establishment Officers.

A Council Member raised the question of what was actually meant by the term "civil servant" and who would be eligible for the Fund in the future. The Chairman agreed that the text of the constitution ought to allow the Fund to keep in contact with areas which were privatised out of what was known as the Civil Service. The Chairman said the Executive Committee would consider this point regarding the scope of the Fund.

Close of Annual General Meeting:

The Chairman drew the AGM to a close by thanking everyone for all their efforts and asked that Council Members let any of the Officers know if there were any points of procedure or administration which they felt could be improved.

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOMMUNICATIONS
LIFEBOAT FUND
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 1991**

1990	RECEIPTS	1991
25,108.56	Balance brought forward, 1st January 1991	18,554.67
76,474.49	Subscriptions	71,262.60
17,540.11	Half Marathon	18,043.10
92.00	Sale of Ties	337.50
10,381.02	Direct Receipts by RNLI	6,703.65
3,384.87	Interest on Giro Bank Account	2,067.15
	Donations for 125th Anniversary Booklet	<u>10750</u>
<u>£132,981.05</u>		<u>£117,076.17</u>

	PAYMENTS	
103,699.07	Payments to RNLI	99,445.96
10,381.02	Payments made direct to RNLI	6,703.65

	Administration Expenses	
(7.00)	Bank Charges	11.19
34.50	Audit Fee	
71.16	Postage & Stationery	111.79
1.35	Annual Report Photographs	15.60
102.88	Travelling	160.07
	Ties	1,351.64
143.40	Office Equipment	94.01
	Expenses re Naming Ceremony	392.46
	125th Anniversary Lunch	464.47
	125th Anniversary Booklet	300.00
	Archive Photographs	78.50
346.29		2,979.73

	Balances on 31 December 1991	
0.58	Midland Account	228.32
18,551.04	Girobank	7,715.89
<u>305</u>	Petty Cash	<u>2.62</u>
18554.67		7946.83
<u>£132,981.05</u>		<u>£117,076.17</u>

(Signed)	A. Barker	Hon. Treasurer
(Signed)	<i>Sir Angus Fraser</i>	Chairman
(Signed)	<i>Sir John Bourn</i>	Deputy Chairman
(Signed)	<i>D. P. Trathen</i>	Member of Council
(Signed)	<i>G. J. Richardson</i>	Member of Council

We have examined the foregoing Receipts and Payments Account for the year ended 31 December 1991 in conjunction with the books and records of the Civil Service, Post Office and British Telecommunications Lifeboat Fund together with information and explanations supplied, and we certify that it is in accordance therewith.

10 March 1992
CANTERBURY

REEVES & NEYLAN
CHARTERED ACCOUNTANTS

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOMMUNICATIONS LIFEBOAT FUND

STATEMENT OF ACCOUNT WITH THE ROYAL NATIONAL LIFEBOAT INSTITUTION
FOR THE YEAR ENDED 31 DECEMBER 1991

	£	£		£	£
Balance In Hand 1st January 1991		300,986 .55	Service Allowances 1991 Services Maintenance	12,146.05	17,146 .05
Monies received by RNLI From Central Funds Direct From sale of old Civil Service boats	98,723 .96 6,703 .65 34 850 00	140,277 .61	Balance In Hand 31 December 1991		465 ,474 . 79
Interest allowed on unexpended balances		41 35!!IB			
		<u>482 , 620 . 84</u>			<u>482 , 620 .84</u>

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 Telecommunications Lifeboat Fund, and the allocation of those funds during the year ended 31 December 1991.

3 March 1992

E A a Davidson
Head of Finance
Royal National Lifeboat Institution

SUMMARY OF CONTRIBUTIONS TO THE FUND
Recorded during the year ended 31st December 1991

	£
Agriculture, Fisheries and Food, Ministry of.....	2,069.11
British Museum.....	17.10
British Telecommunications (including £5,390 Payroll Giving).....	9,952.23
Central Office of Information.....	254.8
Central Statistical Office.....	266.55
Crown Estate Office.....	6.57
Customs and Excise, HM.....	7,843.09
Defence, Ministry of (including £970.95 Payroll Giving).....	4,302.34
Employment Department Group (including £1,874.15 Payroll Giving).....	5,685.60
Environment and Transport, Department of.....	4,494.33
Foreign and Commonwealth Office.....	60.00
GCHQ.....	596.50
Home Office (including £60.74 Payroll Giving).....	2,446.56
House of Lords.....	135.00
Inland Revenue.....	13,908.84
Land Registry, HM.....	1,164.84
National Audit Office.....	463.23
National Savings Department.....	308.62
Ordnance Survey.....	928.50
Overseas Development Administration.....	205.29
Paymaster General's Office.....	272.50
Post Office (including £101.43 Payroll Giving).....	2,269.93
Public Record Office.....	6.76
Social Security, Department of.....	8,130.40
Stationery Office, HM.....	1,054.87
Trade and Industry, Department of.....	2,278.16

SCOTLAND

Scottish Office.....	3,329.64
Scottish Courts Administration.....	62.00
Post Office in Scotland.....	835.41

NORTHERN IRELAND

Agriculture, Department of.....	1,191.24
Economic Development, Department of.....	5.00
Education, Department of.....	96.70
Finance and Personnel, Department of.....	944.12
Northern Ireland Office.....	595.25
Northern Ireland Royal Mail.....	16.00

PAYROLL GIVING (of which £8,397.27 is included above)..... 9,277.98

SPECIAL CONTRIBUTIONS..... "..... 889.13

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOMMUNICATIONS LIFEBOATS IN SERVICE DURING 1991

7 lifeboats out of 41 boats 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 Telecommunications establishments at home and abroad, remain in service at various stations in the British Isles. The list of CISPOTEL boats and the number of launchings and lives saved in 1991 is as follows:

Station	Name of Boat	Type of Lifeboat	When Built	Launches	Lives Saved	Vessels Saved
E.Ya.OJTH	Eric Seal (Civil Service No. 36)	Waveney	1973	14		
Tal3AY	Edward Bridges (Civil Service No. 37)	Arun	1975	43	12	5
TE	Silver Jubilee (Civil Service No. 38)	Rother	1977	12	3	2
PORTRUSH	Richard Evans (Civil Service No. 39)	Arun	1981	25	3	1
Ha..YI-EAD	St Cybi II (Civil Service No. 40)	Tyne	1985	31	41	7
ST.IVES	The Princess Royal (Civil Service No. 41)	Mersey	1990	15		

Relief Fleet

Formerly stationed at:

SOUTHEND-ON-SEA (at Littlehampton in 1991)	Percy Garon	Atlantic 21		5	3	3
TOTAL				145	62	18

Withdrawn, awaiting disposal

Formerly stationed at:

ST. DAVIDS, DUNBAR and SHOFHAM	Joseph Soar (Civil Service No. 34)	Watson				
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The Fund contributes over £5,000 per annum towards the maintenance of these boats and also refunds to the Royal National Lifeboat Institution the allowances on service paid to the crews.

THE CIVIL SERVICE BENEVOLENT FUND

The Fund exists to help dependants and staff, both serving and retired, of the Civil Service and Associated Organisations.

WHEN IN NEED THE FUND HELPS:

!;a(> Serving and retired staff who suffer unforeseen misfortune.

!;a(> Serving staff on sick leave at reduced pay.

!;a(> Staff prematurely retired on health grounds.

!;a(> **Widows** and financial dependants of serving and retired staff.

Financial help totalling over £1.5 million was given to over 7,700 staff and their dependants in 1991.

In addition, the Fund provides residential and respite care for the disabled, elderly and infirm throughout the UK with convalescent care at Wessex House, Bournemouth, Lammermuir House at Dunbar in Scotland and Osborne House on the Isle of Wight.

The Fund is supported by voluntary contributions so please become a contributor and help us to help those in need.

For further information on any aspect of the Fund's work please write to:

The Civil Service Benevolent Fund
Fund House
Anne Boleyn's Walk
Cheam
Sutton
Surrey
SM3 8DY

Telephone: 081-642 8511.

THE ROWLAND HILL FUND

THE **ROWLAND HILL FUND** exists to relieve distress of Post Office staff and their dependants. In 1990/91 £275,889 was expended by grants and interest-free loans in helping some 1,000 individuals. The majority of these were the widows of former Post Office staff whose only income was that provided by the Department of 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, 1st Floor, Palmerston House, 80/86 Old Street, London EC1V 9PP. Tel: 071-320 7525. Individual donations are also welcome.

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