

STOP MESSAGE

The magazine of the Hampshire Fire and Rescue Service Past Members Association



www.xhfrs.org.uk

Crews tackle blaze at Eastleigh Railway Carriage Works

August 1971





The Wonders of WD-40

Does anybody know what the main ingredient of WD40 is? Well, it's fish oil!

I have a neighbour who had bought a new pickup. A man got up very early one Sunday morning and saw that someone had spray painted red all around the sides of his beige truck (for some unknown reason). He was very upset and was trying to figure out what to do.

A neighbour came out and told him to get his WD40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. WD40, Water Displacement 40, the product began from a search for a rust preventative solvent and degreaser to protect missile parts in 1953 at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD40. The Corvair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD40 that would hurt you.

It's the first thing that has ever cleaned that spotty shower door. It's a miracle! Try it on your ceramic hob ... voila! It's now shinier than it's ever been. You'll be amazed. Here are some other suggested uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floors that just waxed sheen without making them slippery.
5. Keeps flies off cows.
6. Restores and cleans chalkboards.
7. Removes lipstick stains.
8. Loosens stubborn zippers.
9. Untangles jewellery chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terracotta garden pots from oxidising.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. It removes black scuff marks from the kitchen floor.
19. Use it to remove bug guts that will damage the finish on your car.
20. Gives a children's playground gym slide a shine for a super fast slide.
21. Rids kids rocking chairs and swings of squeaky noises.
22. Lubricates tracks in sticking home windows for easier opening.
23. Spraying an umbrella stem makes it easier to open and close.
24. Restores and cleans padded leather dashboards in vehicles.
25. Cleans and restores vinyl bumpers and roof racks.
26. Lubricates and stops squeaks in electric fans.
27. Lubricates wheel sprockets on tricycles, wagons and bicycles.
28. Lubricates fan belts on washers and dryers.
29. Keeps rust from forming on saws and saw blades, and other tools.
30. Removes splattered grease on stove.
31. Keeps bathroom mirror from fogging.
32. Lubricates prosthetic limbs.
33. Keeps pigeons off the balcony (they hate the smell).
34. Removes all traces of duct tape.
35. Used in New York to protect the Statue of Liberty from the elements.
36. It attracts fish. Spray a little on live bait or lures.
37. Use it for fire ant bites. It takes away the sting immediately.
38. Will remove crayon from walls.
39. If you've discovered that you have washed and dried a tube of lipstick with a load of laundry, saturate the lipstick with WD40 and rewash. The lipstick is gone.
40. If you spray WD40 on the distributor cap of your car, it will displace the moisture and allow the car to start when damp.

Are you reading this magazine and are not a member? Why not join the Past Members Association and receive your own copy? Membership costs just £10 per year.

Magazine contributions sought and gratefully received.

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Be a regular visitor to our website at
www.xhfrs.org.uk

Front cover: Commer Pump Escape from Eastleigh, Dennis Major Pump (No 5) and Commer Control Unit from Winchester at a serious fire, Eastleigh Carriage Works, 22 August 1971. Plenty of canvas delivery hose to scrub back at station by the look of things!



STOP MESSAGE



Welcome from the Editor



Welcome to this first edition of "Stop Message". It's early days of a fledgling organisation but with your help the editorial team can produce a magazine that will be the heart of the Association and a welcome delivery through the

letterbox. It will only survive if the Association membership contributes to its existence with articles, letters, photographs, etc.

The Past Members Association is, in my view, long overdue and, if fully supported by those who have served and who have built the foundations of today's fire and rescue service, will provide a means to maintain links with work colleagues of the past.

The Association can also provide a network of contact and care, a link to the Fire Fighters Charity to facilitate welfare assistance, and an opportunity to enjoy social events, something that many argue is no longer apparent in the fire and rescue service today. It is very much an Association for past members organised and managed by past members.

I, as a still serving officer and as instigator of the PMA, can only hope to see it go from strength to strength. I would like to thank those who were 'persuaded' onto the launch committee for their time and their support: Eddie Winter, Phil Griffiths, Andy Anderson, Malcolm Eastwood, Mick Barnes, Graham Reeve, Colin Ive, Peter Cowmeadow, Eric Hounslow, Phil Webb, and my wife, Barbara. Please visit our website at www.xhfrs.org.uk and do please tell us what you would like to see in your magazine and from your Association. It is planned that a guest editorial will be featured in each future magazine.

Alan House

STOP MESSAGE

The title of the PMA magazine is a fire service term that needs no explanation to members of the fire service, but what are its origins?

If asked, most would say that it's a term to tell the control room to stop mobilising any additional resources. Generally it is accepted that it means the job is seen by the officer in charge to be under control. It most certainly does not mean that the job is finished.

In the 19th century novel "Fighting the Flames", author R M Ballantyne provided a detailed description of the workings of the London Fire Engine Establishment - predecessor of today's London Fire Brigade. In one passage he explained the origin of the 'stop message':

"When a fire occurred in any part of London at the time of which we write, the fire station nearest to it at once sent out its engines and men, and telegraphed to the then head or centre station at Watling Street. London was divided into 4 districts, each district containing several fire stations and being presided over by a foreman. From Watling Street the news was telegraphed to the foremen's stations, whence it was transmitted to the stations of their respective divisions, so that in a few minutes after the breaking out of the fire the fact was known to the firemen all over London.

As we have said, the stations nearest the scene of conflagration turned out engines and men; but the other stations furnished a man each. Thus machinery was set in motion which moved, as it were,

the whole metropolis; and while the engines were going to the fire at full speed, single men were setting out from every point of the compass to walk to it, with their sailors caps on their heads and their helmets on their arms.

And this took place in the case of every alarm of fire, because fire is an element that will not brook delay, and it does not do to wait to ascertain whether it is worthwhile to turn out such a force of men for it or not.

In order, however, to prevent this unnecessary assembling of men when the fire was found to be trifling, or when, as was sometimes the case, it was a false alarm, the fireman in charge of the engine that arrived first at once sent a man back to the station with a 'stop', that is, with an order to telegraph to the central station that the fire turns out to be only a chimney or a false alarm, and that all hands who have started from the distant stations may be 'stopped'.

The 'stop' was at once telegraphed to the foreman, from whom it was passed (just as the 'call' had been) to the outlying stations, and this second telegraph might arrive within quarter of an hour of the first. Of course the men from each station had set out before that time, and the 'stop' was too late for him, but it was his duty to call at the various fire stations he happened

to pass on the way, where he soon found out whether he was to 'go on' or to 'go back'. If no telegram had been received, he went on to the fire; sometimes walking 4 or 5 miles to it "at not less than 4 miles an hour".

On coming up to the scene of conflagration, he put on his helmet, thrust his cap into the breast of his coat, and reported himself to the chief of the fire brigade (who was usually on the spot), or to the foreman in command, and found, probably, that he had arrived just in time to be of great service in the way of relieving the men who first attacked the flames.

If, on the other hand, he found that the 'stop' had been telegraphed, he turned back before having gone much more than a mile from his own station, and so went quietly home to bed. In the days of which we write the effective and beautiful system of telegraphy which now exists had not been applied to the fire stations of London, and the system of 'stops' and 'calls', although in operation, was carried out much less promptly and effectively by means of messengers."

Alan House



The Fire Service and War

Amongst the anniversaries of 2009, 1 September will mark the 70th anniversary of the Auxiliary Fire Service (AFS) being mobilised to active duty at their allocated fire stations.



AFS Station 'M', Market Buildings, Swaythling, Southampton 1940

On this date, a telegram was sent from the Home Office to all fire authorities stating "Emergency Fire Brigade measures, call out the AFS and proceed as in Home Office Circular 23/3139".

To many, this will be an unknown or forgotten anniversary.

Men and women who had been recruited during 1938 as a result of the Air Raid Precautions Act 1937 and who had trained for action in the event of attack from the air, reported for continuous duty at pre designated stations. The number of people in continuous duty was soon reduced as the 'phoney war' commenced and the expected onslaught of air raids did not commence for some 9 months. Those reverting to part time cover responded on air raid siren warnings or to cover specific time periods when raids were more likely to occur. These 'stations' may, in some cases, have been the fire stations of the 'regular' fire brigade but more likely to have been premises requisitioned or earmarked for the 'emergency fire service organisation' in time of war. Popular sites were commercial garages, bus depots, borough engineer depots, etc.

The women recruited were not permitted to fight fires, but as things progressed were trained to deal with incendiary bombs dropped in their location, utilising the stirrup pump or sand applied by a long handled shovel. These women were recruited for a range of other duties including telephonists, cooks, messengers/despatch riders and drivers.

The men were trained to fight fires caused by air raids using, in the main, trailer pumps towed behind a variety of requisitioned or purchased cars, vans and light lorries.

Although the National Fire Service (NFS) was formed on 18 August 1941 by which time better vehicles and equipment became more readily available, it was the AFS, in support of the existing peacetime 'regular' fire brigades who experienced the worst of the 'blitz' air raids over the cities and towns of the United Kingdom.

To this day, many are still confused with regard to the AFS and when it existed. The AFS associated with World War 2 existed only from 1938 (depending on how early a local brigade began its recruitment) until 18 August 1941. The AFS then ceased to exist as an organisation, with its members becoming part of the NFS.

A new organisation, also known as the Auxiliary Fire Service (AFS) was formed in 1949 in response to the new perceived threat from the Soviet Union, the era of the 'cold war', with its fears of the atomic bomb and then the hydrogen bomb with scenarios predicted for widescale aircraft and rocket attack across the United Kingdom. Men and women were again recruited to train and prepare to work alongside the regular fire brigades in time of war.

The lessons of World War 2 were very apparent and incorporated into the planning for this new organisation who would work alongside the newly formed Civil Defence Corps, recruited at the same time. This was the era of the 'Green Goddess' and other green painted innovative and specifically designed fire appliances.

The women of this period, although perhaps used in a wider range of vital support roles, were still not trained to fight fires.

Today we have a new range of government issued specific purpose vehicles issued for the defence of the nation under the 'New Dimension' programme. The war threat not being attack by military aircraft or military rockets but rather attacks on the civilian population by terrorists. But that is another article to write for a future magazine perhaps.

Alan House

The Fire Service & D-Day

The year 2009 has seen us mark the 60th anniversary of D-Day. We have witnessed in recent months a number of worthy and fitting tributes to those who took part in or died as a result of the operations associated with the liberation of German occupied Europe commencing on 6 June 1944. It is perhaps less recorded that the fire service had a role to play during the lead up to and immediately following D-Day.

As allied forces commanders began to prepare to launch an offensive against the Germans in mainland Europe, senior officers of the Fire Service were called to top secret meetings in preparation for 'Exercise Harlequin' which would involve the marshalling and embarkation of troops, vehicles and equipment from ports along the South Coast. The exercise took place in August 1943 in support of the military build up at the designated areas of embarkation, the Fire Service and other Civil Defence services had mobilised reinforcements from around the country resulting in many valuable lessons being learned.

In the middle of November 1943 a request was received for fire prevention inspections to be made at Stone Point, Lepe (close to where the Southampton Water meets the Solent) and at No 5 Dry Dock, Southampton Docks, where, in both locations, considerable work had begun constructing concrete barges. At the same time a request was received to survey the 'AGWI' oil installation depot at Fawley (now the Esso Refinery) and the Hamble oil installation depot where it was proposed to store more fuel in tanks

that previously had held water for firefighting purposes.

On 26 November 1943 a secret meeting was held at Lymington in Hampshire with the military, Southern Railway, local authorities and Civil Defence officials to discuss "certain matters connected with future operations". No notes were allowed to be taken at the meeting.

in the region of reinforcing fire service personnel from the north of the country. Discussion also took place about the build up of military personnel and equipment and the need for fire protection. Particular attention was given to the need to provide accommodation for women reinforcements. For the purposes of mobilisation the country was divided into areas with the highest



NFS Protection at Petrol and Oil Depot near Fareham

This was followed on 10 January 1944 by a meeting of Fire Force Commanders at Aldershot to discuss the problems that would arise from planned forthcoming military operations and the arrival

area of risk to be reinforced being designated 'Blue Areas'. Those areas of moderate risk and which would be pressed up to their normal full establishment were designated 'Green Areas'. Areas of low risk

from which personnel and equipment could be reduced as a result of prolonged absence of enemy attack, were designated 'Brown Areas'. The whole plan was known as 'The Colour Scheme'.

On 31 January the first fire service reinforcements (46 men and 17 women) arrived at Hinton Admiral railway station near Christchurch (then part of Hampshire) for reception at the Area Training School at a large house named 'Cranemoor', where the men remained with the women travelling onto the Womens Area Training School at a large house named 'Hurstbourne', Bournemouth. The first contingent consisted of men trained in construction trades, electricians and motor vehicle traders to assist with preparations for other reinforcements. The women were mainly from Region 10 (North East England).

In February 1944 large numbers of men and women from the National Fire Service plus their vehicles were moved to locations within Fire Forces 14 and 16.

No 14 Fire Force received 824 men and 197 women of various ranks together with 58 vehicles and a range of firefighting equipment.

No 16 Fire Force received 878 men and 255 women together with 150 vehicles plus equipment.

The personnel arrived at designated reception centres from Fire Forces in the north of the country by road



Men and women transferred to No 16 Fire Force

When the reinforcements were sent south, in addition to operational firemen, the movement of mechanics, welders, painters, blacksmiths and electricians also took place to maintain the vehicles, motorcycles and equipment. In addition to the many vehicles, it was necessary to maintain the flotilla of fireboats protecting the coastline and estuarial waters. As has already been stated, the movement of personnel under operation 'Colour Scheme' included many women transferred from the north of the country. Many of these were placed into the various Control Rooms and received training in dealing with the anticipated concentrated air attacks and resulting multiple fires of all types. Some were also used as general drivers and despatch

“ The greatest single factor in determining the attitude of the reinforcements as a whole is the catering ”

and by special trains. The men and women were separated into hostels and some men were allocated to fire stations, some of which were part time stations converted for use on a wholetime basis and then ultimately into temporary 'fire stations' under canvas within the military marshalling areas. On arrival personnel were all handed a leaflet stressing that they were involved in a top secret operation and they were not to discuss their deployment.

In the diary account produced in No 16 Fire Force the following entry was included:

“An interesting fact has been found - that the greatest single factor in determining the attitude of the reinforcements as a whole is the catering. With the best intentions in the world, it is probable that the catering department has found it difficult to feed the new people satisfactorily. The Northerner, the male in particular, is conservative in his eating”. It's almost as if the author was referring to a new species!

riders while others served as cooks or in administrative roles in support of the various levels of headquarters buildings. In order to release as many men as possible for operational duties, firewomen were also trained to repair hose, operate radios, fixed and mobile, assist with field telephone work and assist in the vehicle workshops.

Also established were Womens Mobile Reinforcing Units that remained available for deployment when required and composed of 2 cooks, 2 drivers, 6 telephonists, a switchboard operator and a typist. They were trained to operate in any level of Control Room.

Separate women and mens training schools were established in each of the Fire Forces.

Alan House

To be continued...

The Fire Fighters Charity

The 'Ben Fund' has gone. The Fire Fighters Charity is now one year old and is moving from strength to strength providing more support than ever before to fire service beneficiaries.

Things are organised a little differently to the long standing structures of the past. There are still watch/station reps and these are now supported by Area Co-ordinators located around the county.

There is a small county management committee with Alan House as County Chairman, supported by a group of advisers. Gone are the Divisional and Brigade Committees. Anyone seeking help can now go direct to the Beneficiary Support Service helpline where a team of trained advisers will work to give the best level of advice and support. The three charity recuperation centres:

*Harcombe House, Devon
Marine Court, Littlehampton
Jubilee Centre, Cumbria*

These centres have been improved with excellent facilities for recuperation, therapy and relaxation.

Remember, you can book holiday accommodation at very reasonable rates at these centres. Just call the helpline number above.

Representatives from the charity recently met with the PMA Committee to discuss how the charity may better engaged with past members.

The Beneficiary Support Service helpline number is 0800 389 8820 www.firefighterscharity.org.uk

In May, at the Spirit of Fire Awards, Hampshire received 2 of the annual national awards - "Brigade of the Year" and "Fundraiser of the Year".



Spreading the Word



One of the problems facing the launch committee is establishing just how many past members of the Service there are. With the ex wholtime members the task is relatively easy due to the existence of pension records. It's a different matter for those who retired from the retained service and therefore to a great extent we have to rely upon local knowledge. Equally, there are those who served in Hampshire but who moved on to retire from another fire and rescue service. You can play your part by passing the word and directing potential members to our website or to one of the committee members. Application forms are available on the Association website.

Membership is open to anyone who has retired from the Service while serving in Hampshire or anyone who has retired from another fire service having originally served in Hampshire. Membership is also open to anyone who 'retires' and is subsequently re-engaged, either under the new pension arrangements or if switching roles (Grey Book to Green Book, etc).

Associate membership is also open to members of other fire and rescue services who have retired to live within Hampshire. Additionally, membership is open to those who did not retire from the fire service in Hampshire but who did complete at least 10 years of service. Widows/widowers of past members will also be eligible for Associate Membership.

Letters Page

We hope that future editions of 'Stop Message' will have a full and lively 'letters' page. An opportunity for members to express their views, share news, seek assistance or simply tell us what is going on in their life. The page will allow members to vent their feelings, offer suggestions (constructive of course), and generally have a say. So, if you have something to say, make the page come alive for all to see. We would like to hear from you.

Cars or Motorcycles

John Lacey, on joining the PMA, has suggested that there may be other 'petrol heads' who might be interested in getting together or forming a forum, section, etc. So how about it? Classic cars, motorcycles or just plain car nuts. If you would like to see something started (other than the car in bits in the garage) let us know. John says he has a Maserati Ghibli ABS and at the time of writing was off on a "pilgrimage to Le Mans for the annual 24 hour race". How about an article and photographs for a future magazine John? (Or indeed any other favourite car or motorbike owners).

Greetings and Best Wishes

In reply to the invitation to join the Association, Peter Watson, who says its been 25 years since he retired as ACO (Fire Prevention), has sent his best wishes to all that know him. Likewise, good wishes to the Association from John Evans who moved from being the Divisional Commander of D Division based at Lyndhurst to being the Deputy Chief Fire Officer for the Hampshire Fire Service just prior to amalgamation in April 1974.

A Waterman Afloat

Malcolm Waterman, on joining the Association, immediately gave his support by writing an article. In submitting his anecdote from the past (elsewhere in this magazine), Malcolm advised us that he and Margaret now spend several months outside of the UK each year on their Dutch barge which they keep in Bruges, Belgium. Malcolm has offered to be an 'overseas correspondent' so watch this space!



Malcolm and Margaret's barge "PAVOT" - in the 'Coupure' BRUGES dressed overall - April 2007

Rather than the Editor constructing letters or simply making it up, let's be hearing from you.
"As detailed, get to work".



Health & Fitness

In older age

Ageing is the result of a build-up of damage in our bodies' cells. It takes a long time for the damage to get to a level where it may harm us, but eventually we can no longer overlook it. Longevity does tend to run in families, however, ageing isn't all down to our genes. We can control some aspects of the process.

Lifestyle choices

The lifestyle choices we make are important. We can choose to eat food that is high in natural antioxidants to aid the body's defences.

We can exercise so our natural systems for renewal and repair keep our muscles, lungs and blood circulatory system in good shape, and we can stretch our minds to reinforce the networks of connection between brain cells.

Exercise and activity

Remaining active can help to maintain both mental and physical health. Keeping up the activities you enjoy doing will help to maintain physical fitness and preserve muscle tissue. Remember, activity doesn't mean you have to join a gym. Gardening, walking to the shops and housework can all count as types of activity too. Why not use spare time for another type of activity you really enjoy such as swimming or dancing.

Energy

Energy requirements can decline with age, particularly if physical activity is limited, but the need for a balanced diet remains the same.

It's important that food choices are nutritionally dense, which means you still need to eat a variety of foods to get all the vitamins and minerals you need, but with fewer calories. This will ensure you maintain a healthy weight.

Nutrition

Fruit and Vegetables are good sources of many of the vitamins and minerals that we need. You should be eating at least five portions of fruit and vegetables each day.

Fat

Cutting down on saturated fat can help lower cholesterol and improves heart health – try lower fat milks and dairy products, watch out for creamy sauces and eat lean cuts of meat.

Salt

Cutting down on salt can help to reduce blood pressure. Adults shouldn't eat more than 6g of salt a day.

Fibre

Older people can suffer from constipation and bowel problems. To relieve this, try eating high-fibre cereal foods, fruit and vegetables.

“What you eat can make a difference to the health of your bones”

Fluid

The risk of dehydration can be higher in older people. Dehydration can make people feel drowsy or confused so it's important to drink, even if this means extra trips to the toilet. Fluid intake doesn't just mean water - it can also include such drinks as tea, coffee, fruit juice and squash.

Sugar

Generally fit and healthy older people should limit foods and drinks that are rich in sugar, as it can impair dental health and contribute to weight gain.

Iron

Anaemia is common in older adults. Make sure your iron intake is sufficient by eating red meat and foods from non-meat sources (such as fortified cereals, dried fruit, pulses and green leafy vegetables) every day.

Oily fish (salmon, mackerel, trout and sardines) are rich in omega 3 fatty acids, which keep our hearts healthy. Aim to eat two portions a week.



Alcohol

Avoid drinking too much alcohol, women can drink 2-3 units per day and men up to 3-4 units. Heavy drinking can lead to a wide range of health problems.

Strong bones

What you eat can make a difference to the health of your bones. So to help keep your bones strong and help protect against osteoporosis, you can eat calcium-rich foods and get plenty of vitamin D. Exercise that is weight-bearing such as walking, jogging and dancing helps keeps bones strong.

Health checks

Many GP surgeries run a variety of preventive medicine clinics. Their aim is to assess your general health and your risk of a variety of diseases common in old age, and to give advice on how to prevent them. Contact your GP surgery to find out about this service.

For more information:

www.bbc.co.uk/health/health_over_50/

www.eatwell.gov.uk





Books for Sale

A number of books have been written by Alan House to raise funds for the Memorial Garden (see page 18). Other books written by other authors sponsored by Alan, also to raise funds for the Garden, are available at reduced prices. Postage costs can be removed by collecting the books. Currently available:

Home Front Transport

The Civil Defence Services of World War Two and of the 'Cold War' era period required a range of vehicles, carrying specialist equipment, designed to respond to the devastation caused by attack from the air. Ranging from converted lorries and vans during the war years to purpose designed vehicles of the post war Civil Defence organisation, these vehicles played a vital role in defending the nation from the ravages of war. This book is a detailed account of the many vehicles used by the Civil Defence Services during World War Two and those organisations, including the Auxiliary Fire Service, the Civil Defence Corps, the Police and the Food Flying Squads, formed in anticipation of attack during the Cold War period. The various organisations are described, types of vehicles used and how they were used, including well rehearsed reinforcing schemes. A4 format, 308 pages, 380 photographs. £16.00 (plus p&p if applicable).

They Rode Green Fire Engines

The story of the Auxiliary Fire service in Hampshire 1949-1968. Many people are familiar with the fire appliance known as the 'Green Goddess' but just as many do not realise its origins and that it was not the only green fire engine. A mixture of fire appliances were built under Government contract to be crewed by the volunteer men and women who formed the AFS which was part of the UK Civil Defence organisation established to be mobilised on any outbreak of war during the 'cold war' era. The AFS units were attached to local authority fire brigades and in Hampshire

at that time there were 4 separate brigades - Hampshire, Southampton, Portsmouth and Bournemouth. Although written around the Hampshire Brigades the book contains details and photos of the AFS in general. A4 format consisting of 216 pages and 186 photographs. £9.50 + £1.50 p&p if applicable.

Honours, Medals, Badges and Awards

This booklet has been produced to provide a source of information regarding the range of medals, badges and awards that can or have been awarded to members of the Fire and Rescue Service. £1.00

Forest Firemen

The history of the New Forest Rural District Council Fire Brigade that existed for the brief period January 1939 to August 1941. 67 pages plus 10 photographs. £3.00

A to F of Hampshire Fire Engines

A record of the Austins, Bedfords, Commers, Dodges, Dennis, ERF, Ford and Fordsons to have seen service in Hampshire since 1948. £3.00

The Rest

(A joint venture with Colin Carter)
Following on from "The A to F of Hampshire's Fire Engines", this is a record of "The Rest" - Volvos, Landrovers, Renault, Motorcycles, Morris, Mercedes, Leyland, etc. 44 pages plus 54 photographs. £3.00

Gateway Firefighters

A history of Southampton Fire Brigade. 204 pages plus 38 photographs. £3.00

Gateway Fire Engines

Written and photographic record of Southampton's Fire Engines. 40 pages plus 100 photographs. £3.00

A Village Served

A history of the Brockenhurst Fire Brigade 1911-1997. 95 pages plus 28 photographs. £3.00

M2HX - 50 Years in Control

The history of Hampshire's Control Room 1948-1998. 40 pages and 20 photographs. £1.00

Proud to Serve

The history of the HFRS 1948-1998. 55 pages and 80 photographs. £1.00

Serving the Community

A history of St Marys (Southampton) Fire Station 1909-2000. £1.00

The Tradition Continues

A photographic record of the demolition of the original St Marys Fire Station, Southampton, and the building of a new station on the same site. £1.00

Fetch the Engine

The history of firefighting in Fordingbridge, written by Peter White, a serving member of HFRS Control and Stn 47 Fordingbridge. This book traces the story of the fire brigade in Fordingbridge from present day back to the 1700s. Cost £5.00 + £1.50 p&p if applicable.

Memories of a Fire Station

A comprehensive history of firefighting in Romsey with many photographs. Written by Lionel Williams, a serving member of HFRS Control and past member of the station. Price £5.00 + £1.50 p&p if applicable.

Grayshott Fire Station 1906 to 2007

Celebrating 100 years of service to the community, this book traces the history of the station with its unusual administrative beginnings. Populated with many photographs, this is an excellent record of one of Hampshire's fire stations written by serving members of Grayshott. £5.00 + £1.50 p&p if applicable.

A History of Portchester Fire Station

A written and pictorial history by Steve Turp. £5.00 + £1.50 p&p if applicable.

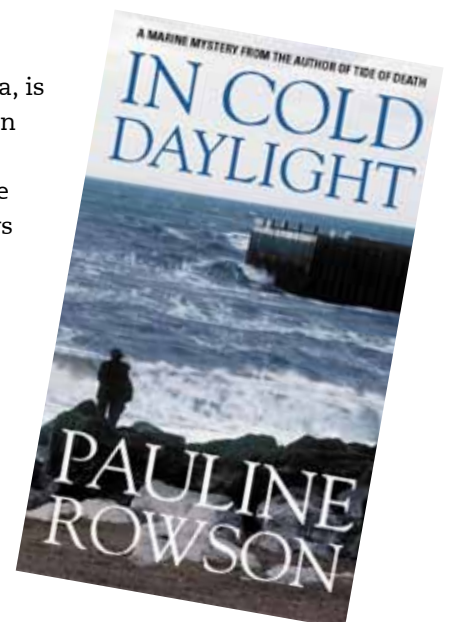
In Cold Daylight - A new book

Pauline Rowson, wife of former firefighter Bob Rowson of Red Watch Southsea, is the author of several crime novels published in the UK and USA. Her novel "In Cold Daylight", which has recently been translated into Polish and published in Poland to great acclaim, is dedicated to fire-fighters, who she calls 'the true heroes,' and in particular her husband's former watch. It is about fire-fighters and inspired by a conversation she overheard whilst at Southsea fire station.

Pauline says, "The watch were discussing the unusually high number of their colleagues who had contracted cancer. Many believed their cancer was contracted from exposure to hazardous chemicals in the line of duty but this had never been fully investigated. I decided to blend the facts of this case within a dramatic fictional plot, and thereby create a powerful novel, which I am pleased to say was shortlisted for the World Book Day Prize 2008."

Instead of featuring a brave fire-fighter hero though Pauline Rowson chose to tell the story through the eyes of a man who is the opposite. This is marine artist, Adam Greene's journey through overcoming depression, a nervous breakdown and leaning on the prop of his strong-willed, ambitious wife as much as discovering why his best friend, fire-fighter, Jack Bartholomew, was killed in the line of duty before he can reveal the cause of his own – and his colleagues' cancer. In a cryptic message orchestrated before his untimely death, Jack has left a trail of clues that will lead Adam into a labyrinth of lies, secrets and government conspiracy exposing an environmental scandal that has resulted in the deaths of fire fighters.

"In Cold Daylight" is published in paperback is available in UK bookshops and on line. Details also available at www.rowmark.co.uk.





Recognition of service at last

In recent years it has given me great personal pleasure to secure The Defence Medal for several World War 2 Firemen and Firewomen.



Kathleen at FF 14 HQ Durley 1941

Recent applications have resulted in me obtaining long overdue medals for 3 ladies who came to my attention in unrelated circumstances.

Firewoman Kathleen Smith (later Border) served in the AFS in No 14 Fire Force (Portsmouth and Eastern half of Hampshire) as a motorcycle despatch rider. Her grandson, Tony Smith, serves at Basingstoke Fire Station.

Firewoman Sarah Lashly (later Chapman), also served in No 14 Fire Force.

Assistant Group Officer Lyn Stacey (later Brooke) served in the AFS and NFS in London.

The Defence Medal was awarded, in addition to eligible members of the armed services, to men and women who served in designated civilian services, including the

fire service, for a period of 3 years service between 3 September 1939 and 8 May 1945.

The medal was made available for issue on application after the cessation of hostilities but many members of the fire service at the time could either not be bothered or never knew they could apply for the medal. This seems to be particularly the case with firewomen. Many I have met did not realise they were eligible. The medal can still be claimed, with proof of eligible service, and I will be pleased to assist with the process. So, if you know or meet any ex WW2 fire service members, it's always worth asking if they ever claimed this medal. The medal, with the head of King George V on the obverse and on the reverse 2 lions either side of a young oak tree above waves to represent the sea.

The ribbon colours in the form of green, orange and black vertical strips represent the green of the British Isles, the orange of the Blitz fires and the back of the night-time blackout over the country throughout the hostilities.

Alan House.



Firewoman Kathleen Smith
with Grandson Tony



Firewoman Sarah Lashly



Assistant Group Officer Lyn Stacey
with Kevin Morrison, Ringwood

A Visit to

Wickham Fire Station

Having just read of Wickham's 70th anniversary in 'Exchange' Magazine I am prompted to write of a moment of pure humour that I experienced there many years ago (around 86/87/88 I think), at the time I was the DSO R (Divisional Supervisory Officer (Retained)) for B division and Ron Burt was the Sub Officer in charge at B22 Wickham.

The story goes like this.

The Chief Fire Officer (John Pearson) was to make his annual visit to Wickham Fire Station, he was due to arrive along with the Divisional Commander Senior Divisional Officer Alban Barratt - at 1930. I as DSO R was responsible for the preparation of the men, the appliance and the station. So the station and appliance were impressively clean, and I had briefed the junior officers and the men about how the evening was expected to go.

1928 and the Chief's car closely followed by the Divisional Commander's car drove into the car park. I had the men seated in the mess room instantly ready to stand, and Sub Officer Burt was stood just inside the lobby ready to greet. I flunkied between all areas, so I met the CFO and DC just outside and led them into the lobby. The CFO expecting to be saluted had his hand up to the peak of his cap in a flash. Unfortunately, Sub Officer Burt, completely forgetting his brief offered his hand to shake. The CFO recovering with a little chagrin shook hands and then proceeded to explain to Sub O Burt.

CFO "you salute, I salute, I then offer you my hand to shake - got that?"

The DC and I exchange glances but say nothing; I anticipate hearing more about this later.

The Sub O replies (in his naturally very rustic accent) "Yessur, would you come this way"

Good I think, we are back on brief, we are led into the mess room where to my relief the men all snap to attention, I should stress that snapping to attention at Wickham is not undertaken as if by the Brigade of Guards - out in the countryside things are done a little differently and I leave it to your imagination, but rolling gunfire most readily springs to mind. The CFO invites them to sit and we proceed to have a 60 minute session, including tea and biscuits, with the CFO giving his message and taking questions.



At the conclusion the Chief stands up, this is the signal for the commencement of the departure. Everyone stands (it is no different to the snapping to attention at the commencement), the Chief turns to Sub O Burt and thanks him for the station's hospitality. To my and the DC's surprise, Sub O Burt then invites the men to give the Chief a round of applause and says

"That's alright chiefy, you're always welcome to pop in anytime you're ever this way".

I looked for a hole to dive into.

We now process back to the lobby. The Chief, the DC, Sub O Burt and me. The Chief turns and (this man can't help himself) salutes fully expecting the Sub Officer to be doing likewise. But no, there is the extended hand, waiting to be shaken. The Chief drops his salute and at length explains again. "You salute, I salute, I then offer you my hand to shake" as the Chief takes the proffered hand and shakes it, Sub O Burt replies, "I'm sorry sur, I forgot. Still I'll give you one next time"

That's as it happened, you just could not make it up.

Malcolm Waterman

The Last Post



Most of us have attended or have watched ceremonies when 'The Last Post' is sounded as a mark of respect when remembering those who have lost their lives in the service of the nation. How many though realise the origins of this well known bugle call?

The Last Post is one of a number of bugle calls in military tradition which marks the phases of the day. Where 'Reveille' signalled the start of a soldiers day, the 'Last Post' signalled its end. It is believed originally to have been part of a more elaborate routine, known in the British Army as 'tattoo', that had its origins in the 17th century. During the evening, a duty officer had to do the rounds of his units position, checking that the sentry posts were manned and rounding up the off duty soldiers and packing them off to their beds or billets. He would be accompanied by one or more musicians. The 'first post' was sounded when the duty officer started his rounds and, as the party proceeded from post to post, a drum was played.

The drum beats told the off duty soldiers it was time to rest - if the soldiers were billeted in a town, the beats told them to quit the pubs. 'Tattoo' is a derivation of doe den tap toe, Dutch for 'turn off the taps', a call which is said to have followed the drum beats in many a Dutch pub while English armies were campaigning through Holland and Flanders in the 1600s. (It is also from this routine that the American practice of 'taps' or 'drum taps' originated). Another bugle call was sounded when the party completed their round, when they reached the 'last post'; this signalled the night sentries were alert at their posts and gave one last warning to any soldiers still at large that it was time to retire for the evening.

During the 19th century the 'Last Post' was incorporated into funeral and memorial services as a final farewell and symbolises that the duty of the dead is over and that they can rest in peace.

Since 1928 'Last Post' has been played every evening by buglers of the local Last Post Association at the war memorial at Ieper (Ypres) in Belgium known as the Menin Gate, commemorating the British Empire dead at the Battle of Ypres during the First World War.

Ypres had been a fortified town for centuries and the earliest fortifications were built in the 14th century by the Burgundians. These fortifications, though, belonged to a different era. When the War came to Ypres in 1914, they could not stop the heavy shells which were fired into the town, reducing it to rubble by the time the war ended.

It may also not be known that there are in fact words written for 'Last Post'. I will leave it to you to try and fit them in as you hum the tune!

Come home! Come home! The last post is sounding for your to hear.

All good soldiers know very well there is nothing to fear while they do what is right, and forget all the worries they have met in their duties through the year.

A soldier cannot always be great, but he can be a gentleman and he can be a right good pal to his comrades in his squad.

So all you soldiers listen to this - Deal fair by all and you'll never be amiss.

Be brave! Be just! Be honest and true men!

Almost as soon as the war was over, there were plans to build some kind of memorial in the Ypres area. One plan considered by the British Government involved the purchase of the entire ruins of Ypres, with a view to turning the whole town into a memorial to the British and Empire participation in the war. For the citizens, though, the ruins were still their home-town and they wished to return.

The Belgian Government offered two sites to the British for their use as memorials - the ruined Cloth Hall and the Menin Gate site.

There was a change of mind about the Cloth Hall following a decision to rebuild it just as it was before the war (this work was finished in 1964) and so the British Government began to plan a Memorial at the Menin Gate and decided that it should commemorate the Missing - those members of the British and Empire armies who had died in the fighting around Ypres, but who had no known graves.

The Menin Gate was built on the site of the original Hangoert Gate which was later called the Antwerp Gate. This magnificent archway was designed by Sir Reginald Blomfield and was inaugurated by Field-Marshal Plumer on July 24th 1927 in the presence of King Albert. At the time of the Great War there was no actual gate on the site. It was indicated by the presence of two lions, one on each side of the roadway which cut through the walls.

These lions are now in Canberra Australia. Now the archway forms the British Memorial to the missing and bears the names of 54,896 of those who died between 1914 and August 15th 1917 and who have no known grave.

Their names are engraved on panels which form the walls on the inside of the archway and on the walls on the terraces and stairways. Over the archway a British Lion Broods over the inscription detailing the purpose of the memorial. On each side of the arch the Commission maintains a quiet garden of green lawns and shrubs. Incorporated into the foundations of the memorial is one of the bastions of the old ramparts with one of the sallyports on the northern side.

Immediately after the conclusion of the inauguration ceremony in 1927, The buglers of the Somerset Light Infantry sounded The Last Post and pipers of the Scots Guards played a lament.

In 1928, a year after the inauguration of the Menin Gate Memorial, a number of prominent citizens in Ypres decided that some way should be found to express the gratitude of the Belgian nation towards those who had died for its freedom and independence.

The simple ceremony of sounding the Last Post every night at 8pm was conceived by Mr P. Vandenbraambussche, the then Superintendent of Ypres Police soon after the unveiling and the privilege of playing Last Post was given to buglers of the local volunteer Fire Brigade. The first sounding of Last Post took place on 1 July 1928 and a daily ceremony was carried on for about four months.

The ceremony was reinstated in the spring of 1929 and the Last Post Committee was established. Soon afterwards the Brussels and Antwerp Branch of the British Legion announced their wish to present Ypres with four silver bugles. In 1935 the British Legion of The County of Surrey subscribed £400 to go towards a fund to fulfil the aims of the Committee.

From 11 November, 1929 the Last Post has been sounded at the Menin Gate memorial every night and in all weathers. The only exception to this was during the four years of the German occupation of Ypres from 20 May 1940 to 6 September 1944.

The daily ceremony was instead continued in England at Brookwood Military Cemetery, Surrey. On the very evening that Polish forces liberated Ypres the ceremony was resumed at the Menin Gate, in spite of the heavy fighting still going on in other parts of the town.

When the Last Post returned to Ieper (Ypres) after the Second World War the Brookwood Last Post Association continued and still continues to sound the Last Post at Brookwood Military Cemetery on the first Sunday of the month at 16.00 hours GMT (UTC). The Brookwood Last Post Association makes an annual pilgrimage to Ieper and the Ypres Salient around the month of April.

The Last Post Association is an independent, voluntary, non-profit-making organisation. It was the Association that first founded the Last Post Ceremony back in 1928, and it is the Association that is still responsible for the day-to-day organisation of this unique act of homage.

It also administers the Last Post Fund, which provides the financial resources necessary to support the ceremony. It is a tradition that the Buglers of the Association should wear the uniform of the local Volunteer Fire Brigade, of which they are all required to become members.

Worth a future coach trip by the Past Members Association perhaps?

Alan House

Memorials *and Monuments*



London

It is still surprising how few people know of the national memorial in London dedicated to firefighters who have been killed or who have died on duty.

Located adjacent to St Pauls Cathedral, the Firefighters Memorial displays the names of firefighters dating back to the Insurance Fire Brigades dating back to the 1700s. Additionally, there is a Monument at the National Arboretum dedicated to all serving and past members of the fire service.

Both tributes are maintained by the Firefighters Memorial Charitable Trust. More detail at www.firefightersmemorial.co.uk.

The Trust also maintains a Book of Remembrance in the Chapel at the Fire Service College, Moreton in Marsh.



Staffordshire

The National Memorial Arboretum is located in Alrewas, Staffordshire, and is an amazing place and so well worth a visit. A range of differing sized plots have been given over to organisations so that they can create a memorial/monument.

The variety of memorial plots around the site is part of the attraction with various military and civilian organisations being represented. It is also the home of the new Armed Forces Memorial (shown above) which is a magnificent yet poignant reminder of the sacrifices being made by the men and women of those serving in theatres of war today. A reminder made all the clearer by the names being added with ever increasing regularity.

The fire service monument was unveiled in 2008. More detail at www.thenma.org.uk.

Hampshire

Alan House is currently fundraising to create a Memorial Garden at the front of Service Headquarters, Eastleigh, with a memorial dedicated to and displaying the names of all those members of the fire service in Hampshire who have been killed or who have died whilst on duty.

There are 63 names that will be recognised. It seems wrong that the names of past colleagues are displayed in London but not in our own county.

Such a memorial can only be created with the support of serving and past members of the Service. The days of serious sponsorship or grants are long gone.

A suggested £5 donation from everyone would achieve the target and a memorial could be in place within 12 months.

If you want to be a part of the fundraising, a cheque made payable to HFRS or cash should be sent to Alan House at Fire and Rescue Service Headquarters, Leigh Road, Eastleigh, SO50 9SJ.

The Headquarters frontage already has four life size bronze statues, each dedicated to those who served in the era that the statue depicts, plus a plaque dedicated to those who served in the AFS 1949-1968 and a plaque dedicated to the Corps of Canadian Firefighters who volunteered to support the NFS in Southampton and Portsmouth during World War 2.



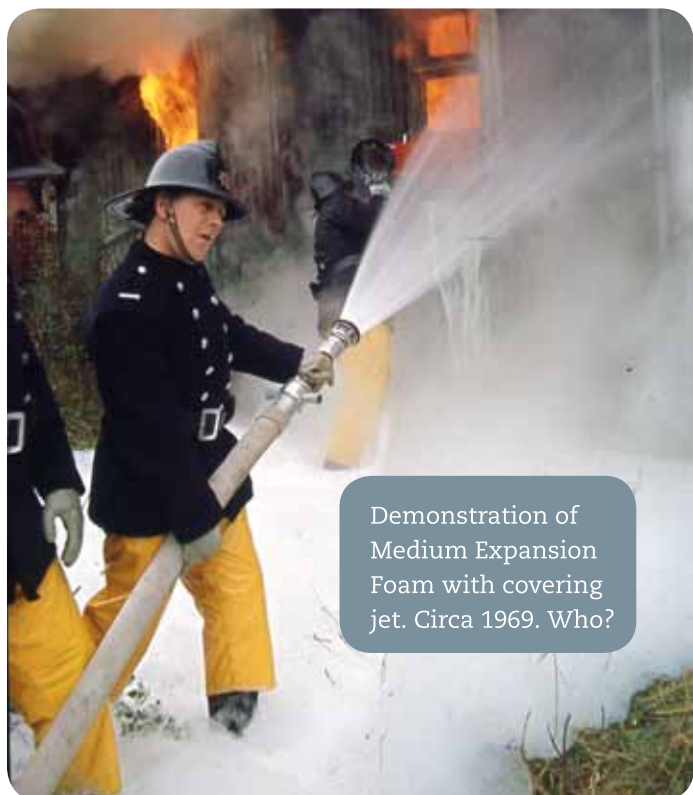
Where? Anyone know? West End Watertender on left

The jottings of a **Fire Service Historian** *(anorak)!*

Fire service history is a very much enjoyed hobby for me and in addition to holding responsibility for the small HFRS heritage collection and archives.

I am also the archivist for the British Fire Services Association, archivist and Trustee for the Firefighter Memorial Charitable Trust, and Chairman of the Fire Heritage Network UK.

I am always pleased to receive artefacts, paper records, books or photos to copy or place in the HFRS archives, I have no doubt that everyone has at least one fire service photo!



Demonstration of Medium Expansion Foam with covering jet. Circa 1969. Who?

So as to preserve our proud history I will endeavour to keep the past alive in each magazine (until you tell me not to!) using photos, snippets and facts from the archives.

Please send your letters, articles and photographs (.jpg or .tif format) or negative, slide, original photo, to:

alan.house@hantsfire.gov.uk

**Alan House, Hampshire Fire and Rescue Service HQ,
Leigh Road, Eastleigh, SO50 9SJ**



Another shot of Eastleigh Carriage works fire 1971



Fire Control

Past, Present and Future

The good news from where I sit is that we are all still here! I am sure you will all be well aware and have seen and heard much publicity about the Government initiative to regionalise Fire Controls reducing the 46 Control Rooms across England down to 9.

Our staff in Hampshire Fire Control are somewhat fortunate that the new regional Control Centre (RCC) for the south east has been built near Fareham which does give them the opportunity to be employed in reasonable proximity to where most live. We have great sympathy for our Fire and Rescue Service Control colleagues from the other 8 Fire and Rescue Services across the region who will have some very important decisions to make about their future employment.

As you can imagine it far from easy for staff in Kent, East and West Sussex, Surrey, Buckinghamshire, Oxford, Royal Berkshire and the Isle of Wight to consider taking jobs in Fareham and travelling such very long distances to work each day – many will we suspect be taking redundancy and as we all know this is not a good time to find yourself without a job.

This is a massive change for all of us and for me personally maintaining business continuity for Hampshire Fire throughout the changeover period is vitally important and presents a major headache. We have to risk assess every item of equipment within

Control and also our staffing levels to ensure there is no reduction in the quality of service we are able to provide.

We have supported the secondment of Hampshire staff to the national RCC project team (based in London) to try to ensure the consultants who are managing the project are made fully aware of all of the tasks that our existing Fire Control staff complete and all of the services they provide to our customers including the

“ The good news from where I sit is that we are all still here! ”

public, our fire fighters and Officers. This has been a particularly difficult process as there is a phenomenal amount of information and support that is currently provided by Control.

We are assured by the national project team that it will all work as well (or indeed better) than our existing systems and will actually be cheaper. Time will tell if the final outcomes meet all of our operational requirements at a cost effective price.

In 2008 the Government announced that there would be a further delay in the project and that the revised date for Hampshire to transfer to Fareham would be June 2011. At that time our emergency calls should be

We have also seen some changes in our control staff recently with the retirement last September of Control Officer Roger Hide one of our longer serving members. Roger worked his way up through the ranks from Control Operator to Control Officer on Red watch whilst also having a retained (part time) commitment at 06 Whitchurch where he was the retained Sub Officer in charge. He always carried out his duties in a calm, professional manner and is much missed by us all. We

“ We are assured by the national project team that it will all work as well (or indeed better) than our existing systems ”

transferred to the south east RCC in Taunton while our staff are released to be trained on the new equipment for a period of six weeks before they take up jobs in Fareham. As you can imagine I shall be too long in the tooth or weak in the head to make that move!!!

We have just completed the process of introducing the new Airwave radio equipment to our appliance fleet which will improve our interoperability to talk to our neighbouring Fire Brigade appliances and to other emergency services.

are presently recruiting three more Control staff to back fill vacancies and will probably be recruiting more people later in the year to allow us to release staff for testing and training on the new systems.

I look forward to providing more updates in future issues of the Past Members Association magazine and also look forward to seeing some of you at future PMA events and catching up on the latest news.

Peter Cowmeadow - Group Manager (Control)



ADO Andy Anderson with CFO George Clarke, showing the workings of the control room to the Mayor and Mayoress of Eastleigh November 1981

Past Times

Focus on Gosport Fire Station

The current fire station located in Privett Road, Gosport, was opened on 1 April 1954.

On the formation of the Hampshire Fire Service on 1 April 1948 Gosport had 2 fire stations, one in Clarence Road and one at Bury Cross; the latter being built by the National Fire Service (NFS) and the former being built for the Gosport and Alverstoke Fire Brigade. Gosport operated its own fire brigade prior to 1867.

The station today serves the community with one wholetime and one retained crew with a Watertender Ladder and a Watertender.

This past year has seen a good deal of internal structural changes.

On the opening of the Privett Road station, the station at Bury Cross, which had been originally requisitioned for wartime use, was sold. The Clarence Road station was turned over for use by the recently formed Auxiliary Fire Service (AFS) until the garages at the rear of the Privett Road station were completed in August 1960, at which time the Clarence Road station was closed.

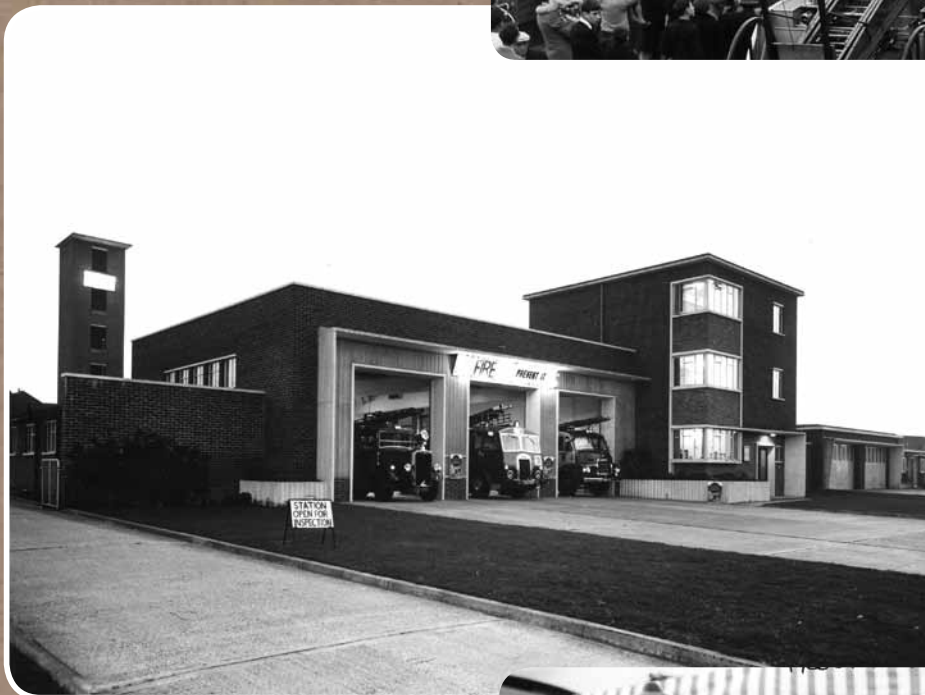


**Escape ladder drills Gosport yard 1950.
Dennis F7 Pump Escape.
Note - no washdown canopy (constructed 1973) and no store extension (built 1959)**

**Gosport Drill Tower
1964 Note - No smoke chamber (built 1967) and open view of houses**



Gosport High Street circa 1957/58. Dennis pump escape and Leyland Major Pump with Fareham Bedford Pump Escape behind.



Gosport in 1957. Left to right, 1939 Leyland Major Pump, (spare) 1950 Dennis F7 Pump escape and 1957 Bedford's Watertender. Note - the illuminated fire prevention message sign.

Gosport competition crew 1966. Sub Officer Clarence "Jack" Hutchins (centre)





UK Firefighters Sailing Challenge

The ever popular UK Firefighters Sailing Challenge was run for the 6th consecutive year on 28, 29 and 30th April 2009 on the waters of the Solent.

As the event has become more well known invitations have been extended to the other emergency services to participate and 2009 saw 5 Police services, 1 ambulance service, 1 mountain rescue team, an event sponsor as well as 23 entries from UK fire Services.

This makes the event, probably, the only true 999 sporting event in the country. The racing format has always been a passage race to start the event, to give crews a chance to get to know their boat and indeed each other as many crew members are trying sailing for the first time. The UKFSC organising committee actively encourage skippers to enter crews of mixed ability so that newcomers to sailing are provided with a safe but exhilarating introduction to sailing.

Competing in identical 37 foot Sunsail yachts, specifically chartered for the event, the fleet of 31 yachts keenly contested the 8 races over the 3 days of the event in varying conditions resulting in a medley of wins for West Yorkshire, West Sussex, and Hampshire Fire and Rescue Services by the end of day 2. Despite the best efforts of other competitors it was these teams that fought for the honours in the last 3 races of the 2009 series on Day 3 of the Challenge. The White Sails class, which was included in acknowledgement of the vary abilities of crews and skippers, comprised of 12 yachts that remained in close contention with one another throughout. The social evenings spent in Cowes on the Isle of Wight gave the 250 competitors a chance to meet, exchange views and get to know each others.

Prizes this year were presented on our return to Portsmouth by our patron, Mike Golding OBE. The UKFSC committee are very grateful to Mike not only for his continued support but also for his willing contributions as event patron. The trophies presented were:

1st - UKFSC Rosebowl

Peter Crowther (West Yorkshire Fire 2)

2nd - UKFSC Silver Yacht

Adrian Murphy (West Sussex Fire 1)

3rd - UKFSC Silver Yacht Manikin

Ray Crouch (Hampshire Fire 4)

Boddingtons Electrical Trophy - White Sail

Paul McCartney (West Yorkshire Fire 4)

Ian Thresh Trophy (1st Hampshire boat)

Ray Crouch (Hampshire Fire 4)

SolentNightz Trophy (1st non fire service)

Roger Glass (Met Police 1)

Sponsors Trophy

Dave Redman (telent)

Interestingly the highest placed Hampshire crew were that of Hampshire Fire 4 which came third overall and comprised of personnel from Lymington Fire Station. This was no mean feat as it was the first time that the Lymington crew had entered the event.

Entry fees and yacht charter cost each member of a yacht's crew less than £250 each and included the yacht charter, 3 days racing, mooring fees, accommodation aboard the yacht and two gala evenings at the Cowes Events Centre as well as the chance to win one of the prestigious prizes.

The UKFSC 2009 event proved to be a milestone in the event's evolution, having been the first occasion where the fleet of competing yachts has exceeded 30. Organisationally it proved to be challenging but the well established committee were able to ensure that it went without a hitch.

UKFSC 2010 promises so much more with many of our sponsors and competitors already committing early to the forthcoming event. The organising committee will again seek, with Sunsails support, to increase the number of participating crews and yachts as well as our donations to charity.

The UK Firefighters Sailing Challenge is open to all serving and retired members of the fire service, irrespective of their sailing experience, as well as the other 999 service personnel who can enter the event as 'guests'.

If you are a member of the HFRS Past Members Association and would like to enter UKFSC 2010, either as part of a crew of eight in your own chartered yacht or as an individual then go to www.ukfsc.org.uk to download an entry form or phone Mick Stead on 07880707821.

Eddie Winter (UKFSC sponsorship co-ordinator)

“ The UK Firefighters Sailing Challenge is open to all serving and retired members of the fire service ”

Despite the lack of consistent sunshine, good sailing winds and three boats potentially losing their security deposits all competitors thoroughly enjoyed themselves and have said that they will be back next year. With the great help provided by our Gold sponsor telent, Silver sponsors Boddingtons Electrical and Inspired 2 Learn, Bronze sponsors SolentNightz and SunSail and the ongoing generosity of yacht crews £5,000 has been raised for charity with each of our two deserving charities of this year – The Fire Fighters Charity and Care of Police Survivors (COPS) receiving cheques for £2,500.



Snippets

Veterans Badge - Fire Service Personnel

A veterans badge for retired members of the Fire Service has now been created. Originally planned to be a Government sponsored lapel badge but now sponsored by the British Fire Services Association, the badge, as illustrated, is available from the BFSA at a cost of £5 by writing to 8 Clover House, Boston Road, Sleaford, Lincolnshire, NG34 7HD.



Veterans Badge - HM Armed Forces

If you served in the Armed Forces prior to joining the fire and rescue service, have you applied for your Veterans Badge, issued free of charge by the Ministry of Defence in recognition of service in the United Kingdom Armed Forces. Visit www.veterans-uk.info. The Service Personnel and Veterans Agency offers a range of advice and support to anyone who has served in the Armed Forces. It's worth a look.

(It is planned to produce a badge and tie for Association members).

PMA Website

The Association now has its own website and this will play an important (thought not the only) communications tool for members. As the site grows it will contain information regarding retirements, events, etc. If you want to see other content included, let us know. Make it a regular visit when using the net - www.xhfrs.org.uk. If you also want to keep up with the latest with HFRS you can visit www.hantsfire.gov.uk or via the links on the PMA website.

Driving Licences

Are you one of the 25 million UK holders of the photo card type driving licence issued by the DVLA? If you are, then take care. These licences need to be renewed after 10 years and many do not realise this. The small print of the licence is difficult to read and not easy to interpret the words when you have found a magnifying glass good enough to facilitate the wording being read.

This style of licence was first issued in 1998. There were just over 16,000 issued in that year and they have all expired in 2008. However, it seems that a number of drivers due for renewal have not applied and so must be driving around with expired licences putting them at risk of prosecution and a heavy fine with subsequent possible complications with motor insurance.

Final Salute

It is with regret that we record the death of the following past members of the Service:

George Bennett
on 19th June 2009
aged 95.

He served at Copnor, Southsea and Cosham as a Fireman until his retirement in 1972..

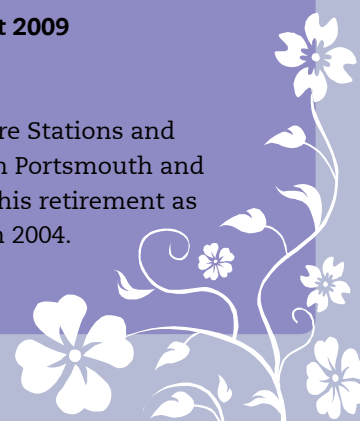
Harold Berry
on 14th July 2009
aged 82.

He served at Horndean Fire Station as a Leading Fireman until his retirement.

Steve Doe
on 21st August 2009
aged 56.

He served at Fire Stations and in Fire Safety in Portsmouth and Fareham until his retirement as a Sub Officer in 2004.

Lest we forget



Recent Retirements

Name	Date	Station/Location	Length of Service
Phil White	01 07 09	Group Manager, New Forest South	30 years
Gary Green	03 07 09	Station Manager, Community Safety, Service HQ	31 years
Jack Love	25 06 09	General Duties Assistant, Training Centre	45 years 3 months
Terrence Coatsworth	06 06 09	Retained Firefighter, Gosport Fire Station	20 years
John Standfield	18 05 09	Retained Firefighter, Stockbridge Fire Station	37 years 10 months
Steven Barnett	18 05 09	Firefighter, Cosham Fire Station	2 years 1 month
Garry Symons	30 05 09	Retained Crew Manager, Eastleigh Fire Station	22 years 3 months
Robert Biggs	30 04 09	Officer in Charge, Botley Fire Station	36 years 7 months
Peter Kinge	06 04 09	Retained Crew Manager, Odiham Fire Station	21 years 3 months
Garry Chudley	17 04 09	Firefighter, Havant Fire Station	30 years
Keith Wood	03 04 09	Firefighter, Rushmoor Fire Station	31 years
Lloyd Bishop	28 01 09	Station Manager, Training, Service HQ	30 years 4 months
Anthony Sindole	22 07 09	Firefighter, Rushmoor Fire station	31 years 9 months
Ralph Deacon	14 08 09	Hydrant Technician, Service HQ	47 years 7 months

We wish all those listed a long and happy retirement.



The first gathering of the Past Members Association - Saturday 22 August 2009 at Fire Service HQ