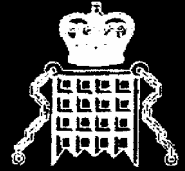


The Bond



NEWSLETTER OF THE
FEDERATION OF CUSTOMS AND EXCISE RETIRED STAFF ASSOCIATIONS
AND THE
RETIRED MEMBERS BRANCH OF THE SPORTS CLUB

January 2003

Volume 8, Issue 1

LAST CHANCE !

Philip Turner, Editor of "Portcullis", recently sent out a request for all those wishing to continue receiving the magazine to advise him by 30th September 2002.

It is necessary for those wishing to continue to receive "The Bond" also to be on the same list.

It has been agreed to extend the deadline to 31st January 2003 (the end of this month) and therefore you are asked to complete and return the notification below to ensure continued receipt of both (if you have not already done so).

Please act now, and post it off immediately !

I wish to continue to receive *Portcullis* and *The Bond*.

Name _____

Address _____

Postcode _____

Post to: -

Philip Turner
Portcullis
5th Floor East
New King's Beam House
20-22 Upper Ground
London, SE1 9PJ

OPPORTUNITY KNOCKS

(FROM "Badger")

Our launch crews often pulled a yacht off a sandbank or gave a lift to a couple seafarers from a remote jetty; it was part of the camaraderie of a port. In turn fishermen would warn of masses of thick weed and seamen would readily help to moor the launch at a pier or jetty. In a port there is a strong community spirit.

In 1966 the launch broke down at Portsmouth and began to drift out of the harbour (the Board in those days were not willing to go the expense of fitting radio or radar equipment). The private yacht of a Canadian born actor, later talent presenter, came alongside and offered to help. After returning the launch safely he ensured that all the national press were aware of his gallant rescue, and his announcement that he was going to claim salvage of the launch. (*I have seen several disputes arise over salvage; one of the rules to decide: did the rescuer accept your towline, or did he secure his line to the vessel?*) There was an unexpected backlash, and several papers published letters of protest from grateful yachtsmen and seafarers indicating that the Customs never claimed salvage in similar situations. One paper quoted one of our brave officers who had been awarded three Royal humane certificates for rescuing lives off Haslar on three separate occasions. The letters came from many parts of the country and by balance under the salvage rules the Customs staff could have earned themselves a lot of money. Some even wondered if the millionaire actor had rescued the boat to gain publicity ("*Sincerely, folks!*"). Some yacht clubs indicated that he would not be welcome in using their facilities in the future.. He began to see the disadvantages of his actions and withdrew his threat of a claim.

The reference to Ron Sanders' Winston Churchill Fellowship in 1972 (October Bond) brought back memories. In his talk on his return from studying the drugs trade he concluded something like this: "The Americans said to me, ' We have lost our fight against drugs; you still have the chance to win yours. Don't let the chance slip'. ". Sadly, we did let the chance slip.

Bernard Shelling,

The Esplanade Hotel
Newquay
Location of
The FOCERSA / RMB
AGM
And
Reunion
31 March – 3 April



'March Divided But Fight United'

(77th Infantry Brigade)
www.magweb.com

THE BOND—SOME OPINIONS
(REF. DEREK KINRADE'S LETTER, OCTOBER 2002)

I entirely agree with Derek Kinrade about "too much looking back" in *The Bond*. Personally I would enjoy reading about what the retired have enjoyed and benefited from recently, rather than memories of the 40s, 50s and 60s. **George Sharpe**

.....
Yes Derek - retirement is for living - but perhaps more than any other Government Department most of us enjoyed our service in the company of a great bunch of people, and we very much like to recall genuine friendships and experiences shared in unique circumstances. It is good to see that many readers genuinely look forward to reading *The Bond* - probably because it is mainly about us as people. I receive other Civil Service Retirement magazines, but they do not bring a smile to my face, and I am in no hurry to read them. For me the Bond is a very important part of living.

Ron Sanders

.....
I must admit the letter from Derek Kinrade struck a chord. Personally I do find the reminiscence content of *The Bond* rather excessive, but that does not surprise me, because I always thought C&E a Department that spent too much time dwelling on its glorious past! I could provide some examples from my time in Marine Branch to support my view, but I won't at this time. Having said that, I understand this criticism of *The Bond* is one that could be levelled at many retirement groups' newsletters. Perhaps, and picking up Derek's point on balance, content should be a mix of the past and present, i.e., what I did in the good old days, and what I am now doing in the "third age" post-retirement days. For example, on gaining early retirement (I prefer the expression 'early release'!) I went back to university to do an MA Maritime Studies. I wonder if others chose the same route? It may be that your readership is more than happy with current content. **Kevin Olsen**

.....
I receive enough glossy magazines together with all the advertising, and I spend too many hours each day trying to keep pace with 'living'. What a joy it is each month to receive Portcullis and to wonder at HMC&E, 21st Century mode, and then to reminisce through the medium of *The Bond* about a career that gave me so much pleasure, and that introduced me to a practical world so alien to many Civil Servants. Here's strength to your elbow! Incidentally - some months ago I sent a photo to Ron Sanders of a North Shields Waterguard Football team in which I appeared as reserve in 1954/5 when we played the Norwegians. I still have a miniature flag pole with a Norwegian flag that was presented to me. **Brian Crawley**

.....
Derek Kinrade may have a point about 'balance'. However, the common 'bond' between all the readers of *The Bond* is their time together in the Department. Another thing to remember is that anybody who takes on the editorial task must have a thick skin. If 90% are happy with the content, they are unlikely to say so. Several of the other 10% are likely to express their dissatisfaction. Perhaps the 'balance' could be redressed by including snippets of readers' suggestions/recommendations for financial survival for pensioners - insurances, discounts, holidays, suitable part-time employment, leisure, adult education, etc. **Malcolm Holmes**

.....
It is sad that Derek Kinrade believes that all most of us do is to look back. Not true Derek, but after all there is more behind us than there is before us - at least in terms of time! Most of us lead an active time in retirement [how did we ever find time to conduct the Board's business?] but I doubt that readers of the Bond would really be interested in how I spend my time. David needs copy for the newsletter and what better than anecdotes of our time in the Service? Whatever its shortcomings, you must admit that some of our C&E activities did have their amusing moments [some unprintable], and it is evident that many of us enjoy a little lamp-swinging from time to time. No doubt when we get to Newquay in April there will be many a "Do you remember when.....?" and "Whatever happened to old.....?" **Anthony West**

.....
In response to the letter from Derek Kinrade, I have enjoyed the reminders of a job once fulfilling with some interludes of real humour, and invariably the favourite topic at any reunion of retirees. A few minutes a month reading the Bond doesn't amount to perpetual looking back, in my view. Is there a proposal for an alternative? **Tony Bonvoisin**

" END OF A JOURNAL "

*Clearly the last few pages show the man;
Wednesday ex 142 the duty taken
Thursday at unfamiliar Custom House
Returning in silence commission, seal,
Friday a schemed day off duty
Relief already in his place;
And Saturday, a line across the page
"Retired from Service", then no more.
How curt the severance, how short our memories.*

BERGDALE

The above, contained in the December 1965 Customs Journal was written in response to a challenging article by Douglas Houghton M.P. (any relation Paul?) in "TAXES" in which he deplored that "the only official touch is a letter of thanks and good wishes from the Head of Department and a presentation by the staff. Thereafter, loneliness, illness, depression, despair and death are no business of the employer" (reported in Customs Journal August 1965). The article led to more active roles by the Civil Service Benevolent Fund and Civil Service Retirement Fellowship.

We in Customs & Excise always considered ourselves as belonging to a special family, and thus the creation of CERSAs, the FEDERATION and the RMB of the C&E SPORTS BRANCH. Our most important means of communication between our retired is the BOND with Paul Houghton as its first editor and Dave Taylor as its current editor. It is a newsletter which is eagerly read by many retirees and it is of vital importance to those who are housebound. The content is mainly about times past with plenty of humour but are we missing something? It is the newsletter of both the Federation and RMB but should we encourage contributions from other organisations such as the Investigation Branch Retirement Association, Waterguard Clubs and other non affiliated associations? Welfare provisions for the retired are constantly changing: is there benefit in publishing the more important developments?

Some retirees took a decision not to associate with former colleagues on retirement, but they still receive the Bond. Should they continue to do so? What developments of interests are possible in the sporting area such as organised national fishing/walking/bridge/golf/chess? As many retirees enjoy computers, can we develop chat rooms?

The list of possibilities is endless but PLEASE let Dave Taylor know your views for publication in the Bond. Perhaps it is your view that the present content is exactly right. But if you receive the Bond at present and whether you are, or are not, a member of the RMB/CERSA, PLEASE let us know your views.

Ron Sanders

Chairman, FOCERSA

WANTED

Personable female, with good sense of humour, thick skin, and good communication skills, who is interested in an opportunity to produce a monthly column for a newsletter currently dominated by chauvinistic males.

Some knowledge of Customs and Excise including VAT is desirable, as no training is available.

No salary is payable.

Applicants should contact Editor, The Bond.

7 Waterside Park
Portishead
Bristol BS20 8LL

Tel: 01275 848816

12 November 02

Mr. Dave Taylor,
Editor 'The Bond'

Dear Mr Taylor,

Congratulations on the most interesting Newsletter. Always a good read and please keep the reminiscences coming.

I thought you may consider the following suitable for inclusion in your august organ.

James CHUBB joined the Excise in 1778. He served in West Wales and Bristol Collections and was a devout follower of John WESLEY. This is an extract from a transcript of his 'Bristol Journal'. The spelling and underlining are his own.

My mind was very much exercised from feast to feast with obscene toasts, and staying up late at night was a new way of living to me, for my usual way was not only to be abstemious but often to fast. Oh how did my soul mourn in secret for those ungodly wretches called Officers of Excise, swine, brutes. I desired death rather than live at this rate. My soul did greatly rejoice in meeting with a few that feared God in Pembroke & H. west. At Llandilo, Ballard the Supervisor got very drunk & insisted on my drinking and doing as he did, but I refused and got off from those wicked men secretly and went to bed. The Supervisor came after and pulled me out of bed. I threatened him that I would acquaint the Board, which made him desist.

"Plus ça change, plus c'est la même chose"

Best wishes

Yours sincerely,

Bob Barwise
(BOB BARWISE)

4 Creskeld way
Allerton
Bradford BD15 9BA
01274 542581

Dear Sir,

As the Waterguard seem to monopolise 'The Bond', may I be allowed to describe an event in the late 'fifties when I was a UO in Hull Collection? I was officiating in Beverley Excise, a single-Officer station, and I think the Officer then was Bob Young. I was in the office on a Friday afternoon writing up some visits when I got a call from the A/Collector, Hull, about an inward flight at RAF Leconfield on the Sunday. He explained that there would only be the crew and a few airmen going on leave. The flight was intended for Lyneham where there was a resident PO but it was to be diverted. Also, the Hull mobile rummage crew was not available. So it was a case of 'it's all yours'. On the Saturday morning in the office I had to work out the duty on spirits and cigs just in case, and dig out the 'duty receipt book' which only had about 3 blank pages. I found a few public notices and the largest available C & E sign.

I was staying at Whitty's digs in Westbourne Ave., Hull - well known to U.O.s as a cheap & cheerful place! (there were also other descriptions!). When I arrived at Leconfield, I got into the Sunday papers in the Control Tower where there was an ample supply of coffee. I was given periodic briefings which did not bode well. Firstly, there could be two Britannias instead of one, and they could be full instead of nearly empty. Also, they were delayed. I eventually had lunch in the Officer's Mess - better than a 5-star hotel. The waiters were Corporals and they addressed me as 'Sir', little knowing that I had not long been demobbed from the Army as a private. The wine was first class and after lunch I played snooker with the Duty Officer. I then had a Flt Sgt assigned to me, and we set up a long table where I set out my quite inadequate bits and pieces. It was at this stage that the Sgt warned me that the airmen would be loaded with duty-frees as they had been told that there was no Customs control at Leconfield! The first one landed and I looked with horror at the number getting off and what they were carrying. Yes, they were loaded, and I had to make my mind up as to what attitude I was going to adopt. "I know, a call to the PO at Lyneham." He was in the Officers' Mess at the time and he was *truly* helpful: "You've got to understand, I have to live with them". Thank you very much.. A quick decision - I would do it to the book. Pay up or leave them with me. Out of the 100 or so, about 3 or 4 paid up, and for the remainder I had to give receipts on pages torn out of my note book stamped with my Beverley Excise date stamp. It took hours for me to deal with them but they were reasonably calm and cool. After the last one had moved away I asked about the crews. I was told they were still on the planes. My car was a Mk1 Consul, and I filled every inch of it with the cigs and drink. I drove out to the first plane and noticed that there was a pile of tobacco on the tarmac. When I looked up, the pilots were taking cigs one by one out of the packets and shredding them. The pilots in the other plane were doing the same. I told them I would stay as long as necessary. It took a few hours, and then I returned to Whitty's - the Queen's Warehouse was shut - and I managed to carry all the seizures up to my room without being seen. It was teatime when I arrived, but I couldn't have any as my room, like all the others, did not have a key. First thing Monday morning - no breakfast, of course - straight down to the Q.W. A lot of moaning about the lack of paperwork; so I asked the Appointer if he could have done any better. On the Surveyor's next visit there was much criticism also, by him. He was the Surveyor, York and his name was Hardy. He once saw me in York when I had been to the Races. He stopped me and. asked me if I was on leave! - What a nerve! Actually, I was on *amending leave*; can anyone remember such a thing?

Yours sincerely

I



Alan Ball

Mike Porter OBE RD*
168 Bishopsteignton
Shoeburyness
Southend-on-Sea
Essex
SS3 8BQ

Dear Dave

EARLY DAYS OF THE RFTU

You ask if anybody remembers the very first days of the RFTU. You may well have many responses, but I recall this very well although I am very unsure of names after this length of time. It started about the mid 1960's, when I was a UO in London South. Initially there was one Sherpa Van, which was based at the Stores Branch in Woolwich. The area covered was London South and a large part of Dover Collection.

I officiated for the first Road Fuel Control Officer (RFTCO) several times in the first couple of years. He was based at London South PT/Excise at Blackfriars. I was, if memory serves me right, the third Road Fuel Testing Officer (RFTO), who was an UO, and we did two spells of three months each. Our drivers were "Watchers."

My main memory, very closely shared by my wife, was the stench of diesel that percolated our clothing from spills! You could not get rid of this, even after washing, and we threw all my clothes away after each spell of duty. We had nothing sophisticated in those days, but drew samples with a siphon and a plastic squeeze bottled. Naturally the fuel went everywhere, especially on windy days. Testing was also an art, and the chemicals not very efficient. Working conditions on the Unit were very poor, as was the lack of good ventilation in both the cab and the (so-called) laboratory/office.

My other memories are of the discrepancy in the sentences handed out to offenders. At one end of the scale was an international engineering company, which was proved to have used thousands of gallons of agricultural fuel in their vehicles and were fined a pittance. Smaller "frauds" had comparatively heavier fines. But my worst memory was of a large farmer, who had misused many hundred gallons of rebated fuel. He was heard in court after about six old age pensioners who were there for TV licence evasion charges. They were all fined the maximum penalty, and each refused time to pay. Chummy comes up, was found guilty, and was fined about £10 and then given time to pay !! Does anything change ?

I hope others will also come forward to share their memories. In spite of the smells (and loss of friends!) I did enjoy my two spells on the RFTU, and my "supervisory" visits as the acting RFTCO.

Regards,

Mike Porter

139 New Hall Lane
Heaton
Bolton
BL1 5HP

Dear Dave

You ask in the November issue: — "Does anyone remember the very first days of the RFTU?"

I would anticipate a response from former colleagues far more qualified to comment than I, not least our Treasurer. However, lest the question goes unanswered, here are some rather less than precise recollections from someone who served on the Manchester Collection Unit in its early days in 1962.

Manchester was one of the first Collections to receive an RFTU van, and Chester became the linked Collection, giving it a wide but somewhat oddly shaped geographical patch. The first RFTCO was Stan Wood, who as far as I know is still with us; his successor, Brian Swarbrick, died earlier this year. That RFTU was based at Manchester Purchase Tax Centre, a Units station, although we were on time attendance (a subject which could fill an article on its own). The first Testing Officer was Chris Banks who now lives in Cornwall, where he secured a post at a young age on the complex and arcane displacement rules of the 60's. Charlie Roberts, who retired as Collector Liverpool, and I followed. We had two regular Watcher-Drivers who both became legends in their own lifetime. Bert Grinrod was a former regular soldier with an enormous liquid capacity, and reservoir to match. His son-in-law Jeff Smith was a rarity - a teetotal and young Watcher; but was also one of life's natural entrepreneurs. Stories are many, but it must be remembered that previous control - a book/records affair - was totally ineffectual and time consuming

(Continued on page 8)

(Continued from page 7)

The new approach was to prove dynamite to the cowboy element of the transport industry, conditioned as it was to misusing Gas Oil with relative impunity.

Detections were many, and the source of those detections a source of much humour. A major source of such stories in Manchester's case centred on the construction of a reservoir near Bala where an earth dam was being constructed, blocking the River Tryweryn. This required a large fleet of off-road tippers using red diesel, which frequently became on road and often unlicensed vehicles using red diesel. Bala at that time was like a wild west town, and our powers (now perceived as so draconian) were seen by the residents as a prayer answered!

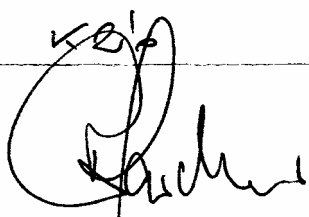
As a consequence we enjoyed a close working relationship with the local police and the local bench where, note this, the chairman owned a filling station. Fines were dramatically high, the police regularly stopped the tippers and called us often in the middle of the night, the vehicles were seized and impounded and the offenders regularly received the maximum fine allowed.

The court sat on Saturday morning and our cases were presented by a Solicitor from the Sols. Office in London. Afterwards we adjourned to the pub where some of the solicitors, feeling an urge to demonstrate their city slicker superiority over us "country yokels", would attempt to match Bert drink for drink. When I say that Bert made Charlie and me look teetotal, the magnitude of this task should become apparent. We then returned to the van for the journey to Chester (best part of an hour) and the London train. Bert driving, solicitor along side, the rest of us in the back of the van (in those days a separate compartment) where relief was readily to hand for our sorely pressed bladders. Bert, oblivious to the needs of nature, drove on. The Solicitor, unable to swallow his pride, clutched at straws. The arrival at Chester usually saw an attempt on the world's land speed record by our Solicitor; we collapsed in a heap of hilarity, and Bert, oblivious to the fuss, in his seat. This became an almost monthly treat for us and all on subsistence and overtime!

I would think that you could write enough about the RFTU to fill several books but I have to recognise that there wouldn't be many readers.

On a final note: in the late eighties I was attending a management seminar at NKBH on the benefits of audit control over the antiquated and ineffective physical controls beloved by the Excise. It sounded impressive, didn't stand close scrutiny, but it was cheap and in tune with the times of "businessmen good, revenue controls, bad". The Chairman of The Board was so moved as to issue a challenge: could any of us think of a physical control that was better than an audit control? I said the RFTU. The Chairman responded wonderfully, thanking me for my contribution; but in a way which left nobody in any doubt that they should take this last chance to meet a living Dodo.

Ah well — such is life; but at least it is one physical control that has survived, and demonstrates that some things are best left unchanged.



Peter Gardner

***ADDITION TO 2003 SPORTS CLUB CALENDAR
(SEE DECEMBER 2002 ISSUE)***

November 2003	11th to 13th	Team Squash	Lilleshall	Archie McCue Tel: 0131 469 7211 e-mail: archie.mccue@hmce.gsi.gov.uk
--------------------------	---	------------------------	-------------------	---

Andrea Scott-Lewis, Sports Club Coordinator
(020 7865 3278 or 07789 878278 or e-mail: Andrea.Scott-Lewis@hmce.gsi.gov.uk)



The Sheffield C & E Golf Society met at Bondhay Golf Club, near Work-sop, on 6 November 2002 for an informal get together. Nine members attended and enjoyed the challenge of a very demanding course. The weather was kind to us - some heavy rain stopping some 30 minutes or so just before our first tee-off, and remaining fine for the entire round. Ardent golfers know that it rarely rains on golf courses - or at least that is what we tell our wives - and the sun shone on those righteous members who supported the event. Simon Searson won the event with Terry Bell a close second. This meeting was in addition to the Society's main programme of six events a season, which finished in September.

A pre-2003 season warm-up event is being planned for next March.

If you would like some info on next season's programme - as and when its finalised about Feb 2003 - I would be happy to E-mail you details: tony.frisby@care4free.net We have about 25 members made up from retired staff, serving staff and guests. The Society is a friendly group, always ready to welcome new members to our meetings, which are held mainly in the Sheffield / Chesterfield area.

Please note the name of the Society was changed from Sheffield to **Chesterfield C & E Golfing Society** at the AGM, following the Bondhay event, to reflect the Departmental re-organisation / boundary changes.

Tony Frisby

CHRISTMAS PAST, CHRISTMAS PRESENTS ... (FROM "HISTORIAN")

From Collector Gt. Yarmouth, 26 December 1783, to a Board member.....

Finding your name omitted from my annual Acknowledgments of Turkeys to the Board, I transmit you a turkey with some in arrears. Also a tub of herrings

OBIT : JOHN BUSBY (NERO)

John Busby was born in Newcastle on 3 August 1925. He left school at 14 and went to work for his uncle at a news agency on Gosforth High Street (Newcastle), working from 6.30am to 7pm for 15 shillings per week.

In 1942 he joined the Royal Navy, and following a few weeks' training he found himself on his way to America. During this time, he was stationed with a family in Massachusetts, thus beginning a lifelong friendship.

After the war, John joined "the Ministry" (MPNI), commencing a 40-year career throughout which he never had a day off sick. He worked in various departments at Long Benton (Newcastle), Gateshead, Blackpool (Norcross), Harlow and Accrington before transferring to Customs and Excise at North Shields, then Kenton Bar and finally Regent Centre (the last two in Newcastle). He loved his work; and his colleagues - young and old, male and female - became his friends. He was particularly good at keeping in touch with people, writing letters or telephoning, often late at night. He always had a story to tell, advice to give — or a racing certainty to share!

He was widowed in 1983, but never lost his cheery demeanour. Whenever he was asked how he was, he would always reply : "A1 - Champion!"

He will be missed by everyone. It was a fitting tribute to him that so many people attended his funeral and the family received such warm and caring letters and cards.

***CUSTOMS & EXCISE SPORTS CLUB
RETIRED MEMBERS BRANCH***

ACCOUNTS 1ST OCTOBER 2001 TO 30TH SEPTEMBER 2002

THINGS YOU FIND ON THE INTERNET...

Before 1700...The earliest type of smuggling in Cornwall was not of goods coming into the county, but of goods leaving the county. Smuggling was mainly done to avoid the paying of taxes.

All tin found in Cornwall had to be sold at a fixed price to the Duchy of Cornwall and was taken to coinage towns for this purpose. To avoid this, tin was smuggled out of the county and it has been estimated that at some periods three quarters of all tin left Cornwall illegally.

There were attempts to control the ports: in 1382, James Trefusis and John Polgas were appointed for searching persons departing the realm from the port of Penryn and trafficking in gold, silver and jewels, letters of exchange and papal bulls.... **and, re. Helston** ...Strange sounding names like Coinagehall Street are reminders of the town's past when, in the 14th Century, tanners working the area's mines would assemble to have their tin tested and weighed in the coinage hall.

FOCERSA TREASURER'S REPORT FOR YEAR ENDING 30 SEPTEMBER 2002

The Accounts for the year 2001 – 2002 have been examined by the appointed Examiners and certified as being satisfactory. Copies have been forwarded to our Chairman, Secretary and the Editor of the Bond for publication to the wider membership.

This is the second year that FOCERSA has had to rely on Affiliation Fees from the 13 member CER-SAs for finance. The Committee have therefore kept expenses to a minimum and only one Committee Meeting was held during the year and that was prior to the Annual General Meeting at Tynemouth. The Committee did decide to award Dave Taylor, Editor of 'The Bond', an Honorarium of £100-00 in recognition of the excellent work he has performed in producing the 'The Bond' in recent years.

I would like to thank Liverpool CERSA for their donation of £120-00 to Federation funds.

It was agreed at Tynemouth Annual General Meeting that the FOCERSA Affiliation Fee for 2002-2003 should be kept at £25-00.

In concluding I would like to thank our Chairman and Secretary for their help and support during my two-year term as Treasurer and our Examiners, Les Ashplant and Peter Bown for their speedy examination of the Accounts.

Ken Potter

Honorary Treasurer
FOCERSA

FOCERSA ACCOUNTS 1ST OCTOBER 2001 TO 30TH SEPTEMBER 2002

INCOME		EXPENDITURE		2000/1 EXPENDITURE
Balance Brought/Fwd	£664.49	A.G.M Expenses	£30.00	£10.44
Affiliation Fees	£300.00	Chairman's Expenses	£2.38	£45.79
Donation –L'pool CERSA	£120.00	Secretary's Expenses	£19.51	£24.30
Refund of Southend Loan	£50.00	Treasurer's Expenses	£7.25	£4.98
		Bond Editor's Honorarium	£100.00	£0.00
		Bank Balance	£975.35	£688.79
		Less Uncleared Cheques		-£24.30
Total	£1134.49	Total	£1134.49	£750.00

K.J. Potter, Hon Treasurer

We have examined all the receipts and payments and are satisfied that they correctly reflect the financial position of the Federation as at 30th September 2002.

The Volunteer with the Money

I disregarded the standard world wide advice and did it – I *volunteered*, just like many others. However I'm happy to continue to "treasure" the RMB and help you, the members, in your sports and social activities with the money we have available. We do not use claim forms and I pay according to the financial guidelines approved by your committee. These will appear in the next issue of the Bond.

All I would ask of you is that you send me a self-addressed envelope, preferably with a stamp. This is not with the object of saving money but of making my life easier. Unfortunately members have been known to forget to include their address and telephone number when writing and when contacting me by e-mail - a cheque by e-mail is just not possible.

Don't hesitate to give me a call on 01621 892832 if you want any information or advice – it's quicker and easier than writing. My objectives are quite simple:

to achieve an equitable distribution of money between social and sporting activities for as many members as possible with the funds available.

Peter Caswell

Treasurer HMC&E Sports Club Retired Members Branch

SPORTS DAY AT CANTERBURY

The accommodation at University of Kent and the organisation of sports day were excellent, and we were blessed with near perfect weather conditions. Unfortunately, detailed results do not seem to be available. Thanks to Dave Coley I have a list of event winners.

RMB Members performed as follows:-

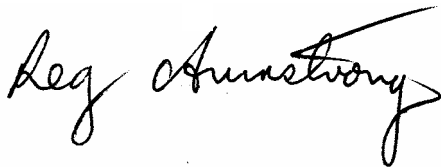
Alan Hollingsworth once again won the 1500 m walk in 8.23-3, Keith Chaney was 1st o/60 in Supervets in 5.41-5, Reg Armstrong was close 2nd and Dick Kneill 3rd (I do not have the times for these positions) Reg Armstrong also ran in 3000m Men and 3000m Vets (again, no times or positions).

For those of us who were staying on Campus, a good meal and several pints of beer in the evening rounded off a very enjoyable day.

CROSS COUNTRY AT COCKFOSTERS

The weather for this event was sunny and unseasonably warm for early October. The course was 3 laps over stony trails with two stiffish hills which got steeper each lap. RMB was fortunate to be able to make up a team on the day. In a field of 40 finishers Mike Hearn was 23 in 41.06, Reg Armstrong 25 in 42.32 and Dick Kneill 33 in 44.14. Each was rewarded with two trophies one for 1 and 3 o/60 and one for 2nd V50 Team.

Another enjoyable, well organized event with good facilities.



C&E Sports Club Centenary

The RMB is organising a National Retired Members Branch/FOCERSA Golf Event to mark the CENTENARY of the C&E Sports Club, on Monday 23rd June 2003.

This will be an 18-hole Stableford Competition off FULL HANDICAPS, at Morley Hayes, Morley, Derbyshire DE7 6DG, on the A608 just north of Junction 25 on the M1, with it's own helicopter pad , and can be viewed at

<http://www.morleyhayes.com/static/manor.htm>

A green-fee of £16.00 has been negotiated, and tee times will be from 0930hrs.

No formal catering arrangements will be made, but there is an excellent "Roosters Bar" which provides light snacks and full meals.

The RMB will give support to **RMB members** in accordance with their guidelines, but it will be constrained by the Budget and the demands of other events in 2003. If you are interested in playing please contact me on golf@focersa.org.uk

I need to have approximate numbers by the end of February, when I will require a £5.00 deposit (my address is in on the back page).. If you require overnight accommodation I can supply you with local tourist information.

Paul Houghton



RETIRED MEMBERS BRANCH AGM

Please note that the Annual General Meeting of the RMB will be held on **1st April 2003** at the Esplanade Hotel, Newquay starting at 6 p.m.

Items for the agenda should be sent to Gordon Hodson, as should nominations for committee posts. The latter should be submitted *at least two months prior to the AGM.*

At the time of writing the present officers and committee members are willing to stand for another year.

(Any comments about the suitability of the date for a RMB AGM should be kept until arrival at Newquay!)

SPORTS DAY SUCCESSES FOR RMB

Sports Day , 25th July 2002 at Canterbury was a red letter day for the athletes representing RMB as, for the first time in its existence, the branch won two gold medals.

Away from the track, at the golf course, and playing in what has been described by one of the competitors as ideal golfing conditions, John Barber put his motorbike to one side and spent a little time on the course to win The Dennis McNally Shield with Alex Bowen as runner up. There were around 20 RMB members playing and that is a very good turnout even if a little down on usual numbers.

As the RMB membership numbers increase I look forward to even more competitors (and supporters) at future Sports Days.

GH

AMENDMENT TO REUNION DATES

Due to an error in transmission the dates given for next year's reunion were incorrect.

The correct dates are: **Monday 31st March to Thursday 3rd April 2003 inclusive** (leaving during the morning of Friday 4th April). RMB sincerely apologises for any confusion that may have been caused by this error and recognises that life, for many of us, can be confusing enough without assistance from RMB!

A few points worth noting. The hotel will only have a very small number (possibly 4 or 5) rooms available should members wish to arrive on Sunday 30th March.** The Hotel does not normally arrange a midday meal on Mondays. However, if sufficient members (a minimum of 50) wanted that facility the hotel will make appropriate arrangements** Rooms will not be available prior to 1430 hrs Monday 31st March. Disabled access is available via a side door (there are steps up to the front entrance). If the door is not open on arrival, speak to reception and they will open up**. There are lifts to all floors. The hotel will allow a 5% discount to all guests who pay their full bill prior to or on arrival. Dogs are allowed at a cost of £3.00 per dog per night**.

Hotel cancellation policy: if you have to cancel and do so more than a week in advance, there will be no penalty charge. *If you cancel within one week there will be a 2/3rds penalty charge.* The programme of events will include a distance walk on Tuesday 1st April, a Heritage Trail walk within Newquay on another day, and a coach trip, probably to the Eden Project.

**** please advise Alan about the facilities you require when booking.**

See you in Newquay ?

Gordon Hodson

If you wake at midnight, and hear a horse's feet,
Don't go drawing back the blind, or looking in the
street,

Them that asks no questions isn't told a lie.

Watch the wall, my darling, while the Gentlemen go
by!

Five-and-twenty ponies,

Trotting through the dark - brandy for the Parson,

'Baccy for the Clerk;

Laces for a lady; letters for a spy -

*And watch the wall, my darling, while the Gentlemen
go by!*

Running round the woodlump, if you chance to find
Little barrels, roped and tarred, all full of brandy-wine;
Don't you shout to come and look, nor take 'em for your
play;

Put the brushwood back again, - and they'll be gone
next day!

If you see the stable-door setting open wide;

If you see a tired horse lying down inside;

If your mother mends a coat cut about and tore;

If the lining's wet and warm - don't you ask no more!

If you meet King George's men, dressed in blue and
red,

You be careful what you say, and mindful what is said.

If they call you 'pretty maid,' and chuck you 'neath the
chin,

Don't you tell where no one is, nor yet where no one's
been!

Knocks and footsteps round the house - whistles after
dark -

You've no call for running out until the house-dogs
bark.

Trusty's here, and Pincher's here, and see how dumb
they lie -

They don't fret to follow when the Gentlemen go by!

If you do as you've been told, likely there's a chance

You'll be give a dainty doll, all the way from France,

With a cap of Valenciennes, and a velvet hood -

A present from the Gentlemen, along o' being good!

Five-and-twenty ponies,

Trotting through the dark — brandy for the Parson,

'Baccy for the Clerk.

Them that asks no questions isn't told a lie -

Watch the wall, my darling, while the Gentlemen go by!

FEDERATION OF C & E RETIRED STAFF ASSOCIATIONS AGM

1. AGM Notice {Rule 13 (c)}

The Annual General Meeting will be held on 2nd April 2003 at the Esplanade Hotel, Newquay starting at 6 p.m. Motions & Nominations for Committee posts may be sent to the Secretary in accordance with Rule 13 (d).

2. Secretary's Report.

A quiet year during which I have issued 4 circular letters to cover the business required by last years AGM and published through the BOND abbreviated notes on both last year's AGM and these circulars. The Officers met once to take decisions on the following:-

- The issue of Insurance was resolved after consultation with Associations and the decision taken not to pursue.

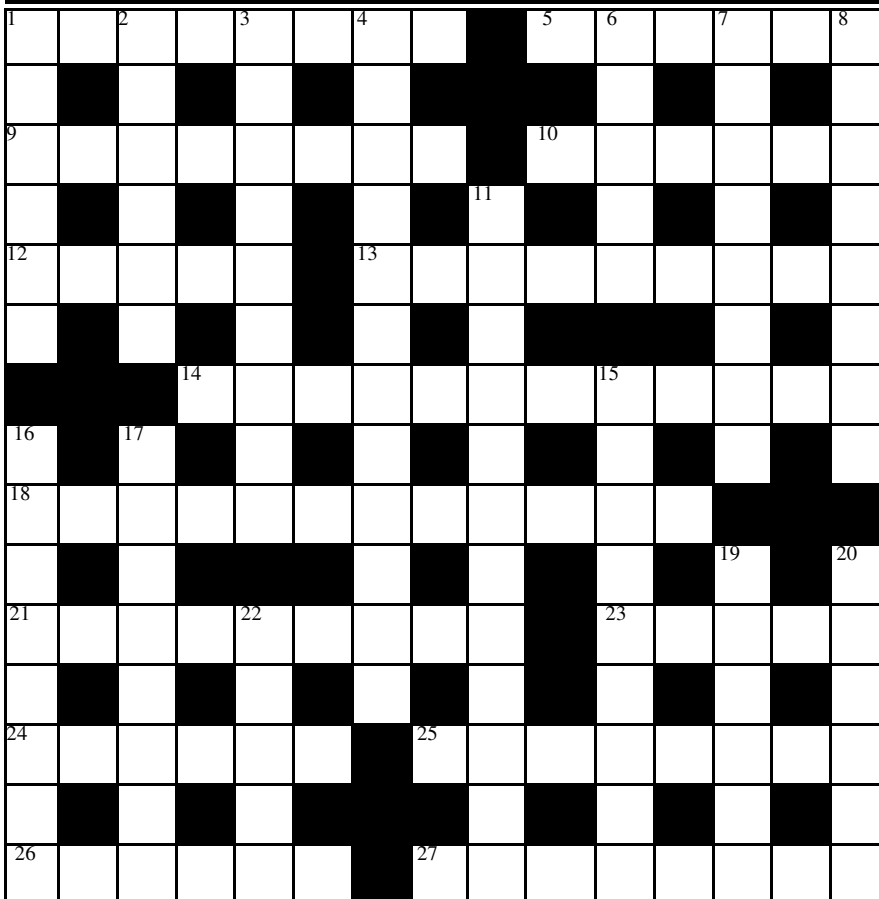
- With the co-operation of our Departmental contacts at Ralli Quays arrangements have been put in place to advertise the Federation in pre-retirement literature and on pre-retirement courses.

- To augment our publicity and also benefit the current membership, a web site, (www.focersa.org.uk) has been created which has a linked page for each affiliated Association, the content being determined by each Association. This will also be given a standing entry in PORT-CULLIS.

"The Bond" has continued to develop and 2002 has seen an issue each month. Discussions with the Editor on style and content are ongoing with its sponsors, the FoCERSA and the Retired Members Branch of the C&E Sports Club.

The support of those Associations that keep me informed (Rule 16a/c) by copying me their newsletter is acknowledged. I look forward to meeting you all at Newquay.

CROSSWORD No. 18



ACROSS

- 1 & 9. Stop here for the revenue—or pirates? (8,8)
 5. One measly billiard ball! (6)
 10. Papers now edited carry this. (6)
 12. Stuff of some rulers—African?. (5)
 13. Main, but not Spanish. (9)
 14. The essence of a portrait. (7,5)
 18. Prolific rose at the baker's (1,4,7)
 21. Divert him for the washing-up! (9)
 23. Starry young groupie of the Sixties. (5)
 24. Wood sorrel makes a pernicious weed. (6)
 25. Funny musical at sea (includes full frontal!) (8)
 27. Gave consent. (6,2)

DOWN

3. Working-girl go-between to the Queen and the Alderney (Milne). (9)
 4. Tom Bowling at play here, it may be? (7,5)
 6. Corpl. Jones' pet hate? (5)
 7. Get street-wise with this. (4,4)
 8. Sounded peaky, perhaps? (9)
 11. Glassy flow from the grape vine.....(4-8)
 15.can do this eventually! (9)
 16. From Ontario start in Detroit and make an Asian meal of it. (8)
 17. I drop it as I enter the Suez. (4,4)
 19. A mystery can, or put-away linens. (6)
 20. Fine Spanish Blade. (6)
 22. Cash needed for safari find. (5)

Compiled by "Octo"

COMING ALONGSIDE

It was a Sunday afternoon in late November, and I was on boarding duty at 101 berth Southampton. The liner "France", one of the giants of the 1960's, was about to sail from 105/6 berth.

Escorted by tugs she started to head down the river but when she got level with The Point (and our boarding office) a fierce wind blew almost of tornado force, and she began to drift dangerously toward The Point. My old Standard Vanguard was parked next to the office and I could see the might and pride of the French line crushing it into the shape of a sardine tin. The captain was mightily worried about his ship, and I had similar fears about my car; so I swiftly drove it away from the quay.

The tugs were straining, and hawsers near breaking strain, and the water raced white foam as the powerful tugs threshed with propellers at full revolutions. The "France" began to sound her hooter to summon more help, and within a few moments tugs arrived from other parts of the port. Gradually they stopped the drift, and headed her down the Solent.

I counted 14 tugs in assistance, and regret that my camera had not been to hand to record that unique event.

"Badger"

FEDERATION / RMB OFFICERS: ADDRESSES & TELEPHONE NUMBERS

Federation Chairman	Ron Sanders	70 Templegate Avenue Leeds LS15 0HH	0113 2605193 <i>Sandy@sans922.fslife.co.uk</i>
Secretary	Paul Houghton	1 Lawn Avenue Allestree Derby DE22 2PE	01332 552293 <i>pj_houghton@yahoo.co.uk</i>
Treasurer	Tony Cross-Rudkin	25 Bertram Drive North Meols, Merseyside CH47 0LN	0151 3343802
Chairman RMB	Gordon Hodson	36 Green Road Reading Berks RG6 7BS	0118 9262411 E-mail <i>gordon@hodsonnth.co.uk</i>
Secretary	Alan Hollingsworth:	10, Heather Rise, Beeston, Nottingham, NG9 3AG	0115 9256140, <i>alanholli@ic24.net</i>
Treasurer	Peter Caswell	Ash Cottage, Brick Spring Lane, Great Totham, Maldon, Essex, CM9 8DN	01621 892832 <i>p.caswell@rya-online.net</i>

*CONTRIBUTIONS, PLEASE, TO
THE BOND
143 HOLYSTONE CRESCENT
HIGH HEATON
NEWCASTLE UPON TYNE
NE7 7HA*

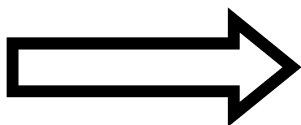
TEL / FAX 0191 2702477 : E-MAIL *jdavidtaylor@BTopenworld.com*
EDITOR : DAVE TAYLOR

*If you would like to join the History Network and to receive their Newsletter,
please write to*

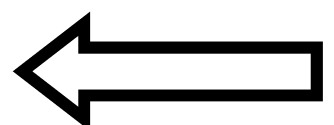
**John Pink,
6 Ann's Court,
Grove Road,
Surbiton,
Surrey, KT6 4BE**

*E-mail : *Johnrpink2@AOL.com*

(*PLEASE NOTE CHANGE TO EMAIL ADDRESS)



*Visit our website at
www.focersa.org.uk*



The Bond is edited and published by J D Taylor, 143 Holystone Crescent, Newcastle upon Tyne NE7 7HA, and is printed at the HQ London Copy Shop, 22 Upper Ground, London SE1 9PJ for distribution to retired members of HMC&E who receive Portcullis. The editor reserves the right to publish, edit or omit any item received. The correspondence published reflects the views of the writers, and neither the views nor policies of the Federation of CERSAs and RMB.