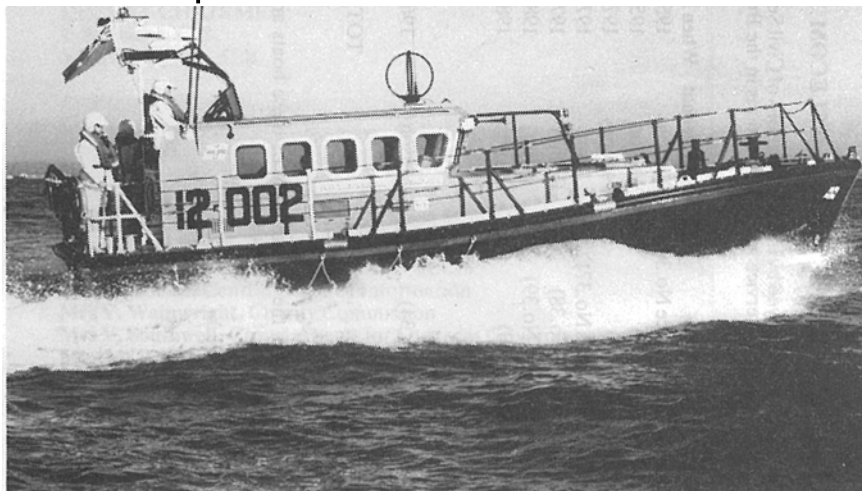




The annual Report of CISPOTEL,
the Civil Service, Post Office
& British Telecom
Lifeboat Fund



The Mersey class lifeboat; the Fund has now completed payment on 12-009 "RNLB THE PRINCESS ROYAL (Civil Service No.41)" which goes into service in late 1990 at St. Ives, Cornwall and is working towards purchasing its 42nd boat for the RNLI.

1989

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOATS IN SERVICE

8 life boats out of 40 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 service at various stations in the British Isles. The list of CISPOTEL boats and the number of launchings and lives saved in 1989 is as follows:

Station	Name of Boat	Type of Lifeboat	When Built	Launches	Lives Saved	Vessels Saved	
BEAUMARIS	Greater London II (Civil Service No.30)	Watson	1955	1	2	1	
WORKINGTON	Pentland (Civil Service No.31)	Watson	1957	3	4	1	
EYEMOUTH	Eric Seal (Civil Service No.36)	Waveney	1973	6	1	1	
TORBAY	Edward Bridges (Civil Service No.37)	Arun	1975	11	12	3	
MARGATE	Silver Jubilee (Civil Service No .38)	Rother	1977	10	11	3	
PORTRUSH	Richard Evans (Civil Service No.39)	Arun	1981	26	12	2	
HOLYHEAD	St Cybi II (Civil Service No.40)	Tyne	1985	23	15	5	
Relief Fleet							
Formerly stationed at							
DUNBAR	Joseph Soar (Civil Service No.34)	Watson	1963	10	0	0	
				TOTAL	<u>90</u>	<u>57</u>	<u>16</u>

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.

ESTABLISHED 1866

PATRON:
HER MAJESTY THE QUEEN

VICE-PATRONS:

Sir James Dunnet, G.C.B., C.M.G.

Sir Arnold France, G.C.B.

Sir Clifford Jarrett, K.B.E., C.B.

Sir Robin Butler, K.C.B., C.V.O.

J.M. Raisman, C.B.E.

Lord Sherfield, G.C.B., G.C.M.G.

Lord Croham, G.C.B.

Sir Frank Cooper, G.C.B.

Sir Bryan Nicholson

CHAIRMAN:

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

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

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D. J. Jones, Ministry of Agriculture, Fisheries and Food

J. Murphy, Agricultural and Food Research Council

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Missl. A. Forsyth, Crown Office for Scotland

D. P. Trathen, H.M. Customs and Excise

D. E. Munson, Ministry of Defence

J. R. A. Hopper, Ministry of Defence

Miss K. Rowe, Department of Education and Science

D. Hamilton, Department of Education and Science

A. R. Bryne, Department of Employment Group

Mrs A. P. Smith, Department of Energy

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J. Hill, Foreign and Commonwealth Office

B. Attwell, Forestry Commission

Miss F. E. Griffiths, Government Actuary's Department

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Mrs. P. McQuillan, Department of Social Security

Mrs E. Dainty, Department of Health

K. G. Game, Home Office

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J. Thompson, 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
W. J. Hodges, Civil Service for Northern Ireland
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S. J. Hurrell, Parliamentary Commissioner's Office
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
D. N. Bond, Registry of Friendly Societies
Miss J. C. Mill, Registers of Scotland
R. Davies, Royal Mint
Mrs P. Bewley, Science and Engineering Research Council
R. McGregor, Scottish Courts Administration
J. W. Chalmers, Scottish Office
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

HONORARY SECRETARY:

P.R. Sims, 83 Green Lane, New Malden , Surrey KT3 SBX
Telephone: 081-942 7319

HONORARY TREASURER:

A. Barker, Wyatts Cottage, Church Street , Wargrave, Berks RG10 8EP
Telephone: (0734) 402819

BANKERS:

Midland Bank Ltd., Seven Dials Branch, Hove BN31TX
National Girobank, Bootle, Merseyside

AUDITORS :

Messrs. Reeves and Neylan, Chartered Accountants, Canterbury

EXECUTIVE COMMITTEE:

S.B.Bench	Mrs. P. McQuillan
J.A.Dixon	D.E.Munson
K.G.Game	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 .

REPORT FOR 1989

The Council have pleasure in presenting the Annual Report for 1989 of CISPOTEL, the Civil Service, Post Office and British Telecom Lifeboat Fund.

Contributions

During the year ending 31 December 1989 the Fund had received £76,895.51 through donations and subscriptions. £15,835.05 was also received during the year from sponsorship of individuals in the 1988 and 1989 Half Marathons, £156 from the sale of CISPOTEL ties and £2,785.04 from interest on the Fund's Giro Bank Account. In addition RNLi credited the following additional sums to CISPOTEL: from Fund's subscribers £891.36; and interest on sums transferred to the RNLi and not expended by them in the year £34,872.16. Expenses amounted to £6,292.69. The net contribution to the RNLi for the year therefore amounted to £125,142.43.

News of our Lifeboats

The Fund's Lifeboats were launched 90 times in 1989, 20 less than in 1988. Fifty seven lives and 16 vessels were saved, and 8 persons landed.

Operational Changes

The following change of the Fund's operational lifeboats was made during 1989:

GREATER LONDON II (Civil Service No.30) , 47ft Watson class, was replaced at Beaumaris on 11 April 1989 by RNLB The Robert. GREATER LONDON II served for four years at Beaumaris, launching 38 times and saving 21 lives. She has now been placed on the sale list.

Sales of old Lifeboats

Since 1987 the following old CISPOTEL Lifeboats have been sold by the RNLi:

Name of Boat	Type	Built	Sold	Money Raised
Lady Scott (CivilServiceNo.4)	Barnett	1949	7.7.87	£12,500
Charles Dibdin (Civil Service No.32)	Beach	1959	20.10.88	£11,000
Charles H. Barrett (Civil Service No.35)	Clyde	1965	6.12.88	£72,500
The Duke of Cornwall (Civil Service No.33)	Barnett	1960	12.6.89	£20,200

The total of £116,200 raised by these sales was credited to the Fund's account by the RNLi.

Lifeboat Services

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

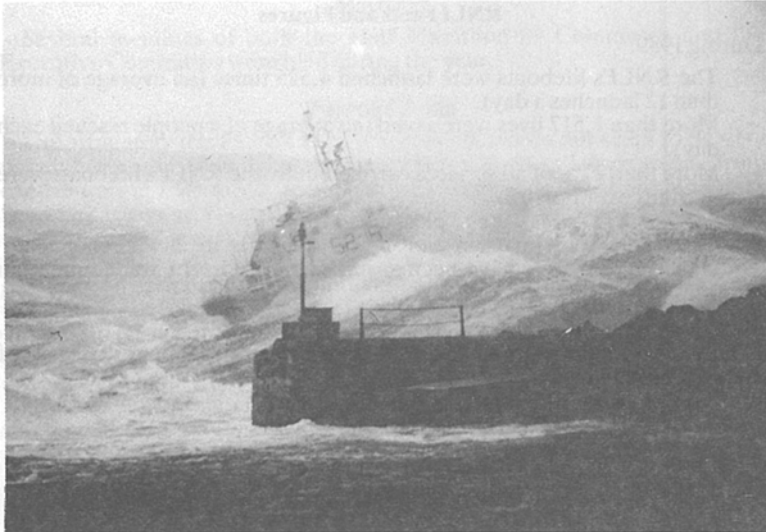
EDWARD BRIDGES (Civil Service No .37) stationed at Torbay: At 0206 am on 2 November 1989 the Coastguard informed the Honorary Secretary that a May Day broadcast had been made by the cargo vessel 'Ibis' at a position 14 miles east of Berry Head. Her cargo of hardwood h<ld

s hifted , she was taking water and listing. The tide was flooding, it was squally and a severe southerly gale was making the sea very rough when, at 0220 am, the lifeboat left her moorings and proceeded to arrive on the scene at 0330 am. In the meantime, the Dutch warship, 'Bloys van Treslong' had reached the scene. Her crew had made three runs in a small Zodiac inflatable to take off the six crew of the 'Ibis'. They had encountered tremendous seas and their efforts received much praise from the lifeboat crew. The Captain of the 'Ibis' was suffering from a suspected neck injury and was taken by helicopter to Torbay Hospital. The Coxswain of the lifeboat requested the Captain of the Dutch warship to steam ahead at three knots to help transfer the survivors into the lifeboat. The lifeboat then came alongside where there was a rise and fall of more than four metres. The opportunity was taken on each rise for the lifeboat crew to snatch each of the five survivors on board into the safety of the cabin. The lifeboat returned to Station, landed the five survivors at Brixham, where they were examined by the ambulance men but did not need medical treatment and were taken to the Royal National Mission for Deep Sea Fishermen. The lifeboat was back on her moorings , ready for service, at 0520 am.

SILVER JUBILEE (Civil Service No.38) stationed at Margate: At 0456 am on 2 April 1989 the Coastguard informed the Honorary Secretary that a telephone call had been received from a man stating that his yacht had sunk five miles north of the Margate Light and that he and his crew were in the liferaft. The tide was flooding, it was overcast and misty and a fresh breeze from the east north east was making the sea rough when, at 0517 am, the lifeboat was launched and proceeded to the area of Margate Sands. The casualty fired flares and was found to the north of the sands in broken water. The lifeboat returned to station and treated the yacht's skipper for exposure after landing at the Boathouse. The lifeboat was rehoused, ready for service, at 0803 am. The owner of the yacht gave a donation to the crew in appreciation of this service.

RICHARD EVANS (Civil Service No.39) stationed at Portrush: At 1520 on Monday 13 February 1989, Portrush received a call to stand by. Two motor fishing boats had run aground near Inch Island in Lough Swilley, Donegal. The wind was NW Force 10 and the Sea State was nine, with 40 foot high waves, when the lifeboat left her moorings. She had just beaten her way out of the harbour when one of the crew was thrown against the wheel and cracked two ribs. After half an hour out the lifeboat received a call that she would not, after all be required. However, due to the sea state , it was assessed that she would not be able to get back into the harbour at Portrush. So she proceeded to Greencastle in Donegal where she stayed overnight and returned to Portrush the next day.

The dramatic photograph opposite , taken by local Portrush photographer Ian Watson, shows RNLB RICHARD EVANS fighting her way out of the harbour in what was said to be the worst storm ever seen in the area . The photograph must be one of the most stunning photographs of a lifeboat at sea and it clearly conveys the kind of danger lifeboatmen up and down the UK face, and the sheer courage of the crew.



RNLB RICHARD EVANS (Civil Service No .39) battling against the elements on 13 February 1989. (Photo courtesy Ian Watson)

About the photograph and the photographer

Ian Watson has a shop in Portrush and spends most of his time photographing weddings and doing portraiture. In describing the shot to a local newspaper, he said it was just luck. When the maroons went off that day he picked up his camera and went to go down to the harbour to take a few shots of the lifeboat going out. He lives just across from the harbour but when he got outside the wind was so strong that he couldn' t stand up in it. Every time he tried a shot the camera lens was covered in spray. So he went back to his house , wedged himself in the hallway, and took the pictures from there.

He was using a Canon F1 camera with 200 Fuji 35mm film and a 300 F4 Canon lens. He took a series of ten shots altogether and didn't realise that this one was as special as it turned out to be. He presented a print of the photograph to the crew to hang in the Lifeboat house and a lot of the crew ordered copies for themselves. The Secretary of Portrush Lifeboat sent a copy to "The Lifeboat Journal" where it was published in the summer issue, and Ian Watson subsequently received hundreds of requests for copies from all over the UK and the Republic of Ireland.

Colour copies of the photograph are available from Ian Watson. For details of sizes and prices, contact Ian Watson at Portrush Photographic, 80 Main Street, Portrush, Co. Antrim (Tel: 0265 824588).

RNLI Facts and Figures

During 1989:

The RNLI's lifeboats were launched 4,525 times (an average of more than 12 launches a day).

More than 1,517 lives were saved (an average of 4 people rescued each day).

More than 27% of all services carried out by the RNLI's lifeboats were in winds over Force 7.

54% of all services were to pleasure craft.

There are 263 lifeboats on station, with a further 101 in the relieffleet.

Over 119,000 lives have been saved since the RNLI was founded in 1824.

RNLI Costs

The cost of running the RNLI in 1989 was £30m. The approximate cost of building a lifeboat is:

16ft D class inflatable - £9,500

21ft Atlantic rigid inflatable - £45,000

38ft 6 in Mersey - £455,000

47ft Tyne - £590,000

52ft Arun - £600,000

Representations and Publicity

REPRESENTATION - As usual we take this opportunity to welcome any new representatives who have joined us during 1989 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.

DISPLAY MATERIAL , (other than collection sheets, info sheets and annual Reports), such as posters available in several different sizes and formats, is available from:

Assistant Manager - Regions

RNLI

West Quay Road

Poole

Dorset BH151HZ (Tel:0202671133)

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 4). 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.

TIES - Two CISPOTEL ties are available . Maroon or navy polyester with a single underknot motif depicting the RNLI motif in full colour with CISPOTEL lettering below in white. The cost of each tie is still only £4.00 (including postage and packing) and they are available from the Honorary Secretary. Please state which colour is required. Cheques should be made out to CISPOTEL with *name and address printed clearly on the reverse* .

Meetings

Several meetings of both the Half Marathon 89 Committee and the Executive Committee were held during the year.

Payroll Giving

Unfortunately the Payroll Giving scheme still does not seem to be very popular as a method of donating money to the Fund and the response from contributors in 1989 was as disappointing as in 1988. For 1990 the Honorary Secretary is aiming to target several of the larger Departments with a view to whipping up support for the scheme. For those not familiar with the scheme, it allows individuals to donate to charities a fixed amount from the gross pay on each pay day. The individual chooses any sum from 50p a week to £50 a month (figures correct as at mid April 1990) and because it is based on gross pay, not more than 75p from every pound comes out of the contributor's pocket. The rest is paid by the taxman. Payroll Giving is an easy way to help CISPOTEL on a regular basis to buy lifeboats for the RNLI and anyone interested in this method of contributing to the Fund should contact their local staff section or welfare section for details about how to obtain a Charity Choice Form.

Special Fund Raising

1989 Half Marathon

On Saturday 30 September 1989 the Fund held another successful Half Marathon in Windsor Great Park. The number of runners on the day was 655 and the winner was Mr S. J. Doig from HM Customs and Excise in a record time of 1 hour 8 minutes and 53 seconds. The first lady across the finishing line was J. Halestrap from the Cabinet Office, in 1 hour 24 minutes and 18 seconds. The whole event raised nearly £17,000 towards the cost of our forty-first lifeboat through entry fees and sponsorship of entrants.

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 1989 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	1 853	Doig SJ	761	23	HM Customs and Excise
2	11023	WhellamsG	1	26	HM Customs and Excise
3	11215	Ovington NJ	711	27	British Telecom
4	11720	BowlerM	225	42	HM Customs and Excise
5	11730	LayPA	169	28	Post Office



The first three male runners, **Mr S J. Doig** (No. 761 - **HM** Customs and Excise),
Mr G. Whellams (No. 1 - **HM** Customs and Excise) and
Mr N. J. Ovington (No. 711- **British Telecom**).

Results:-

First Five Lady Runners

<i>Position*</i>	<i>Time</i>	<i>Name</i>	<i>Race No.</i>	<i>Age</i>	<i>Department</i>
1	12418	HalestrapJ	1740	22	Cabinet Office
2	13215	Varley SM	1682	35	NHS
3	13651	DownerP	1672	34	British Telecom
4	13943	DaviesP	1687	55	Sports Council
5	14200	Dunn KR	1735	30	

*in relation to all 56 ladies.

Results:-

First Five Teams

<i>P/ace</i>	<i>Team</i>
1st	Superstars (HM Customs & Excise)
2nd	Mornington Chasers (Post Office)
3rd	National Weights & Measures Lab.
4th	Reading Prison Officers "A"
5th	Milton Keynes Post Office

1990 Half Marathon

Our seventh Half Marathon, in the Autumn of 1990, will again take place in Windsor Great Park. As last year, the event will be held on a Saturday. So make a note of Saturday 6th October 1990 and tell your colleagues and friends about this great event! The entry fee has been held at £5.00 and we need as many entrants as possible and, of course, generous sponsorship of all the runners to make the event a success. Entry forms are available either from your Departmental representative or from Wally Heels, 16 Larchwood Gardens, Brentwood, Essex CM15 9NE (Answerphone 0277 372649).

1991-125th Anniversary of the Fund

The Fund will be celebrating its 125th anniversary in 1991 with the naming of our 41st lifeboat for the RNLI, RNLB THE PRINCESS ROYAL. An updated history of the Fund and its lifeboats is also planned for the year. A booklet on the history of the Fund was published in 1966 to celebrate the 100th anniversary of the Fund, but much has changed since then and a revised booklet will bring us up to date with details of the Fund's activities and boats as we enter the last decade of this century. The Executive Committee has also decided that we should aim to provide another boat to the RNLI in this anniversary year. So please bear this in mind when contributing to our Annual Appeals.

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 1990

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

Annual General Meeting - 22 March 1990

The Annual General Meeting was held on Thursday 22 March 1990 in the Board Room, Crown Estate Office, 16 Carlton House Terrace, London SW1Y 5AH.

The Chairman opened the meeting and invited the guest speaker, Ian Hicks, **RNLI** Technical Engineer to address the **AGM**. His address is reproduced below:

"Good morning Ladies and Gentlemen . I have , as you know , been asked to say a few words about new lifeboats. You are all, I am sure, aware of the fact that the **RNLI** recognised some years ago that there was a need to speed up the lifeboat fleet. The improved speed of response obviously contributed to saving more people, simply by getting to the scene of the accident a little quicker and, in many cases being able to maintain the higher speeds, even in the worst sea states. To that end, Fast Afloat Boats were introduced early in the 1970s with the Arnn, and the Waveney classes, followed by the Brede and in the early 1980s we had the fast slipway boat called the Tyne. These boats travel at around 15 knots and the best Arnn at around 19 or 20 knots . What of course has been missing, until recently, has been a fast boat for carriage launches, to replace the Oakley and Rother classes. The situation on the Oakley and Rother, as I am sure you are aware, became much more of a problem when it was discovered that these boats were beginning to deteriorate. They are of wooden construction and, although all elderly shipwrights will proclaim that it is the most wonderful material in the world, it was in fact deteriorating extremely quickly and leaving us with a problem of fleet replacement. So, we had to design a new boat which had to fit existing boathouses , be launched by the same method as the Oakley and Rother and this, without changing dozens of boathouses up and down the country , did place severe limits on the size of the boat. We did, at the same time , wish to provide the crew with covered accommodation, heat , a dry working environment and we had to meet a minimum speed of 15 knots. When we put all this together into the preliminary design of the boat, we found that weight was proving to be a problem. The boat has to be handled on the beach, moved on and off a turntable , relocated on the carriage, and various other things, meaning that for the weight to rise very much above 14 tonnes would prove a problem which we could not accept operationally. Consequently the Mersey had to be built in a lightweight material of some form or another. And in the end the decision was made to build the Mersey in aluminium, which is certainly the first lifeboat to be built in that material for the **RNLI**. The first boat afloat, ON 1125, was used as a trials craft, subjected to an extensive programme of seakeeping, beaching, recovery trials, rough weather trials , every kind of trial you can think of, and was then taken up and down the east and west coasts. At stations where the boat called in , the crews were invited to use the boat and make comments, which they did. And at the end of these trials, we had the boat developed to the stage where we could refit the boat and put it on station. The first aluminium boat on station was actually at Hastings in January 1989. The second boat actually got to station a little earlier , because it hadn't done the same extensive trials period, and was on station at Bridlington a couple of months earlier at the end of 1988.

"The five year plan for replacement of the Oakleys and Rother calls for 35-40 boats to be built and on station by 1993. One way of achieving a

high rate of production like this is to go to a moulded hull. You might say loosely GRP , Fibre glass, that sort of thing , where standardisation and shape of the mould does allow for prefitted modules to be put in the boat and shorten the building times. We have therefore built a trials boat in that material, which has been successful and will shortly go into the relief fleet. However, while that development was going on we have continued to build aluminium bases and eight of those were ordered in June 1988. Your boat, ON 1167 for St. Ives, is currently at William Osborne's Yard in Littlehampton and we are expecting to accept the boat in the Autumn of this year.

"Turning to the new classes, we are very busy at Poole at the moment in the Technical Department, developing the boats we call FAB 3 and FAB 4. FAB 4. FAB simply means Fast Afloat Boat. FAB 3 is loosely considered to be a replacement for the Arun; it is a little larger than the Arun , at 55 feet long instead of the 52 feet or 54 feet of the Arun class - 17 metres if you wish in metric . The FAB 4 is about the same as the Waveney, it's 44 feet long or 14 metres. The essential feature of both these classes of boats is that we are now going for the next step in speed. Instead of 17, 18, 19 knots, these new boats have been designed to achieve 25 knots and to give improved accommodation. The FAB 3 looks like an Arun, but in fact the volume of the craft is about one third bigger than an Arun. It has a separate survivor cabin in the deck house as well as a normal wheel house; it has a special hull shape developed by the RNLI in extensive tank tests. When boats get up to that order of speed they have a different kind of hull, more like a planing craft, but at the same time we had an operational requirement to shield the propellers in a tunnel, and to put these two requirements together meant we had to sort out a new hull form. This we have done. We have carried out tank tests at Teddington, and then we built two radio controlled models , one seventh full size, of the FAB 3 with a traditional hull form the same as an Arun, and a new hull form. We sent these out in scale sea states of up to 3 metres and the boats were fitted with extensive instrumentation to show how comfortable the ride was and how much the boat rolled and pitched. Trials were done off Colway Bay in the Isle of Wight where we had right shaped seas, the data was analysed and we found that the new hull form was a better rider and performer than the Arun type of hull, under almost any condition, and where it isn' t better it's as good. We found that, in spite of all the fears about rough rides at 25 knots, the new hull form is giving as good a ride as the current Arun or Tyne class at their maximum speed of 17 knots. So we are quite encouraged and this boat should be a good performer in the completed full size. The first FAB 3 is currently being built at Hullmatic in Havant. They started work on it in the autumn and we are expecting to see it move to the fit out in May this year. If the programmes are met all the way around it will start evaluation trials almost exactly twelve months from now, and then we really know whether we have got this hull exactly right. The FAB 4 prototype is advancing very rapidly behind the FAB 3. We only have about a 6 month gap between the two programmes, causing us all to be extremely busy. The order for the whole deck and superstructure of the FAB 4 is likely to be closed before the end of this month . I would add that both these craft are being built in the advanced composite materials which were developed for the second batch of Mersey class , and it's necessary to do so to achieve the weight we need to achieve to get the speed. It is the increased speed which causes us to buy more expensive engines. We have to lighten the structure without losing any strength, in

fact the structure has to be stronger because the boat is going faster, and therefore we hit the waves that much harder, so we have to provide a stronger boat, with larger engines and we have to minimise the weight, provide more room for survivors and crew, provide all sorts of requirements for modern life, such as shock absorbing seats, wash-down systems in case of chemical fall-out from a casualty getting all over the outside of the boat, and we have to do this with a boat which will be a very little heavier than the existing Arun. This of course doesn't come for nothing. We estimate at the moment that the FAB 3 will cost approximately twice the cost of the current Mersey. That's not as bad as it sounds, the volume of the boat must be twice that of the Mersey and it's certainly a faster boat. The FAB 4 is a smaller boat than the FAB 3. We are a little less certain of the exact cost at the moment, but it is likely to be similar to the cost of the Tyne. Again built to a lightweight design and much the same size as a Waveney.

"I would add that in carrying out this design and development work on these very exciting projects, we are very conscious of the need to respond to the support we get from yourselves and obviously similar organisations who are providing the cash, and we make every effort to design and build these boats in the most economical manner we can, whilst meeting the operational requirements, and I trust that with your help we will be able to continue to do so. Thank you."

Address by the Deputy Chairman (Half Marathon):

In his address the Deputy Chairman (Half Marathon) reported on the Fund's sixth Half Marathon which was held in Windsor Great Park in October, and was started by the coxswain at St Ives Lifeboat Station, which will receive the Fund's 41st boat, THE PRINCESS ROYAL, in 1990. The Deputy Chairman (Half Marathon) reported that 1989's Half Marathon had been more successful than he had dared to hope, since it had been organised during a period when nationally there appeared to be a decline of interest in such running events. This decline was indeed reflected in the number of entrants and the size of the field which, at 655, was about 100 down on the numbers in 1988. Nevertheless so far nearly £17,000 had been raised by the event. This was some £2,000 more than the proceeds from the event in 1988, which had had to bear the cost of a bulk purchase of medals and ribbons. The Deputy Chairman (Half Marathon) also commented on the performance of all the runners who had raised sponsorship for the event. In 1989 the average rate of sponsorship was £62, compared to the 1988 average of only £49 a head. However he stated that he was still disappointed with all the other runners who hadn't raised any sponsorship at all. In future he felt that there would have to be some sort of positive incentive to produce more sponsorship money than relying on pure exhortation, which didn't seem to have worked over the past 2 or 3 years. He added that provided the event attracted a field of runners in excess of 500, and the money raised was in 5 figures, then he believed the event was still worth the effort of organising.

The Deputy Chairman (Half Marathon) confirmed that another event would be held in Windsor Great Park in 1990, on Saturday 6 October. Once more Departments would be asked to help publicise the event as widely as possible. He concluded by thanking the small Half Marathon team - Vic

Reeves, Wally Heels, Peter Sims and Peter Chapman - for all their hard work and without whom the event would not be possible.

The Chairman also thanked the Deputy Chairman (Half Marathon) for all his hard work in organising the events.

Re-election of Officers:

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

Confirmation of Executive Committee:

John Dixon was elected to the Committee as the Department of Environment and Transport representative in place of John Dalziel. The remaining members were all confirmed for another year.

The Deputy Chairman's Address:

The Deputy Chairman (Half Marathon) addressed the AGM in the absence of the Deputy Chairman. He started by thanking everyone, on behalf of the Executive Committee, for their fundraising efforts in 1989. He commented that the year had been a difficult one - the size of the Fund's membership had continued to fall, competition for charitable funds had continued to become more and more fierce and the pressures on the staffs of all departmental welfare officers had intensified. All these conditions were bound to affect the Fund's performance in 1989. In these circumstances the Deputy Chairman (Half Marathon) considered that for fundraisers to have produced a figure of more than £70,000 was a very praiseworthy performance. Together with the money raised from the Half Marathon the Fund was able to complete paying for THE PRINCESS ROYAL, the specific target the Fund had set itself to achieve before her acceptance into service later in 1990. However, the adverse factors which had affected the Fund in 1989 were likely to be in operation again in 1990. Added to that would be the rising costs of new lifeboats. The Deputy Chairman (Half Marathon) commented that the cost of a Mersey class boat was now well over £400,000. FAB 4s could cost £600,000 and FAB 3s £800,000, at current prices alone. This meant that the Fund was going to have to work harder and longer for each new boat. With 1991 as the Fund's special 125th anniversary year the Deputy Chairman (Half Marathon) remarked that it would be wonderful if the Fund could crown it with yet another boat to follow THE PRINCESS ROYAL. But to be realistic he thought the Fund would have to settle for the commissioning of THE PRINCESS ROYAL in 1991 to mark the anniversary. The aim therefore for 1990 was to consolidate funds during the year to make sure there was not too big an interval between THE PRINCESS ROYAL and the next boat. It had still to be decided by the Executive Committee what that boat should be but the Deputy Chairman (Half Marathon) was sure that the Committee would bear in mind the need to present the membership with some tangible evidence of their successful fundraising every three or four years.

However, with new boats costing a minimum of £450,000, and possibly more after inflation, the Deputy Chairman (Half Marathon) stated that the satisfaction of that aim rested entirely on the Fund's ability to continue raising funds at a rate of at least £100,000 a year. The Fund had now covered the cost for THE PRINCESS ROYAL and had around £70,000 in hand towards the next boat. If £100,000 was raised in 1990 and another £100,000

in 1991, the Fund would have raised nearly £300,000 and would be well on the way to buying another Mersey class boat, if that were the target, in 1992 or 1993. If the Half Marathon raised somewhere between £15,000 and £20,000, and the Deputy Chairman (Half Marathon) doubted whether realistically much more could be expected from the event, that would mean a target for the annual appeal of over £80,000, which would keep the Fund on course for its 42nd boat and not too great an interval from THE PRINCESS ROYAL.

The Deputy Chairman (Half Marathon) said he was unable to suggest any new magic success formulae in 1990. Inevitably the Fund's success relied on the amount of publicity and persuasion that representatives could find the time and the strength for among their official pre-occupations, and he understood and appreciated the difficulties under which representatives were at present labouring. However, experience had clearly shown that the Fund could not rely on Payroll Giving to act as some kind of auto pilot to keep the machine going while everyone sat back and did nothing. The Fund was still going to have to be driven, perhaps driven even harder in the future if the interval between boats for the RNLI was not going to become unacceptably long. At best Payroll Giving could only be seen as the icing on the cake. That was not to say that it shouldn't be nurtured and cultivated, by making sure that all new entrants were aware of Payroll Giving and by encouraging them to put CISPOTEL among their chosen charities to benefit from it; and equally, by reminding existing members of the need to bear in mind inflation and the effect of inflation on their iving when they come to review it year by year. The Deputy Chairman (Half Marathon) stated that the Fund obviously had to try and squeeze every penny out of every avenue and Payroll Giving was one of them. But the main concentration he thought was still going to be on the annual appeal which seemed to be the most direct way to people's hearts and pockets, and he hoped that all Departments would be able to put some renewed impetus behind the appeal in 1990, despite the problems that they were all experiencing. The Deputy Chairman (Half Marathon) said that he and his Half Marathon Team would do whatever they could to try and maximise the results of the Half Marathon. Finally, he thanked all the representatives again for all their hard work for the Fund in 1989 and for what the Fund hoped to receive in 1990 and wished them every success with their fundraising in the year ahead.

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM
LIFEBOAT FUND
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR
ENDED 31st DECEMBER 1989**

1988	RECEIPTS	1989
	24,208.54 Balance brought forward, 1st January 1989	37,420.04
	84,779.27 Subscriptions	76,895.51
	16,842.82 Half-marathon	15,835.05
	96.00 Sale of ties	156.00
	3,020.09 Direct Receipts by R.N.L.I.	891.36
	457.49 Interest on Giro Bank Account	2,785.04
	£129,404.21	£133,983.00
PAYMENTS		
	88,745.80 Payments to R.N.L.L	101,690.39
	3,020.09 Payments made direct to R.N.L.L	891.36
	<i>Administration Expenses</i>	
127.32	Bank Charges	7.00
34.50	Audit Fee	34.50
31.36	Postage & Stationery	38.32
	Annual Report Photographs	7.00
25.10	Traveling	18.20
	Ties	673.24
	Computer	5,514.43
	218.28	6,292.69
	<i>Balances 01/13/1st December 1989</i>	
53.85	Midland Account	0.34
37,357.86	Girobank	25,101.38
8.33	Petty Cash	6.84
	37,420.04	25,108.56
	£129,404.21	£133,983.00

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

We have examined the foregoing Receipts and Payments Account for the year ended 31st December 1989 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 explanation supplied to us.

15th February 1990
 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 1989**

	£	£		£	£
Balance B/Fwd					
1st January 1989		292,875.16	<i>Expenditure by RNLI</i>		
<i>Moneys received by RNLI</i>			<i>Boats</i>		
From Central Funds	96,764.39		Moneys expended to date		
Direct	891.36		on Boat ON! 167	295,779.05	
		97,655.75	Proceeds of old boats	(116,200.00)	
Interest allowed on					179,579.05
unexpended balances		34,872.16	<i>Service Allowances</i>		
			1989 Services	7,808.80	
			Maintenance	5,000.00	
			Portrush - Expenditure	1,456.11	
					14,264.91
			Balance in Hand		
			31 December 1989		231,559.11
		425,403.07			425,403.07

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, 1989.

15th February, 1990

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

SUMMARY OF CONTRIBUTIONS TO THE FUND

Recorded during the year ended 31st December 1989

	£
Agriculture, Fisheries & Food, Ministry of	2,338.00
Agricultural and Food Research Council.....	63.96
British Telecom	8,406.06
Central Office of Information	229.77
Customs & Excise, HM	7,834.50
Defence, Ministry of	3,166.80
Employment, Department of	1,004.55
Environment and Transport, Department of	6,481.20
Foreign and Commonwealth Office.....	15.00
GCHQ	384.00
Home Office	1,971.83
Inland Revenue	9,093.51
Land Registry, HM	1,057.09
National Audit Office	789.00
National Savings Department	385.24
Overseas Development Administration	298.66
Paymaster General's Office	75.00
Post Office	297.79
Social Security, Department of	10,125.29
Stationery Office, HM	969.68
Trade & Industry, Department of	1,986.31

SCOTLAND

Scottish Office	2,934.88
Scottish Courts Administration	92.08
Post Office in Scotland	1,986.31

WALES

Welsh Office 241.12

NORTHERN IRELAND

Agriculture, Department of 1,138.53

British Telecom 1,456.11

Economic Development, Department of 901.97

Environment, Department of 2,600.00

Finance and Personnel, Department of 834.91

Health and Social Services, Department of 2,045.43

Northern Ireland Office 331.30

Northern Ireland Postal Board..... 144.25

SPECIAL CONTRIBUTIONS

Others..... 657.32

THE CIVILSERVICE BENEVOLENT FUND

WHEN IN NEED THE FUND HELPS:

Serving and retired staff who suffer unforeseen misfortune.

Serving staff on sick leave at reduced pay.

Staff prematurely retired on health grounds.

- Widows and financial dependants of serving and retired staff.

Financial help totalling almost £1 million was given to nearly 7,000 staff and their dependants in 1989.

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 1988/89 £200,000 was expended by grants and interest-free loans in helping over 900 individuals. The majority of these were the widows of former Post Office staff whose only income was that provided by the Department of Health and Social Security. The assistance that the **RHBF** can give in these cases makes a great difference to their happiness and comfort. In addition, the Fund gives assistance towards nursing home fees for Post Office pensioners and their widows.

WILL YOU HELP PLEASE - The RHBF could do so much more if it had more cash. There are many former colleagues or their dependants who are much worse off than you are. A subscription of a few pence per week is all that is required. Subscribers' forms can be obtained from your local Post Office, RHBF representative or direct from the Secretary, Rowland Hill Benevolent Fund, Room 511, Alder House, Aldersgate Street, London EC1A 1AL. Tel: 071-245 1837. 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.