



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



ST CYBI II - The Fund's new £430,000 Tyne Class Lifeboat.
£71,000 is still required to complete our purchase.

1984

CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM LIFEBOATS IN SERVICE

13 lifeboats out of 19 boats, one inflatable and one Atlantic 21, the cost of which has been covered by the contributions of Civil Servants, and Officers of the Post Office and British Telecom establishments at home and abroad, remain in service at various stations in the British Isles. The list of Civil Service boats and the number of launches and lives saved in 1984 is as follows:

Station	Name of Boat	Type of Lifeboat	When Built	Launches	Lives Saved	Vessels Saved
BEAU MARIS	Great London II (Civil Service No. 30)	Watson	1955	3		
MUMBLES	Pentland (Civil Service No. 31)	Watson	1957			
ST.DAVID'S	Joseph Soar (Civil Service No. 34)	Watson	1963	5		
EYE MOUTH	Eric Stal (Civil Service No. 36)	Wave ney	1973	10	5	2
TORBAY	Edward Bridges (Civil Service No. 37)	Arun	1975	2		
MARGATE	Silver Jubilee (Civil Service No. 38)	Rother	1977	6	5	
PORTRUSH	Richard Evans (Civil Service No. 39)	Arun	1981	13		
SOUTHEND-ON-SEA	Percy Garon	Atlantic21 "1/F'D' Class		3+ 33	6 8	5 8
Relief Fleet						
Formerly stationed at:						
PORTRUSH	Lady Scott (Civil Service No.+)	Watson	1949	+		
HOLYHEAD	St. Cybi (Civil Service No. 9)	Barnett	1950	6		
ALDEBURGH	Charles Dihdin (Civil Service No. 32)	Beach	1959	1		
LIZARD-CADGWITH	The Duke of Cornwall (Civil Service No. 33)	Barnett	1960	9	6	
CLOVELLY	Charles H. Barrett (Civil Service No. 35)	Clyde	1965			
TOTAL				128	30	17

The Fund contributes £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.

* Inflatable.

ESTABLISHED 1866

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HER MAJESTY THE QUEEN

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The Rt. Hon. Viscount Hall	Lord Croham, G.C.B.
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Mrs. L. Hall, Departments of Trade and Industry
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S. Burgess, Treasury Solicitor's Department
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SECRETARY EMERITUS:

Miss C. H. Henry, M.B.E.

HONORARY TREASURER :

A. Barker, Wyatts Cottage, Church Street, Wargrave, Berks RG10 9EP

BANKERS:

Midland Bank Ltd., Seven Dials Branch, Hove, BN3 1TX

National Girobank, Bootle, Merseyside

AUDITORS:

Messrs. Reeves and Neylan, Chartered Accountants, Canterbury

EXECUTIVE COMMITTEE:

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

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

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

Miss M. Gibson

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

REPORT FOR 1984

The COUNCIL have pleasure in presenting the Annual Report for 1984 of the Civil Service, Post Office and British Telecom Lifeboat Fund.

Contributions

Up to the end of 1984 the Fund had received £69,053.87 through donations and subscriptions, and at the time of writing (March 1985) this had already risen to £92,000 as a result of late donations from the 1984 appeal. In addition **RNLI** received direct additional sums as follows: from Fund's subscribers £2,514.84 (including Deeds of Covenant and related tax refunds); and interest on funds transferred to **RNLI** and not expended by them in the year £9,223.73. Expenses, consisting largely of bank charges, amounted to £1,969.55, and a total of £121,333.42 was paid to **RNLI**, including £54,693.20 received through sponsorship of individuals in the 1984 Half Marathon .

News of our Lifeboats

The Fund's Lifeboats were launched 128 times in 1984, 25 less than 1983. Thirty nine lives and 19 vessels were saved, and 29 persons landed . Continuing in our series of examples of rescues carried out by our Lifeboats the following report describes an incident off Salcombe early last year where the Barnett type boat ST CYBI (Civil Service No 9) was on relief at the time. (It is fitting that we should include a paragraph on ST CYBI just when we are providing Holyhead with a successor, ST CYBI II). This was a fairly short service in rough weather and not one of the most spectacular ever, but it is a good example of the sort of services which are going on throughout the year:-

" At 1045 on Friday 3 February 1984 members of the Island Cruising Club informed the Honorary Secretary of the local Lifeboat Station . that their sailing trawler PROVIDENT with 6 people on board had engine trouble on the Salcombe Bar. The tide was ebbing, the weather was poor, and a strong westerly breeze was making the sea rough and breaking at the bar, when at 1050 ST CYBI left her moorings and proceeded to make for the casualty. The lifeboat came up with the yacht at 1100, wallowing in heavily breaking water. ST CYBI secured a long tow in the rough water , took her into calmer water and then towed her back to her own moorings . The lifeboat was back on her moorings , ready for service , at 1130".

THE DUKE OF CORNWALL (Civil Service No 33), a Barnett type boat built in 1960 and stationed at Lizard - Cadgwith in South West Cornwall, was replaced in July 1984 by the ex Padstow 48' 6" Oakely class boat, JAMES AND CATHERINE MACFARLANE . This replacement boat is of greater displacement than the 'THE DUKE' and with her self righting capability is considered to be an ideal replacement for the station. THE DUKE OF CORNWALL has been re-allocated for duty in the Institution's Relief Fleet and at time of writing was lying alongside McGruers Yard at Clynder. The JAMES AND CATHERINE MACFARLANE has herself been replaced at Padstow by one of the first Tyne Class boats, named JAMES BURROUGH.

Planning and Publicity

REPRESENTATION -As expected representatives continue to change within Departments and we welcome all our new representatives who have joined us during 1984. Unfortunately there are still a few Departments who have not contributed to our appeals recently and we shall be endeavouring to contact these Departments with the hope of ensuring that our long established annual Appeal receives due consideration and subsequent subscriptions.

DISPLAY MATERIAL AND ARTICLES - Representatives have continued to approach Mr Kipling, the RNLI Public Relations Officer, for help with their publicity. He has a useful list detailing posters and leaflets available and Departments are urged to make full use of the material he provides .

RESCUES-Accounts of " Rescues" involving our lifeboats are available in a similar format to the report reproduced on page 5 involving ST. CYBI. These reports are ideal for publicising our life boats' work in the RNLI but still only 11 Departments are receiving the reports.

Meetings

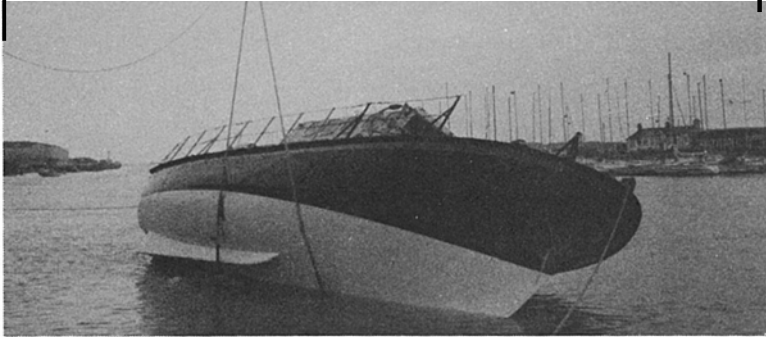
Throughout the year the DEPUTY CHAIRMAN has been holding informal meetings with the Half Marathon 85 Committee. Plans for our next Half Marathon are progressing well. More details are included in the Special Fund Raising section of the Annual Report .

Visits

(1) The DEPUTY CHAIRMAN AND HONORARY SECRETARY had a most interesting and enjoyable visit to RNLI Headquarters at Poole in September. They were met by the Deputy Director and introduced to the Director and the Heads of the various Departments within the HQ organisation. A tour of the HQ followed , including visits to the Appeals Office , Trading Office, printing room and storehouses. The day was rounded off with an exhilarating trip out of Poole harbour on a new Arun lifeboat - the JOSEPH ROTHWELL SYKES AND HILDA M.

(2) The HONORARY SECRETARY attended the self righting trials of our new Tyne Class boat ST CYBI II at Osborne's Boatyard, Littlehampton in November. Polythene bags full of sand were strapped down to the seats in the boat to simulate the weight of the crew, and she was then turned through 180° by a crane to the capsize position. (It is the watertight aluminium wheelhouse that makes the boat self righting and she is supposed to self right in 5 seconds). The retaining rope was released and she righted herself in just under 5 seconds. The photographs give a good impression of the sequence of events.

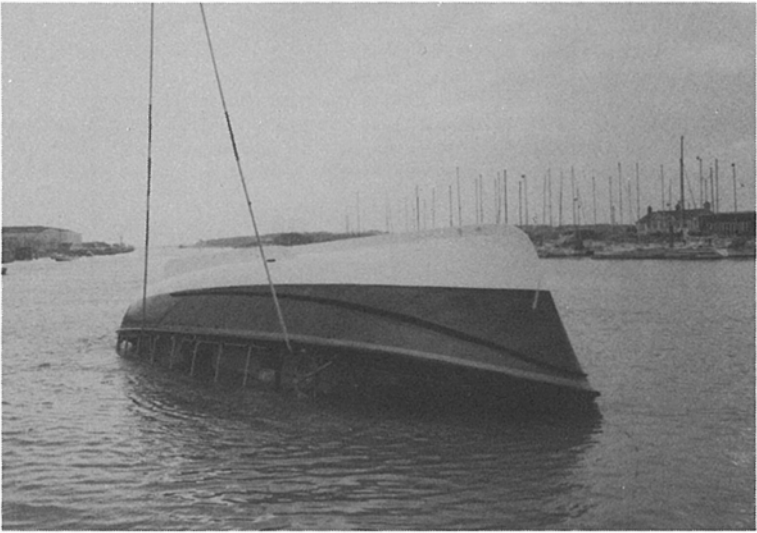
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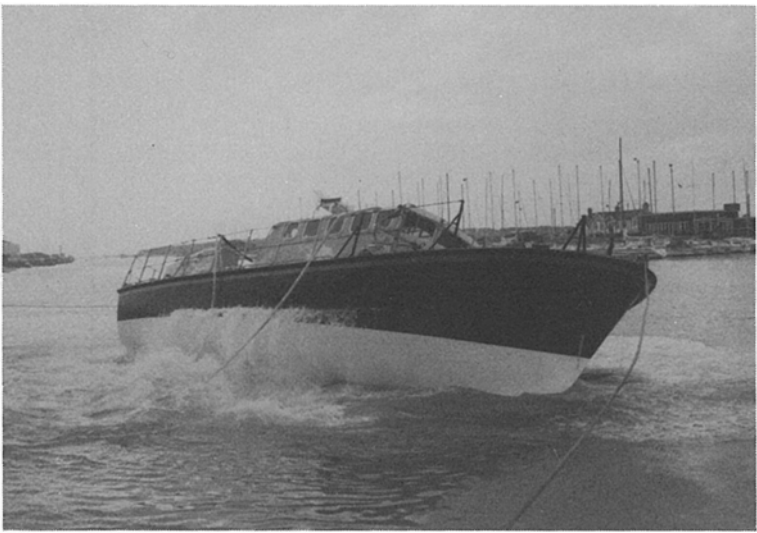
The Self Righting Trials of ST CYBI II



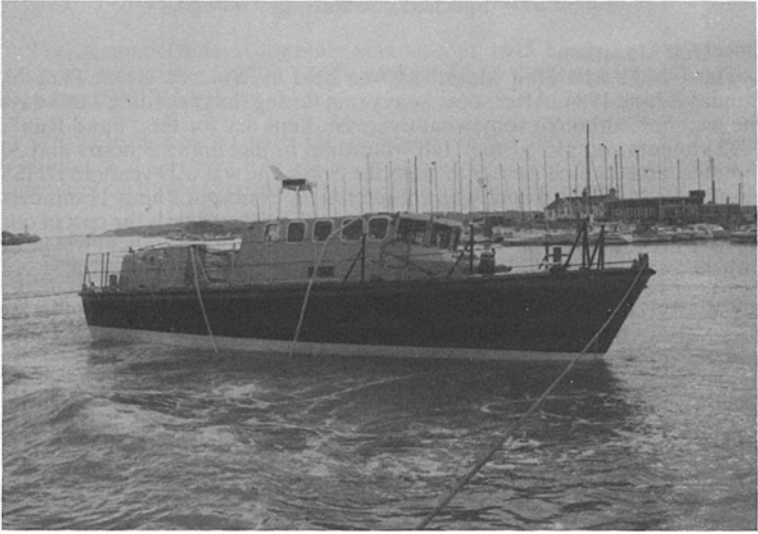
A crane tips the Lifeboat through 180°



The Lifeboat in position for the rope to be released



The rope attached to the crane is released and ST CYBI II rights herself in just under 5 seconds



All's well!

Special Fund Raising

1984 Half Marathon

The Fund's first Half Marathon was held in Windsor Great Park on Sunday 3 June 1984. After some heavy rain during the preceding 2 to 3 days the weather, although somewhat overcast, kept dry for the "Fund Run". 1732 runners completed the Half Marathon in just under 3 hours and 30 minutes, and the first runner to cross the finish line was a 29 year old DHSS employee, Mr SJ Holland, who completed the course in 1 hour 11 minutes and 5 seconds. The event raised a staggering £55,000 towards the cost of our fortieth lifeboat through entry fees and sponsorship of entrants. It will be of little surprise to you all that another event is being organised for 1985.

The COUNCIL would like to thank the small organising group led by Sir John Moore who worked so enthusiastically on the 1984 Half Marathon, and whose efforts made it such a great 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	Holland SJ	1885	29	DHSS
2	1 13 15	Redmayne SF	0831	35	Home Office
3	1 13 32	Britten RJ	1746	23	BT
4	1 13 58	Oakwell P	1862	30	BT relative
5	1 14 11	Fretten AG	0995	28	BT

Results:

First Five Female Runners

<i>Position</i>	<i>Time</i>	<i>Name</i>	<i>Race No</i>	<i>Age</i>	<i>Department</i>
54	1 24 50	Graham D	0647	23	BT
201	1 32 50	May PF	0886	32	Civil Servant
252	1 33 40	McCord IM	1629	32	Civil Service relative
263	1 34 10	Sharatt CA	0566	31	BT
373	1 38 00	Cavanagh J	2259	33	BT relative

1985 Half Marathon

As a result of the marvellous achievement last year the Fund is organising another Half Marathon for 1985. The race will be run over the Fleet Half Marathon course - which has been described as "the best Half Marathon in the South" - starting and finishing at the Army's Rushmoor Arena near Aldershot, Hants. We are greatly privileged to be able to use this fine course, for which we are indebted to the Army, the PSA, the local Authorities and, not least, the organisers of the Fleet Half Marathon itself.

A modest entry fee of £4 will help cover the inevitable costs of the event, but it is through the sponsorship of entrants by their workmates that it is hoped the Fund will be able to match or even top the £55,000 raised through the 1984 event. As with last year, those who cannot, or do not want to make the physical effort can still play their full part by sponsoring generously any runner known to them.

Annual General Meeting - 19 March 1985

The Annual General Meeting was held at 1445 hours on Tuesday 19 March 1985 at the Crown Estate Office, 13-15 Carlton House Terrace , London, SW1Y 5AH.

We were honoured with the presence of the Director, RNLI , Rear Admiral W J Graham, CB, **MNI**, who addressed the AGM following an introduction by the Chairman. The Director's address is reproduced below:

"Ladies and Gentlemen , good afternoon . I'm delighted to be here again this year. As your Chairman just said it is not the first time I have been here, it is only the second time though on this occasion and I'm delighted to see you and delighted to be able to thank this particular Fund for the 40th Lifeboat which is coming up now. That really is the most tremendous achievement and something which I've no doubt should give and, I hope, will give enormous satisfaction to everybody concerned. It really is the most tremendous example of dedication and drive and hard work over a very long time. More than a century is quite some achievement and to think that over all these years the Civil Service Lifeboats have taken their place in the fleet and played a very significant part and now the 40th boat is coming up and will be at Holyhead before the end of this year.

I don't know whether the reasons for the boat going to Holyhead have been fully explained or understood by everybody . Just 4 years ago a brand new boat did go to Holyhead, an Arun Class Lifeboat . Up to that time the Holyhead Lifeboat had always lived in a boat-house and was launched down a slip. The Arun Class boat could not be launched down a slip because it has not got that sort of underwater design, and so it had to lie afloat. A berth was built for it very close to the entrance of Holyhead harbour and it proved, in spite of an enormous amount of effort over 4 years, pretty well impossible to keep the boat in that berth without the boat suffering unacceptable damage . It was just one of these things where everytime the Irish Ferry or any ship went in and out the wash that they made threw the Lifeboat up against the pontoon. All the flotsam and jetsam in the harbour seemed to get between the Lifeboat and the pontoon. It was a thoroughly unsatisfactory berth in spite of the fact that we spent a lot of money trying to improve it. At about this time last year I went up to Holyhead to have a look myself since I thought there must be a berth somewhere in the harbour where we could put an Arun Class Lifeboat lying afloat. We looked all round the harbour with the harbour master but there was no alternative berth. The obvious alternative was to go back to having a boat in a boathouse because the boathouse and slip at Holyhead were perfectly good and sound, built on rock. Holyhead is a key station and it is important to have a fast boat. The reason then the Arun class was put there in the first place was that 4 years ago the only fast boat we had in the fleet was the Arun. Well, in the course of the last 4 years the Tyne Class, the fast slipway boat, has been developed . Your boat, the 40th Civil Service boat is a Tyne Class Lifeboat, which can be launched down a slipway, and so it's going to Holyhead . The Arun which was at Holyhead, and which was presented

by Mrs Winston of Sheffield in memory of her husband , is now going to Ballycotton in the South of Eire. Your boat will go to Holyhead later this year to take the place of the Arun and will be launched from the old boathouse down the slip. At the same time, as a matter of interest, we are going to be able to move the small 'D' class lifeboat, which is also at Holyhead, from the far side of the harbour where it has been stationed to the re-opened boathouse. So it's all working out for the best at Holyhead. It's been a slightly trying time since the lifeboat crew at Holyhead weren't a bit keen to lose their Arun Class Lifeboat which they enjoyed as a good boat. But I think they will find that when they get the Tyne Class, that will be in its way just as good a boat. The fact that the whole Holyhead Lifeboat complex is going to be under virtually the one roof is going to be a great step forward for the area.

Now one of the things I'm always conscious about is that every year, like Oliver Twist, we have to ask for more. Sometimes I think people wonder why we should always be asking for more. The RNLI is not getting any bigger I maintain . The proper way of measuring the size of the institution is by the number of Lifeboat Stations. We have 200 Lifeboat Stations and I believe that is about the right number. I suspect over the years that some may close and others may open, depending on how coastal trade and recreational boating evolves. Equally some Lifeboat stations which have in the past had big Lifeboats may in future have smaller ones, and some which have small Lifeboats may have big Lifeboats because that will meet the pattern of trade better. However , by and large I would think that 200 Lifeboat Stations is probably the right size. At the moment 58 of those Lifeboat Stations have a big Lifeboat and a little Lifeboat. That's 285 Lifeboats on station and we also have about 90 boats in the Relief Fleet. In round figures the Fleet of the Institution is about 350 boats covering all sizes from 16 feet up to 70 feet. It's interesting that at the beginning of this century there were about 350 Lifeboat Stations, so a lot of stations have gone in the course of the last 80 years or so. Obviously when you think about when a Lifeboat was a pulling and sailing boat , you had to have them a good deal closer together if they were going to be able to reach any distance at all. It took a long time to go 4 miles in those days if you were pulling and sailing . Whereas now, with the Atlantic 21 which does 30 knots, and the Arun and the Tyne Class which do 18 knots, you can of course cover a lot of ground . On the other hand you just can't reduce the Lifeboat Stations to the numbers that might equate to drawing a range of Lifeboats on a chart because one's always got to cater for the fact that there may be more than one incident at a time . Although one could achieve the necessary cover round the coast of Britain and Ireland with about 50 Lifeboats I don't visualise that we will come down to anything like that number at all because so often you have to cater for more than one accident happening at the same time. It's not uncommon for several Lifeboats to be out at the same time in not too distant parts of the country, looking after a number of different casualties . So striking the balance between having too many Lifeboats and having too few is something we have got to keep working on.

Having said that, why is it always costing more? Well it's really costing more because pretty well everything costs more every year. I know inflation is not galloping away the way it was a few years ago but we still have 4% or 5% inflation and as you well know when you go out to buy anything a year later it always seems to cost rather more than 4% more than it did the year before. This of course is absolutely true for the **RNLI** and every new Lifeboat costs a lot more than the Lifeboat it replaces. Every time a Lifeboat gets refitted it costs more than it did a year ago. We are tending to put in more expensive equipment. That includes the clothing that Lifeboat men wear. I believe that as we develop better protective clothing it is absolutely right that the Lifeboat men should have the best protective clothing that we can provide. I don't hold with the theory that "oh well, the old black or yellow oilskins did them alright a hundred years ago, why shouldn't it do now?" If we can have dry suits in which they are completely sealed, round the cuffs, round the neck and round the boots and so on, for somebody who goes out in an Atlantic 21 at 30 knots in the North Sea in the middle of winter, I reckon he deserves the best kit we can provide. That's expensive. A decent dry suit costs somewhere between £120 and £150.

The call out of Lifeboat men too, where in the old days the firing of a maroon was effective in its way, using the telephone is effective, but a lot of people are then kept very much on edge by it. Now one has these beepers - pocket radio paging devices - which people can have in their pockets and really lead a much freer existence because they are contactable that much easier. These devices all cost money, but to my mind they are not just nice to have, they make the whole thing better and a more reasonable business for the Lifeboat men and for the Station Office Secretary. So all these are costs which amount inexorably every year. When it comes to setting the following year's budget we certainly always seem to set it higher than the year before. The one thing I would say is that we generally set it higher by an amount which based on the previous year's achievement is an attainable one. Our forecast for what we expect to raise in 1985 is £23 million. In 1984 our income was just about £21 million so setting the target for 1985 at £23 million isn't an enormous increase. Equally on the expenditure side in comparison with what was expended in 1984, the target for 1985 of £20 million is a reasonable figure. One of the reasons why it's quite difficult to forecast exactly what the expenditure is going to be is that the time taken to build boats varies a bit from yard to yard, and sometimes when you look at the figures of 31 December you are only looking at the state of affairs at that instant, and at any given time of course we are committed to all sorts of expenditure well down the line. So although it appears that we are well and truly in the black in 1984 we are committed to several million pounds of boatbuilding into 1985 and so any money that we have in reserve is undoubtedly going to be spent in the years to come in building new Lifeboats. Although we've succeeded in replacing a lot of the old slow wooden boats in the course of the last ten years or so with newer faster boats, there are still something like sixty or seventy wooden eight knot boats in the Fleet which we have got to replace in the course of the next ten years. So I can foresee very considerable expenditure in the

years ahead, for as long as one cares to look into the future. If we happen to have a good year like we did last year, and finish up with a handsome surplus, I am extremely grateful. I don't get complacent. It doesn't mean to say that we can let up with our fund raising efforts. It's jolly nice to have this in reserve because we know we've got this big building programme in the years ahead.

I've mentioned the Arnn Class, which is the standard big boat. Built of fibre glass, the oldest of these 52 foot boats is now over ten years old and they are a great success. We've got over thirty of them and they are very popular wherever they are berthed around the country including the west coast of Ireland, the Scillies, the Shetlands, the Humber and the west coast of Scotland. The Tyne class, a steel boat designed to live in a Boathouse and to be launched down a slipway, has the same speed as the Arnn at 18 knots. Another splendid boat, but not quite as big at 47 feet instead of 52 feet, 24 tonnes instead of 32 or 33. It's very expensive to build at nearly £ million, but it's a good boat. There are only two on station at the moment, one at Selsey and one at Padstow, but this year your boat will be going on station at Holyhead, another at Gomer and one at Mumbles; and six more are building. We are also developing a medium size Lifeboat, somewhere between 37 and 40 feet, which will be slightly less expensive and will go to the stations which are not going to have the biggest and most expensive boats. We are concentrating on two boats - the Medina and one we are calling the Fast Carriage boat. The Medina is very much like an enlarged Atlantic 21 and that has been in development for more than five years. It's a very ambitious and exciting project and will have all the good qualities, I hope, of the Atlantic 21 plus of course having a wheelhouse which will give full crew protection and will also make the boat fully self-righting. Not that I would hope that she would actually capsize or be prone to capsize at all, but if she did then she will have a full self-righting facility. The Medina, like the Atlantic 21 has a top speed of about 30 knots. The Fast Carriage boat is really like a scaled-down version of the Tyne class and is being designed specially for Lifeboat Stations where the boat is launched off a carriage. I would hope the first prototype of that class should be at sea sometime next year.

Well, so much for the way I see the Institution developing over the years ahead. I hope we are good housekeepers, I hope we take care of the money that you raise and I hope we spend it wisely. One has again to state the balance between making sure that no Lifeboat is second best or has second best equipment in it, but at the same time we don't want it gold-plated. One has to state the balance between what is sensible and practical and the best for the job and the most expensive. Just because it's the most expensive does not necessarily mean that it's the best. So we do, I like to believe, take care of the money which you raise by your hard work and all of us on the staff of the Institution try to take very good care that your money is well and wisely spent. I know that in the same way that the Institution is trying to keep abreast of technical developments you are also managing to be imaginative and innovative as well in the way you raise money. I think your Half Marathon at Windsor was a

startling example of something which was extremely effective and for which I congratulate you enormously. I just hope that you will go from strength to strength since it did seem to me that that really was a splendid achievement. This Fund has undoubtedly set a marvellous example to other organisations who support the RNLI and many others are trying to follow your example. Nobody else of course has been anywhere near as successful as you but you have set a marvellous example to other fund raisers and for this I am extremely grateful. I would just like to finish by again thanking you all most sincerely for the work you have done in the past and by saying that in the future, although as you said yourself Chairman, different faces are going to come over the years, I'm sure that the spirit will be the same and that you will go on being the RNLI's number one fund raiser. Thank you very much" .

Presentation to Connie Henry, Secretary Emeritus:

Rear Admiral Graham followed his address with a presentation of the Institution's Statuette of a Lifeboatman to Connie Henry. The RNLI's Committee of Management had awarded this to Connie in recognition of her individual services to both the Fund and the RNLI.

Re-election of Officers:

Following Reports by the Secretary and Treasurer, the Deputy Chairman, Secretary and Treasurer were re-elected into office for a further year. The Chairman announced that he would not be offering himself for re-election for 1986 at the next AGM.

Confirmation of Executive Committee:

J. R. A. Hooper's resignation from the Executive Committee had already been received by the Secretary prior to the AGM. G. W. Brown, M.B.E. was elected to the Committee as MOD representative in his place. The remaining members were all confirmed for a further year.

Future Title of the Fund:

The Chairman informed the AGM that although over the past two years we had got into the habit of calling the Fund the "Civil Service, Post Office and British Telecom Lifeboat Fund", the title had never been formally adopted. Action had been delayed until the privatisation of British Telecom had taken place.

Now that this has happened and British Telecom were content to stay with the Fund the Chairman proposed that approval should be sought from our Patron, Her Majesty The Queen, for us to adopt the new full title and the acronym CISPOTEL. The motion was carried and the Chairman agreed to write to Buckingham Palace.

[N.B. the Queen has since given the approval to the new title].

The Deputy Chairman's Address is reproduced below:

.. Last year I set the Fund a challenge - admittedly a fairly stiff one, it was to pay for our fortieth Lifeboat by the end of 1985 through our ordinary annual subscriptions and without relying on the proceeds of any special fund raising events. Well I don't think we will quite be able to do that - but our target should certainly be met if we include the sum

which was raised by the Windsor Park Half Marathon last year and what I hope will be produced by the similar event which is being organised at Aldershot in October 1985.

The arithmetic is as follows. At the time of last year's AGM we had raised £200,000 towards the £430,000 cost of ST CYBI II. To that has been added about £55,000 as a result of Windsor Park, and another £92,000 as a result of the 1984 annual appeal. So we still have to find another £71,000 which should be well within our sights and, indeed, leave us with something to put towards our forty-first boat.

I am not disheartened by the results of the 1984 appeal. We have not done so well as we did in the two previous years but we have had to contend with declining numbers in the Civil Service, and we have also had to compete with the Ethiopian relief campaign, which has made a powerful call on all those who are inclined to give to charity. Moreover, I think we have to accept that some of the people who contributed to the outstanding success of the Windsor Park event may have felt that they had done enough without responding to the annual appeal; and indeed, if we are going to continue with a Half Marathon as a regular fund-raising event - as I believe we should - we must recognise that it may to some extent blunt the edge of our regular appeal.

I am most grateful to all the Departmental representatives and others who have helped to organise the 1984 appeal and on whom all the real burden of fund-raising rests. You have done extremely well in a rather difficult year, and I know you will not relax your efforts in 1985.

I am sorry I have not been able to hold so many group meetings this year as I did in 1983/84; but retirement from the Civil Service has made it more difficult. I will try to remedy this later this year and next. In any event I do not think I have any magic new formulae to offer you. The same basic fund-raising drill which has served us well in the past should continue to do so - the key, as usual will be good publicity and some judicious persuasion. I am sure Ray Kipling will be ready with the latest publicity material and Departmental representatives should not hesitate to call on him for ideas and help.

As for myself I, together with a small group of helpers, am grappling with the task of organising this year's Half Marathon. Unfortunately the Crown Estate Commissioners cannot accommodate us at Windsor this year - though they have offered to do so again in 1986 and subsequent years - so we have been obliged to look elsewhere. The venue which has been chosen is the Army's Rushmoor Arena, near Aldershot, and the date which has been fixed for the event is Sunday 13th October 1985. I will not say that Johnnie Moore had a soft option with Windsor Park - he was, after all, pioneering in this road-race business and we now have the benefit of his experience - but having to use mainly the public highway, as we are compelled to do this year, has certainly added a whole new dimension to the problem of organisation! But we are well on our way, and are looking forward to another profitable and enjoyable "fun run".

The initial publicity for the event has gone out in House and Departmental journals, and we will be inviting entries towards the end of April. I will make sure that Departmental representatives have copies of the literature and of the posters which we will be sending out, and I hope they will be able to help with the publicity this year. That was the one area in which the 1984 event was not particularly strong, and where I believe we need to do better in 1985. I will also be writing to heads of Establishments to bring the event to their notice and to submit their support.

What of the object of all this activity - the ST CYBI II herself? She is expected to take up station at Holyhead round about the end of April or early May 1985; and the RNLI are planning the naming ceremony for the autumn - probably September 1985 (Post AGM note: The trials of the boat have since been delayed and the naming ceremony will now take place in Spring 1986). We are hoping for a Royal Sponsor-perhaps the Duke of Kent who is, of course, the President of the **RNLI**; but the **RNLI** have told me that they have drawn rather too heavily on Royal patronage recently, both generally and in Wales; and for this and other reasons would prefer not to ask Royalty on this occasion. There will of course be others for us in future; meanwhile we will be approaching the head of the Civil Service, Sir Robert Armstrong.

I will ask our Secretary to notify Departmental Representatives of the date of the naming ceremony, and I hope that some of our members will be able to attend. Meanwhile, you may like to know that STCYBI II will be on display in London alongside the Jubilee Pier by the Royal Festival Hall, on Tuesday 21 May 1985, the date of the annual presentation of **RNLI** awards. This is an ideal opportunity for many of our supporters to go and see the boat and for the Fund to generate good publicity. I hope the Departmental Representatives will do what they can to bring it to the attention of our supporters and encourage them to take advantage of it.

So, having thanked you - and through you all our many other contributions and helpers who are able to be here today - for your support in 1984, may I wish you a successful fund-raising year in 1985.

CISPOTEL lifeboats do not stop at 40- we must soon start thinking of our 41st, and I hope to be able to announce the Fund's plans for that, and also have some money in hand to go towards it- by the time we meet again in 1986".

**CIVIL SERVICE, POST OFFICE AND BRITISH TELECOM
LIFEBOAT FUND
RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR
ENDED 31st DECEMBER 1984**

1983	RECEIPTS	1984
	Balance brought forward , 1st January	
17,634.07	1984	11,659.37
97,023.88	Subscriptions	69,053.87
	Half-marathon	54,693.20
£114,657.95		£135,406.44
PAYMENTS		
101,053.70	Payments to RNLI	121,333.42
	<i>Administration Expenses</i>	
19.20	Travelling	
45.60	Postage	
34.00	Telephone	
34.50	Audit Fee	34.50
1,811.58	Bank Charges	1,935.05
1,944.88		1,969.55
	<i>Balances on 31st December 1984</i>	
	Bank	214.54
	Girobank	4,266.71
11,644.61	Sums in Transit	7,607.46
14.76	Petty Cash	14.76
11,659.37		12,103.47
£114,657.95		£135,406.44

Signed A. Barker, *Hon. Treasurer*
 Signed Ronald Radford, *Chairman*
 Signed **A. R. M.** Jaffray, *Deputy Chairman*
 Signed D. Trathen, *Member of Council*
 Signed S. B. Bench, *Member of Council*

We have examined the foregoing Receipt and Payments Account for the year ended 31st December 1984 and we certify that in our opinion it records correctly 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.

13th February 1985
 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 1984**

Balance B/Fwd	186,131.49		
<i>Money s received by RNLI</i>		<i>Expenditure by RN LI</i>	
January	13,237.26	<i>Service Allowances:-</i>	
February	12,904.00		
March	4,157.00	1983Services paid in 1984	53.80
April	2,329.00	1984 Services	3,620.78
May	3,388.00	Maintenance	<u>5,000.00</u> 8,674.58
June	1,062.00		
July	923.84		
August	762.00		
October	896.00		
November	9,598.00	Holyhead Lifeboat	
December	19,739.00	ON1095	
	68,996.10	Expenditure to date	270,000.00
 <i>Marathon</i>			
May	5,000.00		
June	3,000.00		
September	44,500.00		
November	1,600.00		
December	320.00		
	54,420.00		
 Marathon moneys direct			
toRNLI		273.00	
Interest allowed on			
unexp ended balances		9,223.73	
Head Post Office , Harrow	80.22		
Royal Fleet Aux. Service	38.15		
Head Post Office, Watford	111.72		
Nat. Economic&Dev.			
Office, Millbank	31.00		
British Embassy , Cairo	263.38		
Procurement Executive			
MOD, Shoeburyness	40.00		
BR Telecom, Sthern Dist.			
Operating Centre	51.00		
Post Office,			
Llandrindod Wells	51.17		
BR Telecom, Taunton	140.61		
Dept. Education &			
Science Darts Club	30.00		
BR Tel. Management			
Coll. Bournemouth	43.57		
FCO (Wives) New Delhi	60.00		
CSCom' isner s, Ilkley	50.00		
BR Telecom ,			
Birmingham Area	858.50		
Fellowship of			
Postmasters, Malvern	34.00		
Office of Population &			
Surveys Census	279.10		
Deeds ofCovenantand			
Sundry Items	333.11		
Covenant Tax Refunds	19.31	2,514.84	
 (Receivedafter31.12.84			
-£10,208.38)			
		Balance in Hand	42,884.78
	321,559.36		321,559.36

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, 1984.

1st March , 1985

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

SUMMARY OF CONTRIBUTIONS TO THE FUND

Received during the year ended 31st December 1984

Agriculture, Fisheries and Food, Ministry of	261.02
Agriculture and Food Research Council	457.15
British Telecom (including the following)	5,865.59
Data Processing Executive	839.68
Research Laboratories, Martlesham Heath	631.00
Headquarters	1,713.62
Cabinet Office	686.34
Central Office of Information	415.19
Crown Estate Office	72.03
HM Customs and Excise	4,036.41
Defence, Ministry of	10,049.76
Education and Science, Department of	564.01
Employment, Department of	9,249.96
Environment and Transport, Department of	5,811.64
Foreign and Commonwealth Office	659.65
Friendly Societies Registry	32.00
Health and Social Security, Department of	4,496.72
Home Office	2,245.84
House of Lords	70.50
Inland Revenue	810.53
Land Registry, HM	741.28
Manpower Services Commission	7.20
National Audit Office	443.03
National Savings Department	289.72
Ordnance Survey	566.59
Overseas Development, Administration	256.09
Parliamentary Commissioner, Office of	40.00
Post Office	7,546.78
Public Record Office	65.80
HMSO	538.20
Trade and Industry, Departments of	1,328.48

SCOTLAND

Scottish Office	2,697.34
Scottish Courts Administration	180.42
Crown Office, Scotland	360.00
Post Office in Scotland	20.00
Aberdeen Telephone Area, Benevolent Fund	30.00
Dundee Telephone Area, Benevolent Fund	50.00
Registers of Scotland	137.00

NORTHERN IRELAND

Agriculture, Department of	744.14
British Telecom	1,057.00
Court Service	78.50
Economic Development, Department of	696.54
Education, Department of	152.00
Environment, Department of	1,997.04
Exc equer and Audit Department	27.00
Finance and Personnel, Department of	674.16
Health and Social Services, Department of	1,382.89
Northern Ireland Office	233.02
Northern Ireland Postal Board	7.00

SPECIAL CONTRIBUTIONS

Mr. A. F. W. Ollett, deceased	26.03
Devonport Dockyard Naval Base Fair	200.00
QADivision, Birmingham Welfare Society	263.00
Mrs. McRae	37.00
Mr. C.H. Hill, deceased	60.50
Sir Ronald and Lady Radford	40.00
Others	58.00
Anonymous	237.78

The Civil Service Benevolent Fund

The Civil Service Benevolent Fund assists civil servants and their dependants with financial assistance when need arises due to unforeseen circumstances, and with residential and convalescent accommodation.

In 1984 the Fund made cash grants and allowances totalling £594,000.

The Fund owns 6 Homes where disabled and infirm elderly residents are cared for. In addition, convalescent facilities are provided at Wessex House, Bournemouth. In 1984 over 600 guests enjoyed a break at the Centre ranging from one to four weeks.

The main income of the Fund is donated by serving and retired civil servants. If you wish to contribute, or your existing contribution has not been increased for some time, a contribution form can be obtained from: The Civil Service Benevolent Fund, Fund House, Anne Boleyn's Walk, Cheam, Sutton, Surrey SM38DY. (For the attention of Publicity Section). Tel: 01-6428511.

THE ROWLAND HILL MEMORIAL AND BENEVOLENT FUND

THE ROWLAND HILL BENEVOLENT FUND exists to relieve distress of Post Office staff and their dependants. In 1983/84 almost £164,000 was expended by grants and interest-free loans in helping around 800 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 is now able to assist Post Office pensioners to obtain sheltered accommodation.

WILL YOU HELP PLEASE - The RHBF could do so much more if it had more cash. There are many former colleagues or their dependants who are much worse off than you are. A subscription of a few pence per week is all that is required. Subscribers' forms can be obtained from your local Post Office, RHBF representative or direct from the Secretary, Rowland Hill Benevolent Fund, Room 404, Armour House, St. Martin's-le-Grand, London EC1A 1AR. Tel: 01-4321234. Individual donations are also welcome.

THE POST OFFICE AND CIVIL SERVICE SANATORIUM SOCIETY

Established 1905
Patron: HER MAJESTY QUEEN ELIZABETH
THE QUEENMOTHER

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.