



The annual Report
of the Civil Service
and Post Office
Life-Boat Fund

1976

1 11. SERVICE AND IP(O)S'f j)Ji1Fil E LIFE-BOATS IN SERVICE

fourteen life-boats out of 15 boats, the east of which has been drafted
by the contributions of the Seafarers and Officers of the Post Office at
home and abroad, remain in service at various stations in the British
Isles. The list of Civil Service boats, at the time of going to press, is as follows:

Civil Service No. 4 The "Lady Scott"

Portsmouth, Co. North

8 The "Inston Chillychill"

Blyth, Northumberland

9 The "St. Cybi"

Holyhead, Anglesey

10 The "St. Andrew"

In Reserve

11 The "North Foreland"

Margate, Kent

12 The "Greater, L. Q. N. 111"

Baumaris

13 The "Pentland"

Mumbles

14 The "Charles Dibdin"

In Reserve

15 The "Duke of Cornwall"

Lizard-Cadgwith, Cornwall

16 The "Joseph Soar"

St. David's, Pembrokeshire

17 The "Charles H. Barrett"

In Reserve

18 The "Eric Seal"

Eyemouth

19 The "Edward Bridges"

Torbay

20 The "Silver Jubilee"

Unallocated

The "P. C. (Royal)"

LB Southend-on-Sea

The E- and G-Boats are maintained and operated towards the maintenance of
these boats and also the funds for the Royal National Life-Boat Institution
the allowances on the part of the crews.

The Civil Service and Post Office Life-Boat Fund

ESTABLISHED 1866

PATRON:
HER MAJESTY THE QUEEN

VICE-PATRONS:

Lord Armstrong of Sanderstead
Sir James Dunnett, K.C.B., C.M.G.
Sir Arnold France, K.C.B.
The Rt Hon. Viscount Hall
Lord Helsby, G.C.B., K.B.E.
Sir Clifford Jarrett, K.B.E., C.B.
Sir William Ryland, C.B.
Lord Sheffield, G.C.B., G.C.M.G. /
Sir Q8-ff(as Alica, G.C.H. LoYd. Cra)aM.
Sir Frank Cooper, K. C.B., C.M.G.

CHAIRMAN:
Sir Ronald Radford, K.C.B., M. B. E.

DEPUTY-CHAIRMAN: C B ,bSC
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COUNCIL:

G.L. Gray, Ministry of Agriculture, Fisheries and Food
Mrs. M.G. Kevis, Agriculture Research Council
Miss. C. von Hayek, British Museum (Natural History)
B.G. Hilton, Cabinet Office
R.G. Moxley, Central Office of Information
R.H. Westrop, Civil Service Department
G.W. Browne, M.B. E., Ministry of Defence, Air Department
Miss E. Bennett, Ministry of Defence, Army Department
T.F. Ronayne, Ministry of Defence, Navy Department
J.R. Hopper, Ministry of Defence
h.11 V.L. CJ.eppcn; 1-:Jt@hequct and Audit Ocpartnrcffl
Miss R. Ward, Department of Education and Science
W.R. Jones, Department of the Environment
V/10 /.kA..J... **Mrs. C.G. Tweed**, Department of Employment
Miss J.M. Hunnybun, foreign and Commonwealth Office
J. Heaney, Department of Health and Social Security
F.H. Mason, Department of Health and Social Security
K.G. Game, Home Office
R.S. Hayward, Inland Revenue
E.J. Smith, II. M. Land Registry
J.J. Allen, Lord Chancellor's Office
Mrs. O.K. Hayward, Department for National Savings
K.G. Butt, Ordnance Survey

J. W. Smart, Ministry of Overseas Development
Mockford, Patent Office
rs. D.M. Lathey, Office of Population Censuses and Surveys
Rex Brindle, Post Office, Central Headquarters
W.D. Florence, Post Office, Telecommunications Headquarters
G.W. Mayne, Post Office, National Giro
J.W. Moody, Post Office, Data Processing
A. Parsons, Post Office, Plymouth
Miss M.E. Hughes, Royal Mint
Mrs. D.N. Rust, H. M. S.O ., Norwich
E.A. Cook, Department of Trade and Industry
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J. Wood, Scottish Office
Miss M.E.O'B. Charlton, Ministry of Finance, Northern Ireland
Miss D. Hamill, Ministry of Health and Social Services, Northern Ireland
R.L Osborn, M.B. E., Beaminster
C. Judd, Ministry of Defence
L.A.G. Stribley, H.M. Customs & Excise.
HONORARY SECRETARY:
J.S. Chapman, 8 New Street, Woodbridge, Suffolk

ASSISTANT HONORARY SECRETARY:

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

HONORARY TREASURER:

R.A. Brall, 12 Devonshire Road, Hatch End, Middlesex, HAS 4LZ

BANKERS:

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

AUDITORS:

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

EXECUTIVE COMMITTEE:

R.L. Osborn, M.B.E.

Miss E. Bennett

W.D. Florence

R.G. Game

Rex Brindle

R.S. Hayward

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

D. Millar

T.F. Ronayne

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

Report for 1976

The Council, in presenting the Annual Report for 1976, wish on behalf of all members of the Fund to express to Her Majesty our loyal greetings and sincere good wishes on the occasion and celebration of Her Majesty's Jubilee Year.

The total subscribed to the Fund in 1976 was a record £64,193. This represented an increase of 13% over 1975 and more than double the figure for 1970. Such an encouraging result is a credit to all departments; most of them increased their level of collections, and some did outstandingly well. New collectors have been established in a number of departments and these new contributors appear in the Summary at the end of the Report. In particular, the Council would like to mention the sum of £13 collected by the crew of R.M.A.S. Typhoon while on duty in Icelandic waters during the "Cod War"; The Typhoon, is a tug normally based at Devonport Dockyard, a staunch supporter of the Fund for many years.

£52,000 was paid to the RNLI during the year, in addition to the usual payments for maintenance of our lifeboats and allowances on service. Of this total £7,000 was paid at the beginning of the year; as was explained in the Report for 1975 this was the total of donations for 1975 received after the books for that year had been closed. A similar situation occurred after the closure of the account for 1976, and a substantial payment was made to the RNLI in February 1977 and will duly be shown in the account for next year. A report on our deposits with the RNLI appears on page 11 of this Report.

The reduction in interest on the No. 1 Deposit account from the 1975 figure is explained by the change of banking arrangements recently introduced; the major Departmental accounts which are used for direct contributions have been converted into deposit accounts, each accumulating its own interest. Thus the drop in interest on No. 1 account is more than balanced by interest added to the Departmental accounts, but these figures cannot be shown conveniently in this Report.

During 1976 the Fund has purchased an "Atlantic 21" which has been named "Percy Garron" and placed on service at Southend-on-Sea. The former Southend boat, "Greater London II" (CS No. 30), is now in the reserve fleet and will be reallocated to a permanent station. The Council have adopted the suggestion of the RNLI, as mentioned in the 1975 Report, and purchased a "Rother Class" boat, and Her Majesty the Queen, our patron, has graciously consented to its being named "Silver Jubilee" to celebrate her Jubilee Year. This boat, CS & PO No. 38, will be stationed at Margate during 1977 after being shown at the Boat Show in 1977.

During the year our boats, including the Atlantic 21 "Percy Garron" at Southend-on-Sea, have been fully engaged and the usual report of services appears on page 12.

On Monday 6th December the Torbay Lifeboat, the "Edward Bridges" carried out a daring and gallant rescue under appalling conditions. The official report reads as follows:-

At 0058 on Monday 6th December 1976, the Honorary Secretary was informed by the Coastguard that the Motor Vessel Lymrn had requested immediate assistance 6 miles east of Start Point. Her exact position was uncertain, her radar was unserviceable, her steering gear had broken down and she had developed a list.

The "Edward Bridges (Civil Service No. 37)" slipped from her moorings at 0115. The lifeboat's Coxswain was away fishing out of Plymouth, and 2nd Coxswain Keith Bower therefore took command.

The wind was southerly force 9-10, having been building up from that direction for about 8 hours, and, as soon as all was secured for sea, the 2nd Coxswain ordered everyone inside and all doors and hatches closed. He was able to proceed at the full speed of nearly 19 knots in only a slight to moderate sea eastwards towards Berry Head. As the lifeboat rounded the headland and set course southwards however, huge seas were immediately encountered head-on, so that 2nd Coxswain Bower felt obliged to ease the throttles drastically. It was almost a spring tide which was now running at about 1 knot against the wind. The seas were therefore steep and the largest waves were estimated at 40 feet. They were the worst ever experienced by this crew.

After rounding Berry Head, accurate navigation was entirely dependent on Decca fixes. It was out of the question to use the parallel rulers, which were twice caught in mid-air, whilst the dividers became lost completely and could not be found again until next day.

The 2nd Coxswain found that, by cutting his throttles almost completely on cresting the largest waves, and then opening up to about 1500 r.p.m. (13 knots) again, he could prevent the boat from becoming "airborne" too often and from pounding too hard. In this way, with the aid of the 1 knot of tide going with it, the Decca fixes show that the lifeboat made good about 10 knots over the ground or 9 knots through the water. Such was the number of times it was necessary to reduce speed.

As the sea condition worsened, the 2nd Coxswain thought he could make better and more comfortable progress by keeping the sea more on the bow, so he steered about 20° to the east of his intended track until about 0154, when a radar contact was obtained 5 miles on the star-board bow only about 1 mile from the originally reported position of the casualty. 2nd Coxswain Bower then altered towards this contact, which put the sea and wind across to his port bow. The navigator plotted the contact by taking its range and applying this to his own Decca fixes, from which, even using rough estimates, it soon became apparent that the contact was making good progress on a northerly course and was therefore not the casualty.

All except 2nd Coxswain, Keith Bower, Assistant Mechanic, John Hunkin, who manned the VHF throughout, and one other crew member, suffered sea sickness on this outward journey, but all per-

formed their duties nevertheless. Particularly noteworthy in this respect was John Dew who acted as navigator in the sea beside the Coxswain. His task was vital, as visibility was severely restricted by rain, spurn- and spray, and he carried it out very efficiently, utilising the radar, the Decca Navigator, and a seasickness bag.

At 0215 the coastguard updated the casualty's position to 114°(T), 7.5m from Start Point, and the lifeboat altered to port to a course of 169° (T) for the new position. Two echoes then appeared 5 miles ahead of the lifeboat and, ten minutes later, the 2nd Coxswain sighted lights about 3 miles ahead. Start Point Radio now gave the wind as force 10 to 11.

Keith Bower made an assessment of the lifeboat's chances of being able to effect the rescue and decided that it probably would prove impossible, or at least highly dangerous for the survivors, to attempt to take them on board the lifeboat. He therefore asked for them to be taken off by Sea King helicopter. The Coastguard eventually replied that there was no Sea King available.

The lifeboat arrived on the scene at about 0240 and the 2nd Coxswain proceeded to the Upper Conning Position, taking John Hunkin with him to man the VHF and talk to the Lyrma's Captain. Two other vessels were standing by. The Lynna had a heavy list to starboard and was slowly steaming in a circle to starboard, pitching and rolling so that her well-deck was awash on her rolls to starboard, and the Captain said he feared a further shift of cargo would capsize her. He wanted every-one taken off.

At about this time the wind was starting to veer a little, but with no reduction in intensity. The very heavy swell continued from the south, and, as the wind veered, the sea became more confused, so that conditions were steadily worsening.

The lifeboat told the casualty's Captain that he should put his life-raft over the side and get his crew into it, so that the lifeboat could then pick them up safely. It was apparent, however, that there was much confusion on board the Lyrma, no English apparently being spoken except by the Captain, and the lifeboat had difficulty in getting any real acknowledgement of suggestions or instructions.

The Coastguard now advised that the RFA Engadine was approach- ing and had a Wessex helicopter which she hoped to get airborne at 0315, weather permitting. The lifeboat Coxswain therefore decided to lie off and await the helicopter's arrival.

At 0257 the casualty put her liferaft over the port side for'd, but it appeared that no one was willing to get into it. She then appeared to stop her engines and lay bows west, port beam to the sea.

At 0330, Engadine's helicopter arrived and a winchman was lowered over the Lyrma's after superstructure. He swung like a pendulum in the wind, however, and a second approach had to be made. On the second attempt, the winchwire became fouled on a boat's davit on the casualty and the winchman himself was injured and had to be recovered. I have since met the pilot of this helicopter and he told me his instruments

showed a rise and fall, in the freighter's deck level of 30 feet during this time. He reported that helo lifts were impossible except from a life lift and the 2nd Coxswain admits to considerable apprehension at this news as he had pinned all hopes on the helicopter. Now he made one more plea to the Lyrma's Captain to get his crew into the life-raft, but there was no response. So, at 0345, he decided to make a trial run onto the casualty's starboard quarter.

The 27,000 "Eurofreighter" was attempting to make a lee for the rescue operations, but the 2nd Coxswain reports that, if anything, her presence appeared to be making the sea even more confused. He did not consider that the use of storm oil would be effective at all under the circumstances. The trial run was encouraging, however, and the Captain now agreed to muster his crew on the starboard side aft to be taken off.

John Dew and Mike Mills proceeded for'd to place fenders and take the survivors aboard, while the other two crew members prepared to lead them aft and inside the lifeboat.

On the first alongside the only woman passenger was successfully pulled aboard. The lifeboat then went astern and tried again. This time the motion between the two vessels forced the 2nd Coxswain to come hard stern again at the last minute .

On the next approach two more were pulled aboard by John Dew, standing between the for'd guardrails and the inner pulpit rails to catch them. Next time only one could be got aboard before Keith Bower was obliged to withdraw again. Another abortive approach followed, then run number 6 was commenced. As the lifeboat's port bow came alongside, the Lyrma rolled heavily to starboard, crushing nine guardrail stanchions inboard (the foremost ones as far as 45°) and sending the lifeboatmen leaping for safety over the pulpit rails as the guardrail bolts sheered "like rifle shots" . so that all thought some severe structural damage was taking place. The lifeboat was trapped under the casualty's gunwhales, and, as the freighter rolled down on top of her, John Hunkin, standing beside Keith Bower on the Upper Conning Position leaned over to fend off the casualty's lifeboat, still in its davits, about 5ft inboard from Lyrma's side. He could reach it with his hands. One more survivor jumped to the lifeboat's deck while another hesitated. Then John Dew came forward over the pulpit rails again and dragged this man aboard as Keith Bower put both engines full astern and the lifeboat shrugged herself free.

On the next run, the seventh crew man came aboard and this left only the Captain visible on deck. He shouted that the other two crew members had taken to the life-raft over the port bow and he would now leave the ship himself. It took two more runs, however, before he could be taken aboard.

During this entire evacuation, Engadine's Wessex stood by and the pilot has told me that he considers the lifeboat displayed " fantastic seamanship". He would not have believed it possible to get anyone off safely by lifeboat in those conditions.

The lifeboat now manoeuvred to the windward side of the casualty

and the life-boatmen tried by sign language to indicate to the two occupants that they should cut themselves free and allow the raft to drift clear of the Lyra so that they could be picked up. It took a long time and a great deal of gesticulating but they finally understood. The life-raft duly drifted aft, a hand reached out to grab the line thrown from the lifeboat's bow, the 2nd Coxswain turned to port to make a lee, and the last of the ten survivors were soon safely lllled aboard over the lifeboat's starboard side. It was 0410.

All the rescued were then placed inside the lifeboat and the after door was closed. Three crew members remained inside with them but there was so much seasickness taking place and the air was so foul that two crew members elected to take their chances on the after deck for the return journey. So also did the Coxswain and Assistant Mechanic, who remained on the Upper Conning Position as they had since arrival at the casualty. The 2nd Coxswain felt that this had the advantage that he could better observe the large following seas and thus more readily take action to prevent broaching.

The visibility had also improved so that he could easily navigate visually from the upper bridge. The wind having veered to about SW, had reduced the seas somewhat in comparison to the outward passage, and, although full speed was maintained all the way home, only two broaches occurred.

The lifeboat reached her refuelling berth at 0510.

The RNLi Committee of Management awarded a Gold Medal to 2nd Coxswain Keith Bower and Bronze Medals to Motor Mechanic Stephen Bower, Assistant Mechanic John Hunkin and crew members John Dew, Mike Mills, Nick Davies and Richard Browrt.

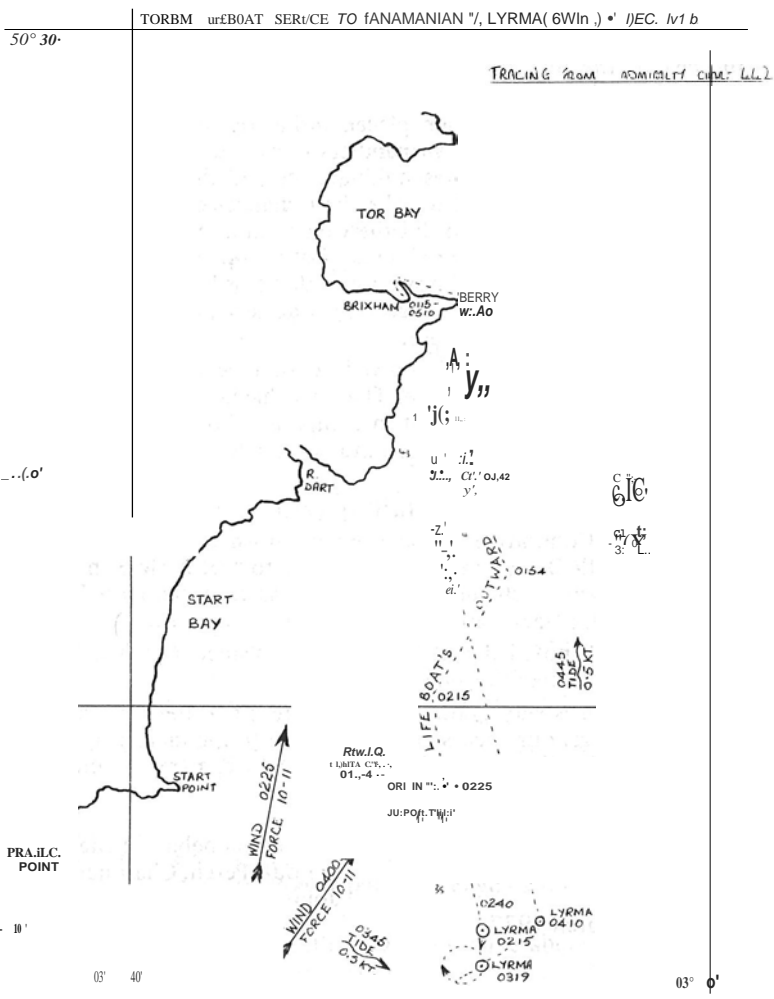
It should be noted that it is over 20 years since medals were presented to the whole crew for one service.

The Council is very gratified with the result of the 1976 collections and proceedings; our success is entirely due to the increasing efforts of the individual collectors in the Civil Service Departments and the Post Office.

Signed on behalf of the Council
Louis Petch, Chairman
John Chapman, Honorary Secretary

Dated 25th March 1977

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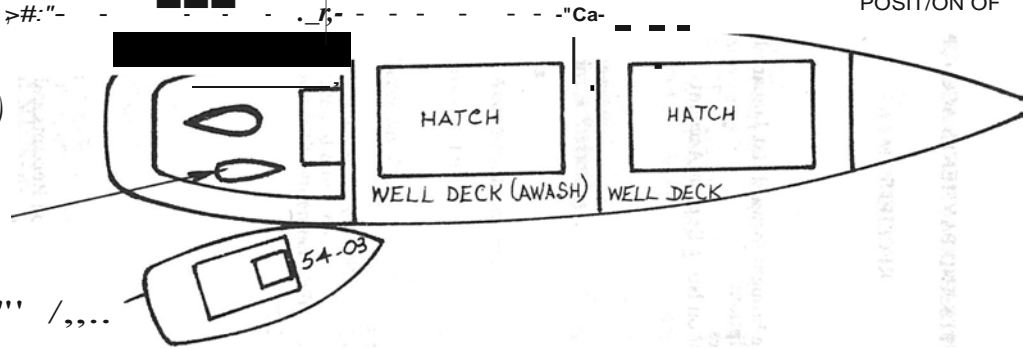
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RECEIPTS AND PAYMENTS ACCOUNT

RECEIPTS

1975 £		1976 £
10,011	Balanc e brought forward, 1st January 1976	13,414.80
57,029	Subscriptions	64,180.75
18	Legacies	12.50
930	Interest on No. 1 Deposit Account	733.64
		<hr/>
<u>£67,988</u>		£78,341.69

We have examined the foregoing Receipts and Payments Account for the year ended 31st December 1976 with the books and vouchers. We have received all the information and explanations we have required. We certify that in our opinion it records correctly the transactions of the Civil Service and Post Office Lifeboat fund for the year under review as disclosed by the books and in accordance with the information and explanations furnished to us.

10th February 1977
CANTERBURY

REEVES & NEY LAN
Chartered Accountants

1st JANUARY 1976 to 31ST DECEMBER 1976

PAYMENTS

1975 £		1976 £
	<i>Payments to R.N.L.I.</i>	
5,000	Maintenance of Civil Service Lifeboats	5,000.00
2,251	Allowances on Service 1975	2,143.70
45,000	Final payment for "Edward Bridges"	7,000.00
177	New Fittings for C.S. Lifeboat Stations	
	First payment for 'Silver Jubilee'	45,000.00
52,428		59,143.70
	<i>Administrative Expenses</i>	
1,495	Printing, Duplicating & Stationery	1,916.86
25	Postage	30.55
	Travelling Expenses	15.00
10	Audit Fee	10.80
600	Provision of Office Accommodation etc.	600.00
2	Clerical Assistance	
13	C.S. Sailing Association - Trophies	
2,145		2,573.21
	<i>Balances on 31st December 1976</i>	
12,143	Bank Account	9,280.90
1,139	Cheques in transit on 31st December 1976	7,167.12
	Subscriptions, etc. received direct by	
115	R.N.L.I. in year ended 30th September 1976	163.33
18	Petty Cash	13.43
13,415		16,624.78
£67,988		£78,341.69

(Signed) R. A. Brall, *Hon. Treasurer*
 (Signed) L. Petch (*Chairman*)
 (Signed) J. W. Smart *Member of Council*
 (Signed) R. H. Westrop *Member of Council*

**DEPOSITS WITH THE ROYAL NATIONAL LIFE -BOAT INSTITUTION
 YEAR ENDED 31ST DECEMBER 1976**

Receipts		Expenditure in year -	
26.1.76 Receipt	7,000.00	o.n. 1037 - final nest cost	162,383.47
30.12.76 Receipt	45,000.00	already funded	154,162.00
		Atlantic 21 (Southend)	8,221.47
		Boat and Shoreworks	14,500.00
		o.n. 1046 "Silver Jubilee"	
		On Account	29,278.53
	<u>52,000.00</u>		<u>52,000.00</u>

I certify the above to be a true record of the receipts and payments of deposits made with the Royal National Institution by the Post Office and Civil Service Life-boat Fund during the year ended 31st December 1976.

R.M.S. PRIEST LEY, r.C.A.,
 Chief Accountant
 Royal National Life-Boat Institution

e Record of the Civil Service and Post Office -Boats

during the year ended 31 December, 1976

Station	Life-Boat	Launches	Lives* rescued	Boats and Vessels saved
Blyth	"Winston Churchill" (Civil Service No. 8)			
Portrush	"Lady Scott" (Civil Service No. 4)			
Holyhead	"St. Cybi" (Civil Service No. 9)	7	6	
Margate	"North Foreland" (Civil Service No. 11)	10		
South end-on-Sea	"Greater London II" (Civil Service No. 30)			
	"Percy Garron" I.L.B.	38	14	4
Lizard/Cadgwith	"Duke of Cornwall" (Civil Service No. 33)	5		
St David's	"Joseph Soar" (Civil Service No. 34)			
Eyemouth	"Eric Seal" (Civil Service No. 36)	2		
Torbay	"Edward Bridges" (Civil Service No. 37)	11	10	
Mumbles	"Pentland" (Civil Service No. 31)	4		
Reserve	"Charles Dibden" (Civil Service No. 32)			
	"Charles H. Barrett" (Civil Service No. 35)	4		
	"St. Andrew" (Civil Service No. 10)			
		84	30	5

This brings the total of lives rescued since the foundation of the Fund to 3526.

* Lives are not claimed as "rescued" unless there is a strong possibility that they would have been lost had no rescue been effected.

SUMMARY OF CONTRIBUTIONS TO THE FUND

Received during the year ended 31 December 1976
from the Departments listed below:

	£
Agriculture, Fisheries and Fod, Ministry of	1,266.59
Agricultural Research Council	470.47
Central Office of Information	143.69
Charity Commission	48.00
Civil Service Department	915.00
Crown Estate Commission ...	43.00
HM Customs and Excise	4,229.71
Defence, Ministry of (excludes £4 received direct by RNLI)	9,797.80
Employment, Department of	5,215.29
Energy, Department of	90.14
Environment, Department of the (excludes £1.55 received direct by RNU)	4,516.19
Export Credits Guarantee Department	117.70
Friendly Society Registry ...	12.75
Government Actuary's Department	10.00
Health & Social Security, Department of	5,366.71
Home Office ...	1,991.43
House of Lords	26.31
Industry, Trade and PCP, Departments of	915.31
Inland Revenue	5,790.00
Land Registry, HM ...	261.21
Lord Chancellor's Office	1,086.89
National Debt Office	17.60
National Savings Department	398.69
Ordnance Survey	391.45
Overseas Development, Ministry of	180.50
Parliamentary Commissioner Office of	21.00
Patent Office	117.31
Paymaster General's Office	55.44
Population, Censuses and Surveys, Office of	170.20
Post Office	11,701.35
Public Record Office	25.32
Public Trustee Office	50.00
Public Works Loan Board	6.60
Royal Courts of Justice, Admiralty Practitioners and Admiralty	
Registry per the Admiralty Marshal	246.50
Science Research Council	167.57
IIMSO	476.30
Treasury HM ...	113.00
WALES	
Welsh Office ...	162.01
Post Office	343.05
SCOTLAND	
General Register Office for Scotland	46.00
Post Office	1,772.85
Registers of Scotland, Department of	46.00
Scottish Office	1,302.71
Scottish Record Office	14.14

Northern Ireland

Service, Central Secretariat and Northern Ireland Office ont Castle only), Department of	91.78
Comm erce, Department of ...	48.83
Education, Department of ...	75.50
Environment, Hous ing, Local Government and Planning, Department of	874.74
Finance, Department of	520.02
Health and Social Security, Department of	672.12
Manpower Services, Department of	303.02
North ern Ireland Assembly, Office of	11.60
Northern Ireland Office	89.37
Postal and Telecommunications Branch	736. 23

Special Subscriptions

Royal Air Force, Hanington	20.00
Royal Air Force, Coningsby Officers	5.00
Nicholas Chapman Esq	5.50
DHSS Castleford	4.00
Letchworth Skillcentre	2.00
Mrs Nancy Still	11.80
In Memory of Miss R M Bat es (Cardiff Marine Section, DHSS)	4.50
Miss M Tuffill	5.00
Malta Army and Navy Sail Training Club	6.00
In memory of Irene Joan Parker (Crown Estate Office)	11.50
Devon port Naval Base Fair ...	100.00
Miss L Hyland	5.00
Miss O Pappalardo ...	2.00
Miss Jun e Mack (Sports Council)	2.00
Plate Room, Mini stry of Defence, Wool wich	4.00
RAPC Comput er Cnetre, Winchester	20.13
In memory of Raymond Gregory (Audit Branch, Department of Industry)	7.54
Royal Air Force, Newton ...	2.50
In memory of Eric Pedlar (Crown Estate Office)	7.00
Anonymous dona tion s	39.50
In mem ory of Miss E A Proctor (Dept. of Environment)	50.00

Legacies

Miss E A Close	12.50
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Requests have been received from certain branches of the Contributin g Offices to show separately the amounts collected by them. These amo unt s, which are stated below, are included in the totals shown in the Summary of Contributions received during the year ended 31 December 1976:-

	£
Post Office Data Processing Service	370.02
Ab erdeen Telephone Area ...	20.00
Royal Court s of Justice, Admiralty Practitioners and Admiralty Registry:	
Mr B Sheen QC Chamber s	10.10
Bentleys, Stokes and Lo wless	15.00
Craw ley and de Reya	5.00
Clyde and Co	30.00
Constant and Constant	25.00
Wm A Crump & Son	5.00
H ii Dickinson and Co	10.00

Holman, Fenwick and Willan	15.00
Ince and Co. ...	19
Ingledeu, Brown, Bennison and Garrett	19
Andrew M Jackson and Co....	10.00
Middleton, Lewis and Co. ...	10.00
Sinclair, Roche and Temperley	30.00
Waltons and Morse	15.00
J Franklin Willmer QC Chambers	15.00
Richard s, Butler and Co.	10.00
Office Staff	6.50

The Civil Service Benevolent Fund

The Civil Service Benevolent Fund spent over £275,000 in 1976, helping 4,175 serving and retired Civil Servants and their dependants.

The Fund is managed by a Committee of serving civil servants helped by over 5,000 voluntary representatives and over 1 00 local committees in the United Kingdom and Northern Ireland.

Are YOU helping? You can do so by simply completing a form authorising the deduction of only a few pence each week from your pay. Forms can be obtained from the Fund's local representatives or direct from the Civil Service Benevolent Fund, Watermead House, Sutton Court Road, Sutton, Surrey.

THE ROWLAND HILL MEMORIAL AND BENEVOLENT FUND

THE **ROWLAND HILL BENEVOLENT FUND** exists to relieve distress of Post Office operational staff and their dependants. In 1975/76 almost 1,000 individuals were assisted by means of free grants or interest-free loans. 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 make quite a 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 to provide the cash to enable the RHBF to continue to do its job? 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 305, Armour House, St. Martin's-le-Grand, London, EC1A 1AR. Individual donations are also welcome.

The Post Office and Civil Service Sanatorium Society

Patron: Her Majesty Queen Elizabeth The Queen Mother

CANCER TREATMENT •• Operation fees paid and hospital charges met in accordance with the Rules. Fees and charges in excess may be authorised. Domestic expenses defrayed,

TUBERCULOSIS and RESPIRATORY ILLNESSES . . • The Society provides treatment at its modern chest hospital at Benenden, Kent, and its Children's Unit at Seaford, Sussex.

SPECIALIST'S CONSULTATION FREE

HEART CONSULTATIONS FREE

TRAVELLING AS NECESSARY FREE

EARLY TREATMENT essential

BENEFIT FREE after 6 months in the Society

SUBSCRIPTIONS deducted from pay

ENROLMENT is open to EVERYONE under 60 in the Post Office and in the Civil Service:

The Society brings the best possible treatment within the reach of all staff at small cost. Wives/Husbands, Children and Dependents may be enrolled if under 60 years of age.

For further particulars about the Society and as a measure of precaution, write to the Secretary at 63 Catherine Place, London, SW1E 6HE. Telephone 01:..834-5022.