



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



"RNLI THE PRINCESS ROYAL (Civil Service No. 41)" went into service in October 1990 at St. Ives, Cornwall. The Fund is now working towards purchasing its 42nd boat for the RNLI.

1990

THE CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOAT FUND

The Civil Service, Post Office and British Telecom 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 4000 lives. The Fund is a charity and operates by collecting from Civil Servants and employees of the Post Office and British Telecom. The money collected is used to buy lifeboats and refund payments made to crews of Civil Service lifeboats 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 119,000 people have been saved.

The lifeboat fleet is stationed around the entire coast of Britain and Ireland. There are 264 lifeboats on station, operating lifeboats which range 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 more than £39m.

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOAT FUND
83, GREEN LANE, NEW MALDEN, SURREY KT3 5BX
Telephone 081-395 9648

ESTABLISHED 1866

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HER MAJESTY THE QUEEN

Vice-Patrons:

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DEPUTY CHAIRMEN: Sir John Bourn, K.C.B.
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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 8EP (Telephone: 0734 402819)

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J. A. Dixon
K.G.Game
D. E. Munson
Mrs I. Murdoch

Mrs T. Pecksen
G. J. Richardson
J. Syme
D. P. Trathen

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

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J. Murphy, Agricultural and Food Research Council
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Mrs E. Dainty, Department of Health
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Mrs I. Murdoch, Board of Inland Revenue
Miss D. C. Sweet, Intervention Board for Agricultural Produce
Mrs J. Bullock, H. M. Land Registry
D. M. Adams, Lord Chancellor's Department
F. Allgood, National Audit Office
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Miss S. H. M. Prescott, National Investment and Loans Office

R. D. Steele, Department for National Savings
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Mrs S. Saeed, Paymaster General's Office
Mrs B. M. Gibson, Office of Population, Censuses and Surveys
J. Syme, Postal Headquarters
M. R. Jones, Head Post Office, Liverpool
Mrs J. E. Brookes, Public Record Office
B. Green, Public Trustee Office
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R. McGregor, Scottish Courts Administration
J. W. Chalmers, Scottish Office
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T. Walls, H. M. Stationery Office
Mrs J. Dodd, Departments of Trade and Industry
A. J. Salveson, H. M. Treasury
S. Burgess, Treasury Solicitor's Department
Mrs E. Eyres, Welsh Office

BANKERS:

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

AUDITORS:

Messrs. Reeves and Neylan, Chartered Accountants, Canterbury

REPORT FOR 1990

The Council have pleasure in presenting the Annual Report for 1990 of the Civil Service, Post Office and British Telecom (CISPOTEL) Lifeboat Fund.

Contributions

During the year ending 31 December 1990 the Fund had received £76,474.49 through donations and subscriptions. £17,540.11 was also received during the year from sponsorship of individuals in the 1989 and 1990 Half Marathons, £92.00 from the sale of CISPOTEL ties and £3,384.87 from interest on the Fund's Giro Bank Account. In addition RNLI credited the following additional sums to CISPOTEL: from Fund's subscribers £10,381.02; and interest on sums transferred to the RNLI and not expended by them in the year £33,677.00. Expenses amounted to £346.29. At the end of the year CISPOTEL's balance in hand with the RNLI was £300,986, with an additional £18,554.67 held by the Fund in its own accounts.

1991 - 125th Anniversary of the Fund

The Fund is celebrating its 125th anniversary in 1991 with the naming ceremony of our 41st lifeboat for the RNLI, RNLB THE PRINCESS ROYAL and with the issue of a booklet of the history of the Fund and its lifeboats.

THE PRINCESS ROYAL went on station at St. Ives, Cornwall in October 1990 and the Executive Committee is extremely proud to report that Her Royal Highness The Princess Royal has graciously agreed to name the lifeboat. At the time of writing the ceremony was due to take place at St. Ives on Wednesday 17 July 1991 at 1030 am.

The booklet of the History of CISPOTEL Lifeboat Fund and its Lifeboats 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.

News of our Lifeboats

The Fund's Lifeboats were launched 135 times in 1990, 45 more than in 1989. Forty three lives and 46 vessels were saved, and 14 persons landed.

Lifeboat Services

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

EDWARD BRIDGES (CIVIL SERVICE No. 37): At 2038 hours on 22 January 1990 the Coastguard informed the Honorary Secretary of Torbay Lifeboat Station that there was an injured man who was in severe pain after being struck by a swinging rigging block on the Brixham trawler "Carhelmar". The Skipper had been advised to get immediate medical attention in case of internal injuries.

The lifeboat was asked to take out a Doctor to the fishing vessel, which was 12.5 miles east of Berry Head. It was just after low water, overcast and a south westerly gale, gusting to a severe gale, was making the sea very rough when, at 2100 hours, the lifeboat left her moorings with a Doctor on board. While on passage, the Doctor spoke via the radio to the Skipper, exchanging information about the injured man, to make a minute by minute assessment of his condition. When the fishing vessel was located the conditions were quite atrocious, with the wind gusting to force nine and the sea very rough. The trawler was immobile because one beam trawl was on the bottom, following the parting of the shackle to which the swinging block had been attached.

The Coxswain asked the Skipper to provide tendering around the starboard quarter of the trawler and the Coxswain manoeuvred the lifeboat astern so that her starboard quarter was alongside the trawler's well-tendered starboard quarter. A basket stretcher was passed to the trawler's crew, followed by the medical kits and, when the two vessels were fairly level, the Doctor and a crew member jumped on to the trawler. The Doctor examined and treated the injured man and decided that he would have to be transferred into the lifeboat and taken to hospital. The reverse operation was carried out and the patient, Doctor and crew member transferred into the lifeboat under the guidance of the Second Coxswain, and taken to the cabin. The lifeboat proceeded to Torbay Harbour where the casualty was taken by ambulance to Torbay Hospital. The lifeboat returned to Brixham, was refuelled and was back on her moorings, ready for service, at 0140 hours.

The Skipper of the trawler, the Doctor, who is a qualified lifeboat crew member, and the Second Coxswain, all described the operation to bring the lifeboat close alongside the disabled trawler, to transfer the Doctor aboard, and then transfer the patient and Doctor back on to the lifeboat, as brilliant seamanship under the atrocious sea conditions then obtaining.

RICHARD EVANS (CIVIL SERVICE No. 39): At 0519 hours on the 28 October 1990 the Coastguard informed the Deputy Launching Authority at Portrush that much of the low lying part of the town of Ballycastle was flooded due to the river bursting its banks. Many people were cut off in their houses and

there were probably some persons missing. The local Coastguard, the Police and the local services were all helping. The Coastguard requested that the lifeboat should proceed to Ballycastle Bay and there put the Y boat ashore to assist.

The tide was ebbing, it was overcast and a fresh north westerly breeze was making the sea rough in the bay when at 0535 hours the lifeboat left her moorings and proceeded to the area. The Y boat was launched and went to Ballycastle Quay where it was then taken by lorry to the Fairhill area of the town.

The lifeboat crew members used the boat to ferry some twenty people from their homes to high ground. It was not possible to use the outboard engine due to the debris, fallen cables etc., and the crew paddled or pushed the Y boat for several hours in an area where the flood water was eight feet deep. By 0900 hours all the stranded people had been ferried to safety and the Y boat was released to return to the Portrush lifeboat. At 0917 hours the Y boat and crew members had been recovered on board and the lifeboat returned to station, arriving at 1045 hours. The lifeboat was refuelled and ready for service at 1057 hours.

Dunkirk

An interesting fact about CISPOTEL Lifeboats was highlighted in a display at the RNLI's 1990 Annual Presentation of Awards in London. The display gave details of all the 19 lifeboats that took part in the evacuation of Dunkirk (27 May - 4 June 1940) and, in particular, about the following CISPOTEL boats which took part in the evacuation:

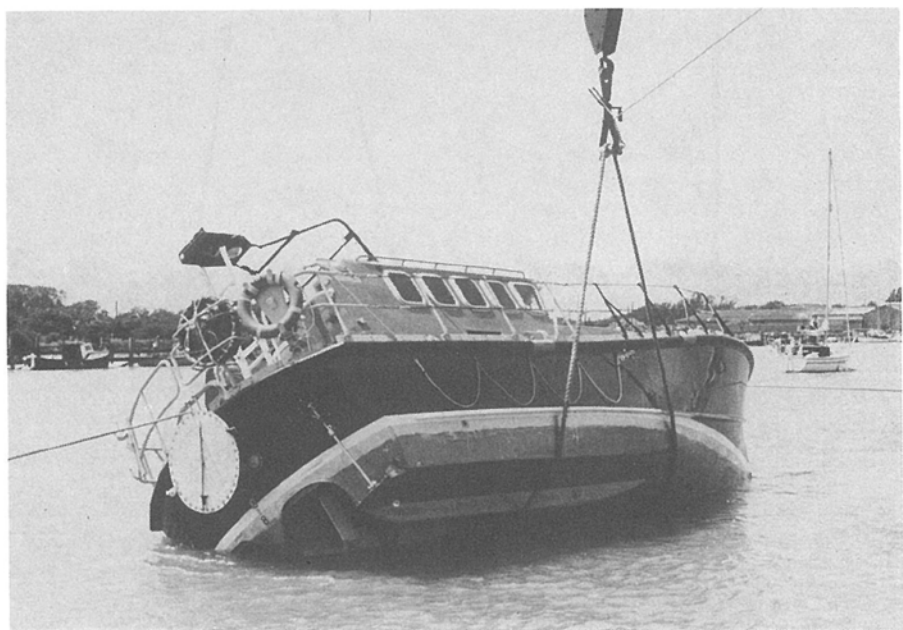
Lord Southborough (Civil Service No. 1) (ON 688) - stationed at Margate

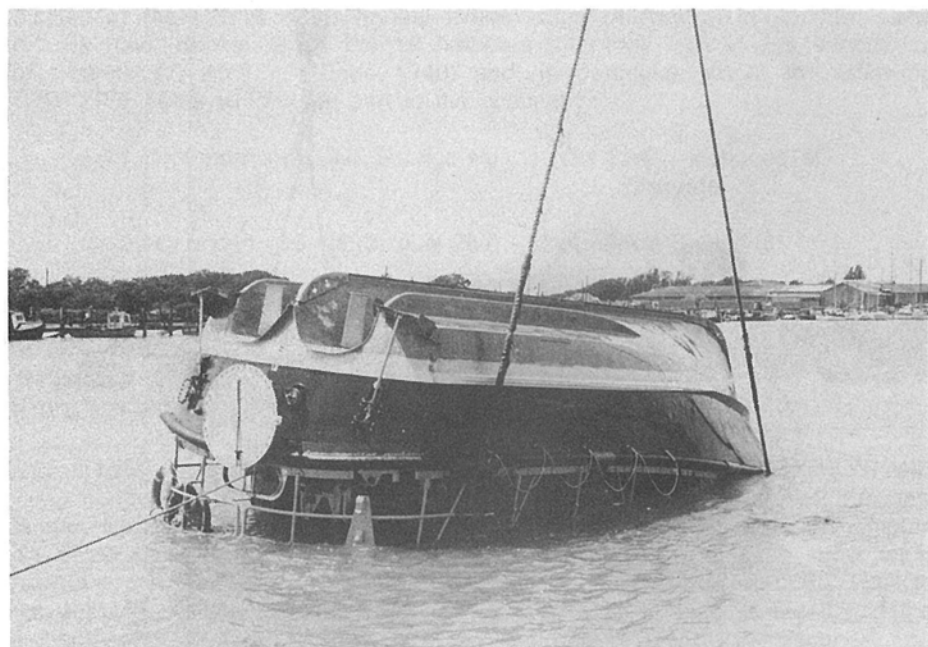
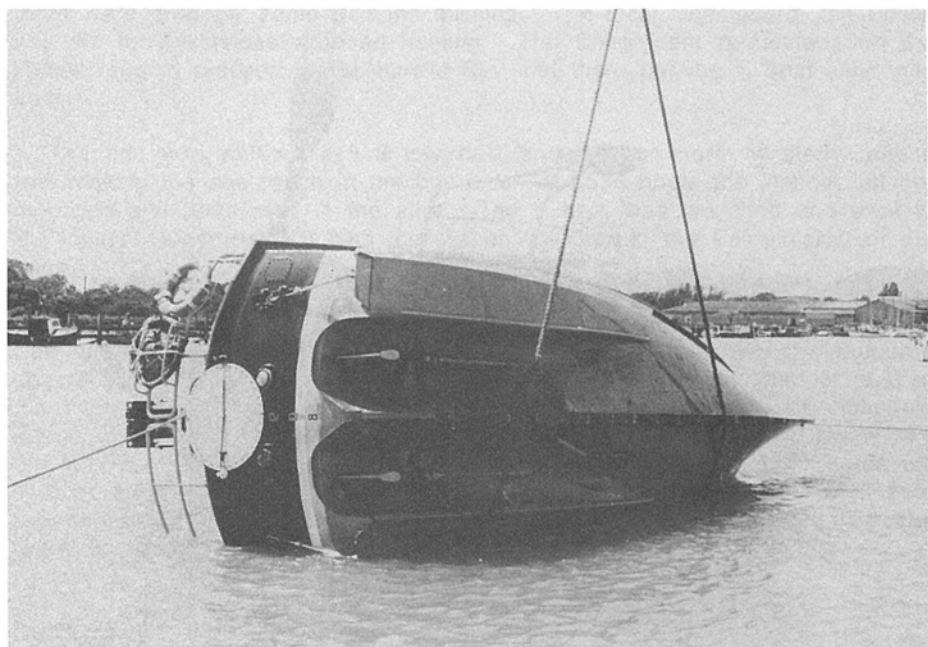
Greater London (CS No. 3) (ON 704) - stationed at Southend

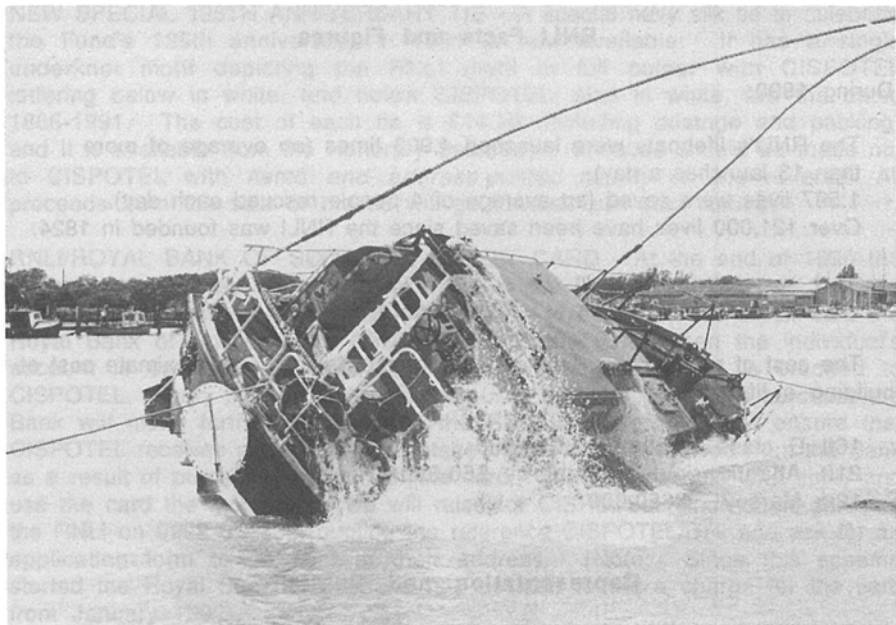
Charles Dibdin (CS No. 2) (ON 762) - stationed at Walmer

THE SELF RIGHTING TRIALS OF THE PRINCESS ROYAL (CIVIL SERVICE No 41)

The HONORARY SECRETARY, DEPUTY CHAIRMAN (HALF MARATHON) AND THE HONORARY TREASURER attended the self righting trials of our new Mersey Class boat THE PRINCESS ROYAL at Osborne's Boatyard, Littlehampton on 25 June. The photographs below (courtesy of Jeff Morris) show what happens during self righting trials. The lifeboat is turned through 180D to the capsize position by a crane. The retaining rope is then released and the lifeboat rights itself. THE PRINCESS ROYAL righted itself in 3.9 seconds.







RNLI Facts and Figures

During 1990:

- The RNLI's lifeboats were launched 4,903 times (an average of more than 13 launches a day).
- 1,597 lives were saved (an average of 4 people rescued each day).
- Over 121,000 lives have been saved since the RNLI was founded in 1824.

RNLI Costs

The cost of running the RNLI in 1990 was £35m. The approximate cost of building a lifeboat is:

16ft D class inflatable - £10,000
21ft Atlantic rigid inflatable - £50,000
12m Mersey - £650,000

Representation and Publicity

REPRESENTATION - As usual we take this opportunity to welcome any new representatives who have joined us during 1990 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.

NEW SPECIAL 125TH ANNIVERSARY TIE - A special navy silk tie to celebrate the Fund's 125th anniversary in 1991 is now 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 £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.

RNLI/ROYAL BANK OF SCOTLAND CREDIT CARD - At the end of 1990 the Executive Committee decided to take part in the RNLI/Royal Bank of Scotland Credit Card scheme. If an individual chooses to apply for this credit card the Royal Bank of Scotland will donate £7.50 to the RNLI when the individual's account is opened. The RNLI will ensure that this £7.50 is credited to CISPOTEL. Every time an individual then uses the card to make a purchase the Bank will make further donations to the RNLI and the RNLI will ensure that CISPOTEL receives a pro rata percentage of the money received from the Bank as a result of purchases made with the card. The more people who apply and use the card the more funds we will raise for CISPOTEL. Individuals can ring the RNLI on 0202 671133, quoting the reference CISPOTEUB79 and ask for an application form to be sent to their address. (Note : Since this scheme started the Royal Bank of Scotland has decided to set a charge for the card from January 1992).

Meetings

Several meetings of both the Half Marathon 90 Committee and the Executive Committee were held during the year.

Payroll Giving

The Payroll Giving scheme continues to be an unpopular choice among contributors as a way of donating money to the Fund, with only £2,315.28 being raised in this way during 1990. As a result the Executive Committee has agreed that the Fund's Honorary Treasurer should be employed on a part-time basis to investigate the best ways of pursuing payroll giving in Departments.

Special Fund Raising

1990 Half Marathon

Saturday 6 October 1990 saw the Fund's seventh Half Marathon take place, once more in Windsor Great Park. The number of runners on the day was 672, slightly higher than in 1989, and the winner was Mr Steven Rhind from the

Health Promotion Authority of Wales in a time of 1 hour 11 minutes and 5 seconds. The first lady across the finishing line was Madeleine Naylor from Richmond Road Runners 'C' in 1 hour 34 minutes and 6 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 1990 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 11 05	Rhind S	582	23	Health Promotion Authority of Wales
2	14.20	Lesley A	367	26	SMCDRA
3	15.49	Dillon M	763	27	ex-Jesus College, Cambridge
4	1 16.56	Williams M	490	42	Health Promotion Authority of Wales
5	1 17 18	Bedford V	573	28	Thames Valley Police

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 34.06	Naylor M	1385	22	Richmond Road Runners 'C'
2	1 37.32	Dixon K	1319	35	Unknown
3	1 40.02	Maskrey H	1341	34	Sports Council
4	1 42.40	Badacsonyi K	1393	55	Unknown
5	1 44.55	Hill P	1379	30	Unknown

*in relation to all 64 ladies.

Results:**First Five Teams**

<i>Place</i>	<i>Team</i>
1st	Heartbeat Wales Racers (Health Promotion Authority of Wales)
2nd	Richmond Road Runners 'A' (Employment Services)
3rd	Heels Hobblers (ex-Jesus College, Cambridge)
4th	Customs and Excise Superstars (HM Customs and Excise)
5th	Royal Hospital School 'A' (Royal Hospital School, Holbrook)

1991 Half Marathon

At the time of writing the Fund intended to hold its eighth Half Marathon in Windsor Great Park on Saturday 5th October 1991. The entry fee would be £5.00. Entry forms would be available from Departmental representatives or from Wally Heels, 16 Larchwood Gardens, Brentwood, Essex CM15 9NE (Answerphone 0277 372649).

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 Telecom, for their hard work, continued support and generosity over the past year on behalf of the Fund and the RNLI.

March 1991

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

ANNUAL GENERAL MEETING - 14 March 1991

The Annual General Meeting was held on Thursday 14 March 1991 at 1030 am in the Board Room, Crown Estate Office, 16 Carlton House Terrace, London SW1Y 5AH. The Guest Speaker was Lieutenant Commander Brian Miles RD FNI RNR, Director of the RNLI, and among those attending were Ray Kipling, Ian Venham and Gill Cull from the RNLI, previous Chairmen of the Fund, Sir Ronald Radford and Sir John Moore, and previous Honorary Secretaries of the Fund, Connie Henry and John Chapman. To celebrate the Fund's 125th anniversary, a buffet lunch was held after the **AGM**.

Chairman's opening remarks:

"Good morning ladies and gentlemen. It's very nice to see you all here for our Annual General Meeting. It is of course a rather special **AGM** because 1991 is the 125th anniversary of our Fund and it is very good to see such a strong turnout on this occasion, including a number of ex officers of the Fund - Sir Ronald Radford, my predecessor, and also John Chapman and Connie Henry, who are former Honorary Secretaries. Indeed, so special is the AGM that we are privileged to have a very strong contingent from the RNLI itself, headed by Brian Miles, the Director, who will be addressing us later on, and including Ray Kipling and Gill Cull.

"1991 is special too because it sees the naming of our 41st lifeboat, a Mersey class boat, allocated to St. Ives in Cornwall, which is to be named by Her Royal Highness The Princess Royal. The actual ceremony will be carried out at 1030 on Wednesday 17 July 1991. We are trying to use this anniversary to the best advantage from the point of view of fundraising and in August last year I wrote to all Permanent Secretaries reminding them of the event and the need for untiring efforts and making a couple of points in particular. The first of those points was that, despite the advent of payroll giving, it was simply not enough to try to leave fundraising on autopilot and that the more traditional annual appeals and collections are still vital. The second point was that, as you all know, the widespread changes in the organisation of the Civil Service, as we have discussed at previous AGMs, do have an impact on the mechanics of fundraising and we may need to look for extra contacts in Departments, particularly for example in the larger Executive Agencies.

PAYROLL GIVING

"On the subject of payroll giving, I should mention that the Executive Committee, at two of its meetings in the last 12 months, has considered this subject quite carefully. It is not something we can afford to ignore. It exists and we have to compete with all the other charities that might benefit from payroll giving. We decided that we should employ the Honorary Treasurer, Tony Barker, on a part-time basis for an extremely modest

honorarium, to investigate the best ways of pursuing payroll giving in Departments. It's no doubt going to vary from Department to Department, and this can only be done by face to face contacts.

"I should like to move on to the next feature of the Agenda, which means that it is my privilege now to thank Brian Miles for being with us today and ask him to address such remarks as he thinks suitable for the occasion."

**Guest speaker - Lieutenant Commander Brian Miles RD FNI RNR,
Director of the RNLI:**

"Chairman, ladies and gentlemen, can I first of all correct you sir if I may in thanking us for being here. We thank you for inviting us. We, in the RNLI have always, and continue to hold your Fund in the very highest esteem. Something I must say at the outset, and I frequently quote this to other people, is that CISPOTEL is a marvellous example of a Fund which has been involved with the RNLI as you all know for 125 years. We try to help and support you in any practical way we can and we are very privileged to be invited to join you at this special meeting. On behalf of Gill Cull, Ian Ventham, Ray Kipling and myself, thank you for making us so welcome.

HISTORIC OCCASION

"It is an historic occasion, and I find when one is contemplating an historic occasion that one can't resist looking back briefly into the archives. I couldn't resist showing you this. It's a book which is a record, a journal, kept by Charles Dibdin, who as you all know was involved with the founding of the Fund in 1866. He then joined the RNLI in 1883 as Secretary and he remained in that post until he died in 1910. Indeed there is rather a lovely sentence in this new history booklet of the Fund which states "only a civil servant can appreciate what it meant at that time to sacrifice a state pension after some 30 years service to join the RNLI". Thanks to Sir Angus as Chairman of our Establishment Committee, I hope that if you made that move now you would find a reasonable pension scheme operating within the RNLI. But obviously it was quite a sacrifice at the time. In fact he recorded, as Secretary of the Institution, literally everything that happened in the office every day. And I couldn't help but notice this example. 'On Tuesday 1 January 1884 the RNLI received 60 letters, and 37 were sent out' and they are all faithfully recorded in this book. It is worth reading and I do commend it to you to have a look through it afterwards. It's an interesting historical record. you could almost call it a prototype Mark 1 filofax of the last century.

HISTORY OF THE FUND

"I have been looking at the history of the Fund, and looking through this newly published book "A History of the Fund and Its Lifeboats", which I do commend to you. It's a very fine book and it goes into great detail with records of Civil Service lifeboats which have been operated by the RNLI. If there is a bottom line it is worth pointing out that lifeboats provided by your fund have saved over 4,000 lives. There have been some great rescues included in that record of service. I've got a note here of the first rescue, by the Civil Service lifeboat at Wexford in Ireland, when a smack received a strike at the north end of the Dagger Bank - presumably there is one off Ireland as well as one off the east coast of England. The Civil Service lifeboat was quickly launched. On nearing the spot it found the crew of six men on their vessel. The lifeboat steered into broken water and placed as near as possible to the wreck. The crew then jumped into the lifeboat and were caught in the arms of the lifeboat men. Soon afterwards the smack disappeared. Those are very dramatic words written in 1867 and one wonders how many other people were caught in the arms of waiting lifeboat men manning Civil Service lifeboats. Our records show that over 4,000 lives have been saved and it is quite something to read the efforts of the Civil Service Fund too. Again, I repeat, do read this book.

MEDAL RESCUES

"Civil Service lifeboats have been involved in many dramatic medal rescues. A silver medal for another coxswain of the Wexford lifeboat in 1878. A silver medal to a coxswain at Lytham in 1939 and another at Southend a few years later, and of course the highest award the RNLI can make - a gold medal to coxswain Keith Bower at Torbay for a service carried out on 6 December 1976, and many other medals which are all listed in that book. When you read them you are reminded of quite remarkable efforts and the bravery and determination which have been displayed by our crews all through our history.

AMUSING RESCUES

"There are some slightly less spectacular services, and I do guarantee that these are services carried out by Civil Service lifeboats. A report of a sail board in difficulty turned out to be an old chest freezer. A man waving in the water turned out to be a log with the branch moving as the log moved to and fro. The one which perhaps conjures up the loveliest picture is about some German frauleins who, in swimming costumes in an inflatable dinghy, were thought to be in trouble. When an ILB crewman tried to help them into the lifeboat he received a clip round the ear as the young lady from Germany had misinterpreted the intention and said she was in no difficulty at all. That does appear in one of the service returns of a service that was carried out by one of your lifeboats. I repeat, do look through that book. It is

straight off the press and if you want to trace through the history of Civil Service Lifeboats it is an ideal place to do it.

THE RNLI TODAY

"What of the RNLI today? The Institution is facing as exciting, as challenging a future as it ever has done. We are at a sort of crossroads at the moment really. We've been at many crossroads in the past - the introduction of the steam lifeboat for example. But now we are changing our thoughts about steam. We are now developing faster lifeboats and we have told the Chairman of the Institution, and announced it publicly, that by the end of 1993 all all-weather, all larger lifeboats will be fast boats. There have been problems along the way but we are confident that we will achieve this objective.

"I am delighted to be able to tell you that yesterday the first of our FAB III (Fast Afloat Boat) lifeboats was launched. The FAB III and FAB IV boats are the lifeboats which will replace the Aruns and the Waveney's in due course and will carry the RNLI flag well into the next century. The very first impressions after launching were that the boat exceeded all expectations and now will undergo extensive prototype trials and extensive evaluation all around the coast of England.

INTERNATIONAL LIFEBOAT FEDERATION

"May I, Mr Chairman, just remind you that the RNLI is by far the largest voluntary lifeboat service in the world. I believe I can say that we are still looked up to as the leading lifeboat service, the mother lifeboat service. Countries all over the world that have lifeboat services, whether they be administered by the State, or voluntary like ours, look to us. The RNLI's Deputy Director, as part of his job, provides the permanent Secretariat element of the International Lifeboat Federation, which holds a conference every four years. We are preparing for the next one in Oslo later this year. The conferences started in 1924 and they have grown into involving a large number of countries contributing together and sharing information and knowledge. The conference provides us with an ideal opportunity worldwide, across all boundaries, without the involvement of politics, to help other countries share knowledge in the very simple task of saving lives at sea. So this is something we are very proud of doing.

PROUD OF INDEPENDENCE

"We are also very proud of our independence - the fact that the RNLI of Great Britain and Ireland is funded entirely through voluntary contributions. We don't entirely do our own thing though. We have an obligation, which we recognise, to the two Governments. They, by International Convention, must provide an effective Search and Rescue service. One of the elements of that is providing the rescue boats, and we have recently been able to say to the

two Governments that, with our faster fleet, with our bigger boats, we have reviewed our share of the cover we can offer you and that we can now provide cover up to 50 miles from the shore and we will guarantee that we can get a lifeboat to any position 30 miles out from the shore within two hours of being called out in good weather, and within three hours in bad weather. Now that is a massive commitment and of course it means that lifeboats are scattered all round the coast, sometimes in locations where there isn't a great deal of work for them, but we have to keep the lifeboats there because that is the cover that we are determined to maintain as our share of the nation's Search and Rescue organisation. I might just add that when we announced this formally through the appropriate channels, it was something that the Governments were most delighted and most grateful to know.

CLOSING STATIONS

"We have 208 lifeboat stations at the moment. We do get some comment in the papers about the difficult decisions taken to withdraw a large lifeboat and put a small lifeboat in its place or, very occasionally, to close a lifeboat station because, as you know, with the pride in the RNLI, at all levels, especially at station level, it's not nice for them to be told that the Institution has decided that a station will be closed. When you read about that in papers, all I would say is that these decisions are never ever taken lightly. They are taken after very detailed consideration of all the facts and, most importantly, after detailed discussions with those concerned locally. It is never a decision imposed on them, it is a decision that we try to discuss through with them. It is sometimes gratifying to find that, not long afterwards, the decision is recognised at the station as the right decision. The other side of it is the PR point of view. In the last two years the Institution, as part of this ongoing review, has been able to open 6 new stations because it was felt by the Committee of Management that the cover was not quite right in the areas - 2 in the South West, 2 in Ireland and 2 in Scotland. And it is interesting that three of these new stations were lifeboat stations in a past generation. But I do emphasise that we can never relax our efforts to ensure that we do have the right level of cover.

FUNDRAISING

"A brief word about fundraising - there is no doubt that the RNLI is doing well due to the generosity and support it receives from so many thousands of people and so ably, if I may say so, from the Civil Service, Post Office and British Telecom Fund. But we can never ever sit back and relax. The RNLI is in a competitive market in terms of fundraising and there are many other great charities working **away** hard to increase their share of the charity market so that we have to look to our laurels all the time and constantly re-examine the way the money is coming in - a high proportion through legacies, new schemes introduced by the Government, our Branch and Guilds activity, this great network of 1700 Branches and Guilds beavering away. The RNLI is structured and geared to be successful in ensuring that it

raises sufficient money to provide a service which, I believe, is one of the finest, if not the finest in the world.

VAT

"A penultimate word to say thank you to anybody who was involved with helping us earlier with the thorny problem of VAT. You may have seen some references to this in the newspapers. The RNLI very very rarely mounts any form of lobby because we feel that it is not an appropriate thing for us to do, but on this particular occasion we did feel that we wanted to bring to the attention of the Government and to everybody involved, our concern about VAT, about 1992 and European harmonisation and all the things associated with that. We find that only Britain, the Republic of Ireland and the Netherlands have charity zero rating. The other countries do it a different way with an exempt status. All we are anxious to do is to ensure that the considerable benefits that we experience now, which save us on VAT, in very round figures, about £3 million a year, are preserved and that is what our efforts in bringing that to the attention of those concerned were about. We have since discovered that around 700 letters from Branches and people involved with the lifeboats were written to MPs and Members of the European Parliament, which I hope has got over to the Government our concerns.

CERTIFICATE MARKING 125 YEARS OF SUPPORT

"Before I sit down I have one little task to conduct. On the Fund's 125th anniversary we wanted to thank the Fund and all the people who are involved with promoting the Fund and the benefits of the RNLI. We are grateful, all the crews are grateful, and all the people round the coasts in any shape or form are grateful for the Fund's work. It is one of our flagship funds. We wanted to register those thanks by presenting this certificate, which does represent the very sincere thanks of the RNLI for all that the Fund has done and are continuing to do and I am sure will do in the future for our Institution. The certificate actually says that "The Committee of Management of the Royal National Lifeboat Institution desires 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". It is signed by the present Chairman of the Institution, Mr Michael Vernon, and by myself, the Director. Can I hand that over to you, Sir Angus Fraser, and thank you and everybody for all you do for the Institution."

CHAIRMAN ACCEPTS CERTIFICATE FROM RNLI

"Obviously I have very great pleasure in accepting this on behalf of members of the Council, and indeed all members and contributors to the Lifeboat Fund. Again, we shall make the most of this in our funding literature over the coming 12 months and beyond."

1990 Half Marathon Prize Draw

This was a new item on the Agenda for the AGM and stemmed from the need to stimulate more sponsorship from runners who participated in the event, because only about a third 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, and to give runners one ticket in the draw for every £30 of sponsorship they raised. It was very hard to say at the end of the day whether the lottery had had any effect on the proceeds of the Half Marathon, but it was certainly noticeable that the money came in faster than in previous years. The total amount of sponsorship money received was slightly up on 1989. The Director of the RNLI drew the winning tickets at the invitation of the Deputy Chairman (Half Marathon).

Report by Deputy Chairman (Half Marathon):

The Deputy Chairman (Half Marathon) reported that the 1990 event, which took place on Saturday 6 October, had attracted 672 runners, 608 men and 64 women. A total of £17,500 had been raised, made up with around £15,500 from sponsorship and the rest from the surplus of entry fees. This total was slightly higher than 1989 and the Deputy Chairman (Half Marathon) felt that the event could be counted as a success, especially when there were other similar events during the year which were tending to show poorer results than in previous years, where the CISPOTEL event had at least kept up its return.

SPONSORSHIP AND PUBLICITY

In considering its success, the Deputy Chairman (Half Marathon) had two qualifications. The first concerned sponsorship and the fact that only about a third of the runners were collecting sponsorship. The other point concerned the difficulty of distributing publicity about the event around the various locations of the Civil Service, Post Office and British Telecom. The Organising Committee had tried advertising nationally in a running magazine, and that had had some effect in bringing the marathon to wider notice. It had also brought in one or two professionals, whom the Organising Committee recognised did not strictly belong to the Fund, but it had turned a blind eye to their applications. The fact was that the Organising Committee believed that the half marathon was being brought to the attention of probably no more than 30% of the Fund's members. The Deputy Chairman (Half Marathon) recognised that publicity for the event depended crucially, as did the whole system of fundraising for CISPOTEL, on the Departmental representatives who were very hard pressed these days and much fewer on the ground than there used to be. However, he appealed once again to Departmental representatives to do their best when the publicity came out to cascade it downwards to every part of their organisation .-

1991 EVENT

Looking to the future, the Deputy Chairman (Half Marathon) reported that the Fund had received permission once again to use Windsor Park for another Half Marathon and the race in 1991 would take place on Saturday 5 October. He extended an invitation to everyone present to come along to the event, either to run or to watch and he had no reason to suppose that the 1991 race would not be equally successful. The Organising Committee would certainly do its best to make it a success and the Deputy Chairman (Half Marathon) hoped that the event could again raise something in the region of £17,500. He thought it was unrealistic to suppose that the event would ever raise much more, because it seemed that Half Marathons had settled down into a sort of pattern now and that the people that ran each year were probably the same.

TRIBUTE

In conclusion, the Deputy Chairman (Half Marathon) stated that he wished to pay an immense tribute to the Half Marathon Organising Committee, especially Vic Reeves and Wally Heels. He thought the existing organising team were still good for a year or two but they were not getting any younger and were really beginning to look for recruits to the Half Marathon team who were a bit younger and who were prepared to carry the flag on in years to come to ensure that the Half Marathon continued to have a regular slot in CISPOTEL's fundraising programme. He asked the AGM to think of anybody, male or female, who would like to join the organising team and help run the Half Marathon, and give him his or her name.

CHAIRMAN'S COMMENTS

The Chairman commented that the fact remained that the income from the Half Marathon had been kept up and that, as he understood it, the failure was only relevant in terms of sponsorship money, and the Fund did far better than many other Half Marathon organisers in persuading the runners actually to get sponsorship for the Fund. The Half Marathon was now firmly lodged in CISPOTEL's fundraising programme and he asked the AGM to take to heart the points about publicity and the need for more help on the organising team.

Re-election of Officers:

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

Confirmation of Executive Committee:

Mrs Pecksen was elected to the Committee as the British Telecom representative in place of Stan Bench. The remaining members were all confirmed for another year.

The Deputy Chairman's Address:

The Honorary Secretary addressed the AGM in the absence of the Deputy Chairman. The Secretary opened by thanking everyone present, and all the fundraisers in the Departments, for their continuing support for the Lifeboat Fund in difficult times. He was sure that for many people it had been a difficult year, something which seemed to be said more often, but with numbers in Departments contracting and with a heavier workload on people increasing each year, it became more difficult for everyone to find time in their busy schedules to get involved in fundraising for CISPOTEL, sending out literature and persuading people to enter Half Marathons and raise sponsorship .

125TH ANNIVERSARY BOOKLET

The Honorary Secretary urged Representatives to use the fact that it was the Fund's 125th anniversary to good advantage, and also use the new booklet "A History of the Fund and Its Lifeboats". The Fund had not been able to produce as many as had been hoped originally because it had turned out to be a rather expensive exercise, but the Honorary Secretary stated that he would be sending a small number to all Representatives for distribution to those who wanted a copy. Further copies could be obtained from the Honorary Secretary.

APPEAL TARGET OF £100,000

The Honorary Secretary encouraged Representatives to raise at least £100,000 in 1991, the Fund's 125th year, through the Annual Appeal alone, rather than relying on the Half Marathon to boost the Appeal into six figures, which was what had happened over the last couple of years . Representatives would be receiving the information and appeal sheets in May for use during the year, and if there was any other literature which they felt they needed, they were welcome to contact the Honorary Secretary or Gill Cull at the RNLI. The Fund had already raised £300,000 towards its next boat, and the Honorary Secretary remarked how nice it would be if, by the end of the year, enough could be raised to buy another boat. That was a very difficult objective to reach and the Fund had to be realistic. RNLI already had enough funding for the remaining Mersey Class boats so the Executive Committee would be looking at funding a boat from a new Class, like one of the FAB III boats, in the tradition of the last couple of boats purchased by the Fund. The cost of such a boat, however, was likely to be at least double what the Fund had

already raised - so it was a very tall order to be able to fund a new boat in the Fund's 125th year.

SPECIAL PUSH FOR SPECIAL YEAR

The Honorary Secretary concluded by asking Representatives to remember that this special year needed a special push with their fundraising efforts to bring the total raised in 1991 into six figures without the help of the half marathon, while at the same time remembering to publicise the half marathon as much as possible to try to raise over £20,000 from the event.

**CML SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOAT FUND
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED
31st DECEMBER 1990**

1989	RECEIPTS	1990
37,420.04	Balance brought forward, 1st January 1990	25,108.56
76,895.51	Subscriptions	76,474.49
15,835.05	Half-marathon	17,540.11
156.00	Sale of ties	92.00
891.36	Direct Receipts by RN.LI.	10,381.02
2,785.04	Interest on Giro Bank Account	3,384.87
<u>£133,983.00</u>		<u>£132,981.05</u>

PAYMENTS		
101,690.39	Payments to RN.LI.	103,699.07
891.36	Payments made direct to R.N.L.I.	10,381.02

Administration Expenses

7.00	Bank Charges	(7.00)
34.50	Audit Fee	34.50
38.32	Postage & Stationery	71.16
7.00	Annual Report Photographs	1.35
18.20	Travelling	102.88
673.24	Ties	
5,514.43	Computer	
	Office Equipment	<u>143.40</u>
<u>6,292.69</u>		346.29

Balances on 31st December 1990

0.34	Midland Account	0.58
25,101.38	Girobank	18,551.04
<u>6.84</u>	Petty Cash	<u>3.05</u>
25,108.56		18,554.67
£133,983.00		£132,981.05

(Signed)	<i>A. Barker</i>	Hon. Treasurer
(Signed)	<i>Sir Angus Fraser</i>	Chairman
(Signed)	<i>A. R. M. Jaffray</i>	Deputy Chairman (Half Marathon)
(Signed)	<i>D. P. Trathen</i>	Member of Council
(Signed)	<i>K. G. Game</i>	Member of Council

We have examined the foregoing Receipts and Payments Account for the year ended 31st December 1990 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 March 1991
CANTERBURY**

**REEVES & NEYLAN
CHARTERED ACCOUNTANTS**

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOAT FUND
STATEMENT OF ACCOUNT WITH THE ROYAL NATIONAL LIFEBOAT INSTITUTION
FOR THE YEAR ENDED 31st DECEMBER 1990

	£	£		£	£
Balance in Hand 1st January 1990		231,559	Expenditure on Boats Monies expended in 1990 on Mersey lifeboat ON1167 under construction		64,221
Monies received by RNLI			Service Allowances		
From Central Funds 106,303			1990 Services	10,339	
Direct 10,381		116,684	Maintenance	5,000	
			Portrush, NI - Expenditure	1,374	
					16,713
Interest allowed on unexpended balances		33,677	Balance in Hand		
			31st December 1990		300,986
		381,920			381,920

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 1990.

5th March 1991

E A Q Davidson
Head of Finance
Royal National Lifeboat Institution

SUMMARY OF CONTRIBUTIONS TO THE FUND
 Recorded during the year ended 31st December 1990

	£
Agriculture, Fisheries and Food, Ministry of.....	2,087.00
Agricultural and Food Research Council.....	20.00
British Museum.....	70.00
British Telecom.....	6,653.51
including:	
Research & Technology.....	1,000.06
South Downs District.....	282.08
Westward District.....	970.01
Central Office of Information.....	203.74
Customs and Excise, HM.....	7,184.50
Defence, Ministry of.....	4,862.50
Education & Science, Department of.....	30.55
Employment Department Group.....	2.00
Environment and Transport, Department of.....	4,801.45
Friendly Societies Registry.....	27.52
GCHQ.....	549.70
Home Office.....	2,259.61
House of Lords.....	186.01
Inland Revenue.....	16,566.73
Land Registry, HM.....	1,287.63
National Audit Office.....	801.00
National Savings Department.....	481.83
Overseas Development Administration.....	302.00
Post Office.....	50.00
Public Record Office.....	133.24
Social Security, Department of.....	14,403.66
Stationery Office, HM.....	1,188.02
Trade and Industry, Department of.....	917.43

SCOTLAND

Scottish Office..... 3,115.97

NORTHERN IRELAND

Agriculture, Department of.....1,073.08
 British Telecom.....1,379.05
 Economic Development, Department of.....2,206.37
 Environment, Department of.....3,031.21
 Finance and Personnel, Department of.....899.4
 Health and Social Services, Department of.....2,304.80
 Northern Ireland Royal Mail.....557.8

PAYROLL GIVING..... 2,315.28

SPECIAL CONTRIBUTIONS

Legacy, Miss J M Watson.....	6,491 .11
Others.....	3,281.46

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOATS IN SERVICE

8 lifeboats out of 41 boats, 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 CISPOTEL boats and the number of launchings and lives saved in 1990 is as follows:

Station	Name of Boat	Type of Lifeboat	When Built	Launches	Lives Saved	Vessels Saved
WORKINGTON	Pentland (Civil Service No. 31)	Watson	1957	5	0	2
EYEMOUTH	Eric Seal (Civil Service No. 36)	Waveney	1973	8	2	1
TORBAY	Edward Bridges (Civil Service No. 37)	Arun	1975	44	15	16
MARGATE	Silver Jubilee (Civil Service No. 38)	Rother	1977	12	6	6
PORTRUSH	Richard Evans (Civil Service No. 39)	Arun	1981	32	5	9
HOLYHEAD	St Cybi II (Civil Service No. 40)	Tyne	1985	19	15	5
ST. IVES	The Princess Royal (Civil Service No. 41)	Mersey	1990	4*	0	3

* Including one service while the boat was at Poole undergoing trials.

Relief Fleet

Formerly stationed at:

DUNBAR, now at	Joseph Soar (Civil Service No..34)	Watson	1963	11	0	4
SHOREHAM						
			TOTAL	135	43	46

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 or service paid to the crews.

THE CIVIL SERVICE BENEVOLENT FUND

WHEN IN NEED THE FUND HELPS:

E=> Serving and retired staff who suffer unforeseen misfortune.

E=> Serving staff on sick leave at reduced pay.

E=> Staff prematurely retired on health grounds.

E=> **Widows** and financial dependants of serving and retired staff.

Financial help totalling over £1 million was given to over 7,000 staff and their dependants in 1990.

In addition, the Fund provides residential 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.

Please contribute and help those in need.

For further information, please write to the Fund at:

Fund House
Anne Boleyn's Walk
Cheam
Sutton
Surrey
SM38DY

Telephone: 081-642 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 1989/90 £183,000 was expended by grants and interest-free loans in helping some 980 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 EC1 V 9PP. Tel: 071-320 7525. Individual donations are also welcome.

THE POST OFFICE AND CIVIL SERVICE SANATORIUM SOCIETY

Established 1905
Patron: HER MAJESTY QUEEN ELIZABETH
THE QUEEN MOTHER

Registered Office:
63 CATHERINE PLACE, VICTORIA, LONDON SW1E 6HE

SPECIALIST CONSULTATIONS for most conditions are available.

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

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

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

SUBSCRIPTIONS are deducted from pay.

BENEFITS are free after six months membership.

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