

STOP MESSAGE

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



www.xhfrs.org.uk



**A classic Hampshire Fire Service Bedford TK at work,
at a fire involving riding stables in Privett, 21 July 1983**

INSIDE



RUNNING MAN

David Howells talks
about his life on the road!

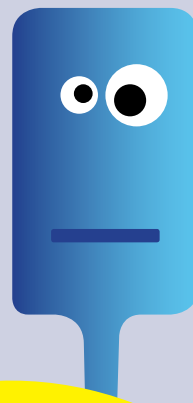
HFRS HAPPENINGS

Catch up on Hampshire Fire
and Rescue Service News

PAST TIMES

Focus on Petersfield
Fire Station

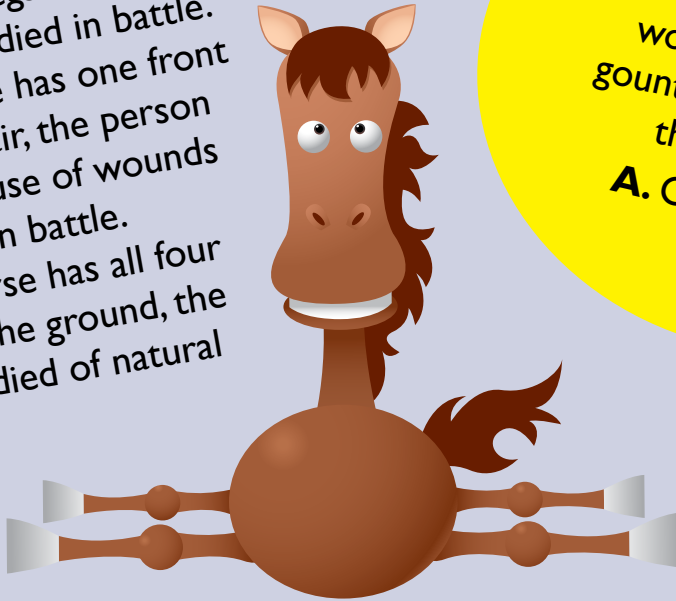
FUNNY THINGS YOU DIDN'T KNOW (MAYBE!)



1.2.3.?



If a statue in the park of a person on a horse has both front legs in the air, the person died in battle.
If the horse has one front leg in the air, the person died because of wounds received in battle.
If the horse has all four legs on the ground, the person died of natural causes.



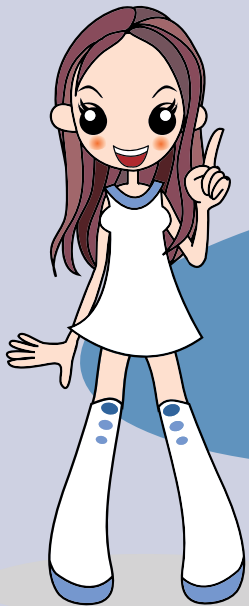
Q. If you were to spell out numbers, how far would you have to go until you would find the letter 'A'?

A. One thousand



Q. What do bulletproof vests, fire escapes, windshield wipers and laser printers have in common?

A. All were invented by women.



Many years ago in England, pub frequenters had a whistle baked into the rim, or handle, of their ceramic cups. When they needed a refill, they used the whistle to get some service. 'Wet your whistle' is the phrase inspired by this practice.

In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer to sleep on. Hence the phrase... 'Goodnight, sleep tight'



The cost of raising a medium-size dog to the age of eleven:
£10,120.00



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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Front Cover: Not so much for the incident but to feature what was a classic Hampshire Workshops fire appliance design. The HFS built TK Bedfords first appeared in March 1962 with the first built going to New Milton. The one on the front cover was first issued to Lymington in June 1972 and the last of the design built. Photo taken after it had been moved to become an A Division Spare. The one on this page was issued to Brockenhurst in October 1963. Although many TKs were used nationally, none had the streamlined design and features of the HFS builds



STOP MESSAGE



Welcome from the Editor



So what will 2013 bring for the UK public safety services?

We have seen the appointment of Police Commissioners, with the power to select/deselect Chief Constables. We have had the announcement that it's no longer seen as necessary to have senior police officers rise from the ranks, with direct entry by 'suitable candidates' possible at Superintendent level and the position of Chief Constable could be made from designated overseas police forces. I cannot help but reflect how when such moves were made in the so-called modernisation of the fire and rescue service, senior police colleagues smiled and said that such a thing would never happen to them. We can now look forward to financial or HR experts stepping into be military commanders and deploying our forces to fight terrorism perhaps?

The Government has announced that the new Chief Fire Adviser/HM Chief Inspector of Fire services will be Peter Holland, recently retired CFO of Lancashire. Peter makes a bit of fire service history in that his father Sir Kenneth Holland was also HMCIFS at one time. Perhaps though more significant is that Sir Ken Knight, the outgoing post-holder will be stepping into a fixed-term role to lead an Efficiency Review of the Fire and Rescue Service in England.

The review will seek to identify ways that FRS's can make savings, without reducing quality life-saving services. The claim is that although FRS's have begun to make efficiencies, there is more that can be done about spending including the introduction of joint working with other emergency services including thinking like shared senior management structures. A report will be submitted to Ministers sometime late spring 2013. Watch this space! Interestingly, the report submission will coincide with the commencement of a national fire and rescue service, together with a national police force in Scotland, another initiative introduced to improve efficiency and reduce management layers.

It's a changing world!

Until the next time.....
Alan House



World Firefighter Games 2012, Sydney and beyond ...

I decided to compete in the Games back in the autumn of 2011. Elaine seemed particularly keen for me to enter, as it provided the perfect justification for another holiday in Australia! I put my name down for the cross-country and marathon events.

With plenty of time to prepare, I decided to incorporate four marathons into my training regime in 2012: London in April, Edinburgh in May, New Forest in September, and the Clarendon Way in October. The London Marathon went well (3 hrs 30 mins), and Edinburgh was even better (3 hrs 15 mins). I was on a bit of a high having achieved a 'good for age' (sub-3 hrs 30 mins) time.

But after that I probably over-trained. I was clocking-up over 70 miles in some weeks during the summer. This took its toll in the New Forest Marathon when, at 19 miles, my hamstrings twanged and I had to hobble

to the finish. It was very wet, windy and cold ... I was a miserable sight (no change there, then). All I could think of was that, with just four weeks to go, I had blown my prospects of competing in the Games. I was mildly cheered when I saw the results. I finished in 3 hrs 46 mins (second in my age group). If only ... !

I decided to have some intensive physiotherapy treatment. Some of the sessions were excruciatingly painful and I found it hard to believe that they might be doing me any good. I was told not to attempt running until four days before the first event.

We set off for Australia not really sure whether I would be fit enough to run. On the first morning in Sydney I went for a very gentle jog, taking in the wonderful sights around the harbour. It went OK and my hamstrings didn't complain. The next day I rested, trying to be 'sensible' for once.



Elaine and I took a look around the 'Games Village'. This didn't take long! It was small, and the whole event was much lower-key than we had expected. As the Games progressed we realised the organisation left a lot to be desired – rather disappointing, after the superbly run event in Liverpool four years previously. I confirmed my entry for the two running events and picked up the joining instructions. I was a bit surprised to read that the cross-country course would be 12 km - a bit longer than would be usual. We were also told that we should use public transport to get to the venues.

Our journeys to the two events were challenges in themselves. Public transport wasn't at all convenient and indeed it turned out to be impossible to get to the marathon by the time we'd been given. Also, there were no signposts or helpers to point the way in vast areas of public parkland.

The day of the cross-country event dawned ... it was warm, very warm. Just before we were due to start, all the over-50s were taken to one side and told that we were to run 8km, not 12km. Now, had I been at my fittest, I would have moaned because longer distances tend to suit me, but given that I was still apprehensive about my hamstrings holding up and as the temperature had reached over 33c, this older-persons' concession probably did me a favour.

I decided to treat this event as something of a test to see if I could finish without making my injury any worse. The course was relatively flat, but there were

several stretches of soft dry ground which was a bit energy-sapping. However I was able to maintain a steady 8 minute/mile pace and finished remarkably comfortably with no further damage. I was really surprised that I came third in my age group and was presented with a bright shiny Bronze medal. It was a real confidence-booster.

The next day we flew to Brisbane, hired a car, and travelled north to visit some of Elaine's relations who live on the Sunshine Coast of Queensland. There was a big family reunion organised in our honour, which was very special. We stayed three nights in a well-equipped apartment right on the seafront. The beaches are fantastic for running and I managed three training runs, mainly as a final test that my hamstrings were up to a longer distance. They seemed OK.

We flew back to Sydney. In the evening we sampled some of the entertainment that was on offer in the Games Village. It wasn't good. The star attraction was some raunchy burlesque dancing. We were not alone in judging it to be inappropriate and, frankly, not what we would expect from a modern fire and rescue service. Enough said.





The following morning we had to be up at 0400 hrs to try to get to the Olympic Park (the venue for the marathon) to register for the race by 0600 hrs. We managed to arrive by about 0630 hrs and the race finally got underway by 0745 hrs. It should have started at 0700 hrs. Sad to say this was typical of the way things were going.

The course, though, was a good one. It was flat and used a network of cycle- and footpaths. It was a multi-lap course which meant that supporters/spectators could monitor progress of their runners quite easily and help with handing out drinks - and some foul-smelling embrocations when needed. Thanks, Elaine!

Luckily it was a lot cooler and the running conditions were very good indeed. I decided to start at the very back so as not to get carried away too quickly. I settled in to a nice steady pace and started to pass a few slower runners. The first lap wasn't well marshalled and the

leading group took a wrong turn ... imagine my surprise when they were heading straight towards me on a circular course! We were electronically tagged (not for bad behaviour, you understand), and I managed to keep a fairly consistent pace.

I was so relieved to finish in 3 hrs 33 mins with no further damage to my hamstrings (or anything else for that matter) ... and of course delighted to get a Gold medal (even more blingy than the Bronze) in my age group! The physiotherapy had been a triumph.

The following day we flew to Hobart and set off for a self-drive tour of Tasmania. It's a really beautiful island and quite different from mainland Australia. In fact, it was like stepping back in time. We loved Tasmania and its beautiful scenery; very similar to New Zealand. We managed to see loads of the island in 12 days. We particularly liked the ancient woodlands and waterfalls. We encountered quite a

lot of wildlife, including wombats, wallabies (lots with babies in pouches), pademelons, possum, and echidna ... but no platypus. We stayed in some really good accommodation, especially in the Cradle Mountain and Freycinet National Parks.

On the way back to the UK, we took the opportunity for a stopover. Dubai was big and brash, spotlessly clean and shiny. We went up the tallest tower in the world, shopped in the biggest shopping mall in the world, saw the most expensive hotel in the world, and photographed the largest gold ring in the world. The city seemed quite unreal and really wasn't our sort of place, but we had to see it and are glad we went. It was a total contrast to Tasmania.

The big question is: will I be fit enough to run in the WFFG in Los Angeles ... in 2014? And where else will Elaine make me run?!

David Howells

Annual General meeting, 26 January 2013

Chairman's Report

I am pleased to advise the PMA continues its growth with membership nearing 350.

Your committee has been active throughout the year with its bi-monthly meetings. We have improved procedures for notification, access to support information and our website www.xhfrs.org.uk continues to be an up to date source of information, with links to HFRS and other useful data bases. The website receives many hits from all over the world and is used to advertise our events and forthcoming activities, and of course to keep the membership in touch.

The PMA Chaplain continues to provide support when needed, unfortunately we all too regularly seem to be meeting up at funerals. We now have a number of coffin drapes and can provide some support and advice, when asked, to families in their time of need.

The finances of the Association continue to be healthy, the direct debit arrangements and pension stoppage has worked well and has made the Treasurer's job a little easier. A reminder to everyone, that subscriptions will again be due in April and it really is helpful if the Secretary and Treasurer do not have to send out reminders. You can pay your £10 anytime you like if you have not set up a standing order or have your payment stopped direct from pension.

Our magazine, Stop Message continues to keep our members up to date with all the past and present activities. It is a good read, well received by the membership and the envy of many retired colleagues from other fire and rescue services.

Do please remember to notify the secretary of any address or email changes to enable us to keep in contact and please keep the articles coming.

We remain a section of the HFRSSA set up and throughout the year have provided a number of participants in golf, cricket, badminton, sailing and dancing classes. Retired members can still be members of the Sports and Social Association and enjoy its benefits of event/activity insurance, the annual diary and inclusion in the monthly cash draw.

During the past year we have provided a wide range of events for the membership, which have been very well supported. These include two London coach and theatre trips, our own golf tournament, a musical evening at FSHQ with a band to celebrate The Queens Jubilee and birthday. Our very own Olympics event with fluffy pigs racing across the course in the Harland room, followed by a good fish and chip supper. A Treasure Hunt around the ancient parts of Winchester, A Christmas Market coach and Hotel trip to Dortmund and Cologne, Germany, a Christmas

party at East Horton Golf Club and Christmas Panto trip to Southsea for our grandchildren, - oh yes we did!

Your committee is now planning this year's events with the first of the London theatre trips in March, which is already sold out. A do it yourself day in London for late May, with the PMA providing the coach transport, some summer functions here at FSHQ and plans are advanced for another Christmas function. We are currently looking at a possible autumn coach and hotel trip to the French and Belgium battlefield area and Ypres. We are trying to cater for all and are ever mindful of the costs. Any ideas are always gratefully received and will be considered.

To conclude I would like to thank the committee for all its support and in particular the Secretary, Treasurer and Bar Manager for their hard work throughout the year to make things happen.

Andy Anderson
Chairman

PMA Treasure Hunt Winchester



Sunday 2nd September 2012 saw the first running of the PMA Treasure Hunt, which was held on and around Winchester City Centre. Unfortunately the weather was not kind to us and on meeting there was a steady and persistent drizzle that soaked us all before we even started. In all 42 people started the event and we are very grateful to each and everyone of them for showing up and giving the event their all.

Three teams were unable to complete the course due to varying reasons. Nonetheless 34 people in 8 teams completed the tasks and made their way to the final

rendezvous point at the King Alfred public house in Saxon Road, Hyde. Some made the finish in a good time whilst others clearly stopped off not just for morning coffee but also lunch!

The final winning team, with 45 points, were David and Elaine Howells and each win a £10 M&S voucher for their efforts. In second place, with the same score but in a greater elapsed time, was Ann Bone's team whilst Pip Warwick's team came third with a credible 44 points. Final positions and points of all teams is shown in the table below.

Name	Team Name	Time out	Time In	Elapsed	Score	Position
Moira Barrett	B&B's	10:15 AM	03:03 PM	04:48	37	6th
Jenny Truckel	Ford Trucks	10:35 AM	DNF			
Helen Gadd	Helen and Adrian	10:55 AM	DNF			
Mick Barnes	3 Ladies and a Bloke	10:20 AM	01:03 PM	02:43	42	4th
Ann Bone	Whatsheonabout	10:45 AM	02:00 PM	03:15	45	2nd
Terry Ash	Where's Terry	10:25 AM	02:45 PM	04:20	41	5th
Elaine and David Howells	Winchester Walkers	10:30 AM	01:05 PM	02:35	45	1st
Pip Warwick	Pip's Mates	10:10 AM	01:43 PM	03:33	44	3rd
Mike Davis	Monty's Revenge	10:40 AM	DNF			
Ron Fenech	Fenech / Davenport	10:50 AM	03:00 PM	04:10	27	8th
Janet Crocker	Janets Gang	10:35 AM	02:20 PM	03:45	34	7th

DNF – Did not Finish

Many thanks to all participants for braving the weather and taking part, we appreciate your support and we hope you'll join in with us again we run another.

Eddie Winter

Feeding at Incidents... *Conclusion*

Emergency Catering Team and their vehicles, July 1998



Although the Salvation Army provision of 'Stage 2' refreshments worked well in the beginning, crewing difficulties and availability started to show and there was once again the need to review arrangements

One of the problems encountered by using firefighters to crew specialist vehicles such as is the impact it can have on other operational response. Generally the mobilising of feeding arrangements will be as the result of a large incident and likely prolonged attendance by crews. This could then result in crewing difficulties on operational first line response vehicles. Likewise, if the crews from the station had already responded to the incident concerned or were already engaged on another incident, crewing of the 'Canteen Van' from Winchester fire station could be compromised.

To overcome issues related to crewing and to stop using operational firefighters for providing refreshments at incidents it was decided establish an independent "Emergency Catering Team". An advert was placed in the Routine Notice dated 12 December 1997 and the team was established and included retired fire service personnel, family members of fire service personnel,

non operational support staff, etc, all of whom operated on a 'retained' basis being alerted to attend incidents on a duty team rotation. All members achieved a food hygiene certificate, first aid certificate and those who required it received training in incident ground operations and safety. The 'Canteen Van' was renamed the Emergency Catering Unit and was transferred on 30 May 1998, to operate from Eastleigh Fire Station, being housed in a garage facility which replaced the old AFS bays.

At the same time the arrangements with the Salvation Army were formally ceased.

The first call for the new team came on 8 June 1998 to a hazmat incident at Sainsburys, Hedge End, but much to the disappointment of the team was stood down before they could show their new learned skills.



Secondary Catering Unit in action

The first incident for real was in Andover on 17 July. After this the team responded to numerous incidents, ranging from the delivery of bottled water to spending hours and days at serious emergencies providing round the clock refreshments and a place for crews to take a break before being turned around to work further at the incident, reducing the need for relief crews.

Their reputation grew and in time they were responding to calls in Surrey, Dorset, Royal Berkshire, Dorset and even the Isle of Wight. They also became

Mercedes from February 2000, together with a trailer unit and towing vehicle as a reserve, (the first towing vehicle be an ex-AFS Landrover, secured free of charge from the diminishing Government emergency stockpile (and painted red), plus in latter years a trailer fitted with 4 portable toilets.

The team and their capability was the envy of many fire and rescue services and it was therefore seen by many as a retrograde step when, in July 2011, it was decided to disband the team and dispose of its vehicles

“ Hang on, didn't we have designated feeding stations' in the past? ”

the on call team for large scale and prolonged police incidents in Hampshire and in Sussex.

The system worked well, not affecting operational response and providing 'welfare' (including portable toilets) at many emergency incidents, firstly using the 1973. Bedford and then operating a purpose built new

as part of cost savings. Reliance has now been placed on the provision of 'hot packs' and bottled water at designated locations and turning crews around at the scene on a 4 hour relief basis plus contract hire provision of toilets. Hang on, didn't we have designated 'feeding stations' in the past?



One of the last shouts for the team, 26 May 2010. A scene repeated at so many past incidents

Time will tell if the provision of refreshment supplies, contract costs and the associated costs of having to mobilise a greater number of stations to any incident in order to meet a 4 hour relief will actually be cost effective and not impact upon operational resources during a busy period or when trying to support more than one large incident. A four hour turnaround for crews is ambitious at any large incident and when that prolonged dry Summer period comes along again, which inevitably it will, when multiple and continuous turnouts, particularly for retained crews may prove a challenge to the arrangements and mobilizing protocols.



Mercedes Emergency Catering Unit, February 2000

It is also noted that this decision was taken at a time when other fire and rescue services are choosing to introduce such vehicles in recognition of how important the provision of 'welfare' is at emergency incidents.

The main vehicle was sold to a mobile caterer who, it is said, then offered to sell back an emergency catering provision to the service!

The National Fire Protection Association in the USA, a standard setting body, in one of their publications recommended that emergency incident 'rehabilitation' should be part of and fire departments health and safety programme and that proper incident rehabilitation can help reduce adverse effects on the health of firefighters working at the scene.

What is clear, is that many firefighters and other emergency incident responders did, over the 38 years benefit from the provision of on scene emergency feeding delivered by either members of Winchester fire station or by the Emergency Catering Team. Hearing one of the 'Echo Charlie' radio callsigns told crews that they would not go hungry, Those of us who enjoyed the hot drink, the soup, the sausage chips and beans, followed by fruit salad and custard or, by the more simple bacon or sausage sarnie are very grateful for the service delivered in all weathers and the banter and good humour that prevailed at the serving hatch.. Nice job people. Thank-you. You will be missed I am sure.

Alan House

The End!

Letters



An opportunity for members to express their views, share news, seek assistance or simply tell us what is going on in their life. So, if you have something to say, make the page come alive for all to see. We would like to hear from you.

Alan

In remembering some of the many stories about Smokey, I think the attached epitomises Smokey and his ways. You will note that he is not wearing leggings. I recall one evening I arrived at Central at around about 5.30 to find the pump escape and major out on a fire and then we received a request for ET out of area crew to attend an incident in Winchester. Smokey went as Officer in Charge I remember that Ray Wilkins and Dave Priestley and I were members of the crew and we had a motor cycle escort from the top of The Avenue through Chandler's Ford to the incident in the centre of Winchester. On arrival Smokey reported in and was spoken to by the Senior Officer from Hampshire, (Chief or Deputy I believe), and received some comment about his lack of leggings at this incident!

Richard Haynes, ex-SFB

*Ganges Shoe Factory (unoccupied),
Evan Street, Southampton, 22
May 1967. Make pumps 4.*



Hello Alan,

I have only recently got around to reading your tribute to Les Cummins, which I found respectful, informative and entertaining. I never knew him to the extent that you did but whether a person loved him or found him infuriating, he had to be respected for tackling problems head-on. After my initial recruiting interview with Smokey he told me that being a member of SFB would be nothing like being retained in Wilts. He was certainly correct.

Ken Davis

Dear Ed,

Thanks for including the article about our latest escapade in Germany in the PMA Stop message magazine. I hate to be a critic but after a few questioning telephone calls I have to put the record straight. Although the big Green thing in the picture may well ought to be mine. The big blue thing sitting on the big yellow trike is not me..... It's Pete Scott. You're not the first to make this mistake.



Best Wishes
Chris Lunn

Ed – Apologies, so to set the record straight, you prefer to be known as the one with the big green one. Correction made!

Dear Ed

At pre-1974 LFM's drills at Basingstoke, I marched up to 'Smokey' Cummins (DCFO, SFB) and saluted reporting for my hook ladder drill. He was the examiner.

"Why are you doing this drill?" he asked.

I answered: "To show I am capable." I didn't know what else to say.

"NO IT ISN'T!" he snapped. "It is to show if you can instruct."

Point taken and it remained with me.



We at Fareham were eighth pump in to South Parade Pier (Ed -11 June 1974). After initially 'setting in' to Canoe Lake we were ordered forward. The fire was ripping up the east side as we were braced there waiting for water. 'Smokey' Cummins came along and said: "We have lost the place but try and save that tower." (Only the north-east tower remained at this stage). This was obviously going to be for the benefit of the watching public and to try and make the brigade look good but we had had a hopeless task from the outset. We scrambled up a ladder onto the roof with two jets but failed to save the tower as it flashed over from inside. Coincidentally, that morning at B17 Fareham, the conversation around morning tea break (with newly arrived post-amalgamation PCFB FPO's) was around fires that having got a hold on a building were very hard to stop.

Some had not liked The Pier. Two days later the Portsmouth News printed an article titled: "It was a pity the fire engines got there so soon."

With regard to the photo of the aircraft crash in 'Scrapbook Memories' in the last magazine, the aircraft in the field is either an RAF Vickers Valetta or Varsity - they were used as transports and flying classrooms. I have the feeling it was near an airfield. Possibly a takeoff or landing overrun? They were well used in the 1950s but could be early sixties. They flew from Thorney Island but its not clear from the photo if its local local.

Dennis Wills

Ed- one advantage that I have is that on close examination of the foam cans being carried, they are marked HFS so I would go with Dennis's thought that it might well be one from Thorney Island)



A light dusting of snow in Belgium on the way home

A coach trip to Germany

Following a well organised coach pick up at Fire Service Headquarters and Basingstoke Fire Station, the happy travellers enjoyed a very pleasant trip down to Dover and the ferry crossing from Dover to Calais was smooth and uneventful and provided an opportunity for all to catch up on a missed breakfast.

The trip by coach to Dortmund was, as we all expected very long and we were all pleased and pleasantly surprised to settle into the Hilton Hotel. Though listed as a three star hotel it was excellent and the service we enjoyed throughout the weekend was fantastic.

Saturday morning we were back on the coach for the short journey into the centre of Dortmund to savour the Christmas markets which was greatly enjoyed by all with just one exception. We are not actually sure if Les Simmons suffered food poison from consuming some dodgy German sausages or if it was the combination of that and a few too many drinks in the bar that evening - whatever the cause, the results were extremely unpleasant for poor Les and he spent the next day in

bed while Linda spent his Euros in the hotel by enjoying the beauty treatments (facial and manicure). When we saw Les the next day he was still feeling pretty poorly and it was generally felt that the beauty treatments would have probably been more appropriate for him.

There were many comments from the group about the disappointing modern architecture in Dortmund until it was pointed out by somebody that the Royal Air Force was mainly responsible for the removal of most of what was considered to be the attractive architecture during the second world war.

Saturday was the first occasion that we were exposed to the very attractive headgear being worn by Mike Davis -

various comments included - “ it’s a squirrel”, “no it’s a fox or a ginger ferret” but Mike was quick to inform us that it was very warm and comfortable reminded him of those happy days when he had a good head of hair.

Back to the hotel on Saturday evening for a good meal and time to relax in the bar. Well time for Alan, Malcolm, Les and partners to enjoy their drinks and then leave without paying their bar-bill !! The humourless barman, (we never saw a smile all weekend), trapped me in the reception area and didn’t want me to leave until I had identified the guilty party. Typical German efficiency - they wouldn’t tell me the room numbers for those above but they would connect me to them one by one via the hotel internal phone system until I could find the guilty party (no names Dep).

Sunday provided a trip to Cologne and several more excellent Christmas markets which most agreed were even better than those visited in Dortmund. It also provided an opportunity for Alan House and Malcolm

and an inch or two was building up on the fields a wag was overheard saying “must be hellishly acid soil here” and why do they spread the lime on the roofs of the passing cars - very unforgiving weren’t they Linda !!

Unfortunately the windscreen wipers on the coach failed when the fuse blew. Oli tried desperately to fix the problem only to have issues opening the fusebox and removing the failed fuse. He asked if anybody had a pair of pliers (just the sort of thing we all take on a coach holiday). Paul Webber had already been named ‘gadget man’ as he spent the weekend with his head buried in his laptop (with detachable screen), his i-phone, i-pod, numerous cameras, several mobile phones’ Kindle etc, etc. Paul quickly delved into his pocket and produced a pair of pliers which appeared to be connected to a full tool kit. There was, at one stage a likelihood that Oli might require a spanner, to which Paul quickly responded “Whitworth or Metric”.

Back safely to the ferry and another chance to eat, drink and relax on the splendid vessel ‘Spirit of Britain’

“ why do they spread the lime on the roofs of the passing cars? ”

Eastwood to do a bit of research on the new Mercedes appliance which HFRS are considering purchasing for the future. You can see from the attached photograph just how impressed they both were by the appliance and they were heard to say that the size would make it an excellent addition to the fleet and ideal for manouvering through the narrow streets of Portsmouth.

Monday morning, bright and early, it was back on the coach for the trip back to Calais and Dover with our excellent coach driver Oli at the wheel. The trip was going well until we entered Holland when the snow started to fall very heavily. At least we all thought it was snow but at the start when there was just a light dusting on the fields, Linda tried to convince us that it was probably lime being added to the fields to neutralise the acid soil. When, as the snow continued

and as you can see from the photograph Tommy Carr was pretty relaxed (or suffering from the effects of too many Glue Weins).

All agreed it was a wonderful weekend and thanks to Phil Griffiths for his organisational skills (you never lose it Phil).

Pete Cowmeadow

Ed – it was a good try though Pete – I thought that the Chief might not notice an pick up my bar bill!

Scrapbook Memories

Some photo album memories submitted by Stop Message readers

D Division Officers
and Retained Sub
Officers photographed at
Lyndhurst 1991



Droxford with Bedford 'S' Wrt circa 1962?



Twyford Wrt after a collision into a
shop in Winchester 25 January 1963



Jewsons, Eastleigh 16 November 1985



White Watch St Marys - 1980/81?



Recruits Course R3/77

Its not often the
Brigade Photographer
gets snapped. Tony
Trodd photographed
by John Arnold at the
Hambledon floods
January 1994.



Just a reminder of the days with black helmets,
yellow overtrousers, Lancer tunics and Meynall
hosereel branches. Next to 300 Farnborough Road,
Farnborough, 19 November 1972



A regular place for road accidents
and traffic jams - Winchester
By-Pass, Northbound with
Winchester crew in attendance,
30 July 1971. Bob Fleetwood
wearing the first trial Nomex
tunics that were originally white
in colour.

HFRS Happenings



New Aerial Ladder Platform due to be issued to St Marys

Fleet News

The first of the two replacement ALP's, destined for Basingstoke and for St Marys, have been delivered to the Fleet Maintenance Centre. The first to arrive will be issued to St Marys, the Basingstoke issue delivery imminent. These have rear steer capability as per the Southsea ALP.

Plans to replace the Incident Command Unit have been brought forward. Finance has been secured for a replacement appliance in the financial year 2013/2014. Specifications and base chassis have yet to be decided.

DEFRA have awarded the HFRS funding to purchase a Water Rescue Unit which can be mobilised nationally. A previously owned 2009 Iveco Ford box lorry has been purchased and

modified by Solent Bodybuilders and will be based at Fareham in early 2013. The current Water Support Unit based at Fareham will then move to Gosport and be used for MIRG (Maritime Incident Support Group) incidents.

A replacement Operational Support Unit is now on the run from Headquarters. It replaces the ex St Marys ET which was converted to its present role in 2003. The new appliance is once again a Volvo FLL bodied by Solent Bodybuilders. Five Command Support Units based on Volkswagen Transporter chassis are about to be ordered for allocation to the designated Command Support Stations. Two Environmental Protection Units based on Volkswagen Crafter van chassis are also in the process of being ordered. (For those who may not be familiar with the term, crews from the designated Command Support

Stations attend incidents to provide support at the Incident Command Unit as directed by the Command Support Officer)

Incidents

6th October, ToC 18:43, ToS 21:20. Make pumps 6, ALP required, Larchwood Service Centre, Larchwood Avenue, Bedhampton, Havant. Single storey building 25m x 20m of steel frame and metal cladding construction. Fire, fire involving two vehicles inside unit, one severely damaged by fire, one severely damaged by smoke. Two further industrial units heavily smoke logged, 12BA, 3 jets, 1 hose reel, ALP used for lighting and observation, PPV in use. Attendance Wrl Wrt Havant, Wrl Wrt SEU Cosham,

Wrl Fareham from stand by at Cosham, Wrl Southsea from stand by at Havant, ICU Headquarters, MRV Eastleigh, ALP Southsea, Wrt St Marys (SEU support crew) Command Support crew from Portchester.

16th October ToC 17:28, ToS 22:35. Make pumps 6, Wrc 2, Thatch Roof, Old Oak Farm, Romsey Road, Cadnam. Fire involving thatched roof cottage, 20m x 20m, fire involving 50% of thatched roof, 1st floor 40% damaged by fire and water, 100% by smoke, ground floor 20% damaged by smoke. Salvage competed. 4 jets, 1 CAFS jet, 2 hose reels, 27 BA. Attendance Wrl Wrc Lyndhurst, Wrt Totton, Wrl Wrt Romsey, RP Ringwood

(CAFS), Wrc Fordingbridge, Wrl Lymington from stand by at Lyndhurst, ICU Headquarters, MRV Eastleigh, SEU and Wrt St Marys.

6th November 2012. ToC 10:38, ToS 13:40. Fire involving chalet style bungalow, De Mowbray Way, Lymington. This was a 4 pump plus ALP incident, details have been included as the ALP attending was mobilised from Westbourne (Dorset FRS). Stop message detached bungalow of two floors of traditional construction and solar panels on roof, 10m x 13m, roof 70% by fire, first floor 100% by fire, smoke and water, ground floor 50% by water, 3 jets, 2 hose reels, 8 BA.





One of Hampshire's Hi-Volume pumping vehicles. Based at Hardley

ALP in use for stripping roof tiles. Attendance RP and WrL Lymington, WrL and WrT New Milton, SEU and WrT St Marys, ICU Headquarters, WrT Beaulieu (Command Support), ALP and WrLR Westbourne (Dorset FRS).

10th November - Fire, make pumps 6, Adept Laundry, 53 Rectory Road, Farnborough. ToC 03:32, ToS 15:38. Fire involving single storey commercial property, 60m x 20m, severely damaged by fire, 5 jets, ALP monitor, 50 litres of CAFS foam. Attendance RP, WrL, WrT Rushmoor, WrT Fleet, 2 x WrL Camberley (Surrey FRS), ICU Headquarters, MRV Eastleigh, SEU and support WrT, ALP and Command Support crew Basingstoke.

23rd November – Fire, make pumps 6, ALP required, London Road, Horndean. ToC 17:31, ToS 21:00. Fire involving detached chalet bungalow, 31m x 15m, fire involving kitchen, spread to roof, salvage in progress, 2 jets, 4 hose reels, 12 BA. Attendance WrT Horndean, WrL WrT

and SEU Cosham, WrL and WrT Waterlooville, WrL and WrT Havant, MRV Eastleigh, ICU Headquarters, Command Support Portchester, ALP Southsea.

25th November – As part of the national response deal with widespread flooding, High Volume Pumps from Hardley crewed by personnel from both Hardley and Ringwood were mobilised to stand by at Temple Fire Station in the centre of Bristol. Later the same day they were sent to an incident at Lydbrook in the Forest of Dean Gloucestershire.

27th November – Fire, make pumps 6, ALP required, Gadsad Centre, Elson Road, Gosport. ToC 01:28, ToS 04:24. Fire involving single storey L shaped building, metal construction and flat felt roof, 13m x 24m, building 25% destroyed by fire, 40% damaged by fire, 100% damaged by smoke, 4 jets, 2 hose reels, 16 BA, ALP and PPV used. Attendance WrL and WrT Gosport, WrL and WrT Fareham,

WrL Wickham from stand by Gosport, WrT Hightown from stand by Fareham, ALP Southsea, SEU and support WrT Cosham, ICU Headquarters, Command Support Portchester, MRV Eastleigh.

5th December – Fire, make pumps 5, ALP and WrC required, 63 Whartons Lane, Ashurst. ToC 13:45, ToS 16:47. Fire involving 2 storey 4 bedroom detached private dwelling of traditional construction, 15m x 20m, fire involving loft space, severely damaged by fire, 10 BA, 3 jets, 1 hose reel. Roof made safe by HFRS. Attendance RP and ALP Redbridge, WrT Totton, WrL Lyndhurst, WrL, WrT and SEU St Marys, WrL Burley, WrT Eastleigh (Command Support), ICU Headquarters, MRV and WrC Eastleigh.

23rd December – Fire make pumps 6, WrC's 2, Horse Meadow, Oakley. ToC 03:26, ToS 08:32. Fire involving new built detached bungalow, 20m x 10m, of traditional construction. 60% of roof involved in fire, remainder of property 50% by smoke and water damage, 10BA, 3 jets, 2 hose reels, 3 roof ladders, 2 10.5m ladders in use, salvage in progress. Attendance RP, WrL, WrT, SEU and WrC Basingstoke, WrT Overton, WrT Odiham, WrT Winchester (SEU Support), RP Whitchurch, WrC Bordon, MRV Rushmoor.

During December, Hampshire like many counties across the country experienced heavy rainfall which resulted in many flooding related incidents. A number of motorists had to be rescued by crews from submerged cars especially in the New Forest area of the county.



HQ based Incident Command Team vehicles

29th December – Fire make pumps 6, ALP required, derelict factory unit, Station Road, Liphook. ToC 03:02, ToS 06:17. Fire involving single storey derelict factory unit of brick, wood and asbestos construction, 59m x 38m. 20% destroyed by fire, 100% by smoke, 3 jets, 2 hose reels, 16 BA, ALP used, cause doubtful. Attendance – WrL Liphook, WrT Grayshott, WrT Bordon, WrL Haselmere (Surrey FRS), ALP and support WrL Guildford (Surrey FRS), SEU and support WrT Basingstoke, WrT Petersfield from stand by at Liphook, WrL Farnham (Surrey FRS), ICU Headquarters, MRV Rushmoor and Command Support Crew Rushmoor.

17th January – Fire, make pumps 6, ALP required, The Green Dragon Public House, London Road, Liphook. ToC 10:33, ToS 14:55. Fire involving public house, 21m x 20m, tiled and part flat roof over brick and block construction, roof 100% by fire, first floor 80% by fire, ground floor 100% by smoke and water, 6BA, 3 hose reels, ALP in use. Attendance WrL Haselmere, WrL Farnham (Surrey FRS), RP and WrT Alton, WrT Bordon, WrL Midhurst (West Sussex FRS), ALP, SEU and WrT Basingstoke, MRV and Command Support crew Rushmoor, ICU Headquarters.

Colin Carter, Guest Contributor
Photos courtesy Colin Carter

General

It was announced in December that the financial grant from the government would be reduced by 18% over the next two years. This in turn means an additional savings of £5.2 million will have to be made across the service in the next 24 months.

HFRS continues its work with the Hampshire County Council and the Hampshire Constabulary to develop 'Joint Working', with the aim of sharing certain business processes and service provision. This has already seen the movement of the Occupational Health team to its new home for its new joint Police and Fire role based at the police training establishment at Netley. (Wasn't this tried once before?). Finance, Property Services and Procurement are also destined to move over the coming months.

It's now possible for retained personnel to apply for temporary fixed term wholtime firefighter posts, for a period not exceeding 11 months (so as not to incur permanent employment status rights. Likely to be an attractive opportunity for those self employed or unemployed, or those seeking to experience life as a wholtime member of the service, although wholtime recruitment has not taken place for some 3 years now. HFRS aim is to reduce the watch-based establishment from 628 posts to 588. The temporary appointments are to allow for the ability to extract additional wholtime crew members for specific events or activities such as project work or secondments, including those external to HFRS.

The 'Networked Fire Control Services Partnership' between HFRS and the fire and rescue services of Devon & Somerset, Dorset and Wiltshire has progressed to the point where in Hampshire, the Control team has once again been moved out of its usual location to temporarily occupy accommodation in the lecture rooms of the training centre, whilst the old Control Room is remodelled and fitted out. It will it seems look very different in the occupied space when complete and obviously with a complete new level of call-handling and mobilising technology that will permit all of the partner fire and rescue services to support one another, including the ability to operate for any of the other partners.

The temporary Control Room was evacuated on Sunday 20th January due to leaking roof affecting the computer servers. The secondary control room at Winchester was put into action and during the changeover period fire calls were handled by Royal Berkshire. The transfer of calls and the movement to the secondary control room is a long established and well rehearsed operation.

Past Times

Focus on Petersfield Fire Station



Swan Street, May 1965

Records refer to a 'fire engine' being in Petersfield dating back to July 1768. These would have been operated by locals as a means of tackling outbreaks of fire and were provided by. An 'Engine House' is recorded back to 1807, as being in 'a woodhouse', in St Peter's Road, attached to the dwelling house of the Sexton of St Peter's Church. It would seem that this was still in use to house a horse-drawn manual. The first organised fire brigade consisting of a Chief Officer plus 20 firemen, was founded on at a meeting called by the Lighting Inspectors on 12 September 1889. The first call for the newly formed Brigade came shortly afterwards on 16 October to Homewood Farm, Stroud. The Petersfield Volunteer Fire Brigade operated the Petersfield Urban District Council with funding from contributions from the Council, donations and for claims for services rendered at fires. The next fire station was in the Council yard, in Heath Road and this was a modest but purpose built to coincide with the arrival of the first motorised fire engine in 1924. In 1939, this was replaced by a Dennis, with identical models also being purchased for Liss and for Horndean for which the Town Council had gained responsibility under the 1938 Fire Brigades Act. An Auxiliary Fire Service (AFS) unit was attached to the Brigade from 1938 as part

of the nation's defence against fires caused by air raids. On 18 August 1941, the regular Brigade and the AFS became part of the National Fire Service, (NFS) part of 14 Fire Force and designated '14A 2Z'. During 1941 a new station was built in another location in Heath Road, opposite Weston Road, to house the 3 fire appliances and the 2 ambulances.

On the formation of the Hampshire Fire Service on 1 April 1948, the station became part of 'B District', (later changed to 'Division'), station B18. On amalgamation in 1974, the station became 'B14' and then a further change took place in 1997 when it became 'B29', following the reduction of Divisions to 3 in number. The removal of the use of Divisions from the organisation left it designated Station 14. In 1949 the Urban District Council made representation to the County Council seeking return of the requisitioned land occupied by the wartime 'Speaker Bay' fire station in Heath Road, junction of Weston Road.

This necessitated the County to look for a new site for a fire station and after negotiation and Home Office approval a plot of land in Swan Street, previously used as a kitchen garden, with fruit trees, and greenhouse belonging to the Amey Brewery, part of the Whitbread Brewery, was

purchased in July 1952 for £350. After a period planning and negotiated a contract was awarded to Powell and Lillywhite Ltd, from Finchdean who had submitted a build cost bid of £8445 plus County Surveyors fees of £1430. The design was based on the plans for Havant fire station. Approval was also given for the construction of an adjacent wholtime fireman's house at the cost

of £2300. The station was opened officially on 27 July 1957 when the firemen, with Station Officer Caplen showed off their skills after a ceremonial turnout to the drill yard. At this time the number of vehicles was reduced from 3 pumps to 2 plus a van. In July 1959 approval was given to move the callout siren from its location at the police station to the drill tower at the fire station.

The Brigade, with its first steam powered fire engine, in front of the fire station in St Peter's Road, in 1904. The Shand Mason steam driven pump was pulled by horses and would have made a spectacular sight as it turned out through the town.



Chief Fire officer and members of the Brigade with Hose-cart. Probably after winning cup in one of the very popular drill competitions of the era. Likely late 20s

The Chief Fire Officer and members of the Brigade on parade, with their new and first motorised fire engine in 1924. Taken in front of the fire station in the Council Yard, Heath Road.





Heath Road, July 1950 ▲



On 20 April 1973, a fire in the Petersfield Timber Company yard threatened the town Gasholder.

As was the way in this period, the fire resulted in 'Make Pumps 6'. Today it would have been at least twice that figure with numerous other support appliances.



◀ **Swan Street, Circa - early 1970s**

Snippets

Estee Lauder/Whitman Laboratories Company Store

Each month we receive a limited number of discount tickets from Estee Lauder. These tickets entitle the holder to access the factory discount shop in Petersfield which is open every Saturday from 8.30 am to 1 pm. Stock varies from month to month and reports suggest considerable savings on high street prices can be made on all products produced by the company. Tickets are limited and are on a first come first served basis and may be requested from Carole Hobbs via email to carole.hobbs@hantsfire.gov.uk.

Fire Service College

The Fire Service College has now been privatised and sold to Capita. Quite how the things will look in the future will be seen in due course, but so ends a tradition of Government owned/sponsored training for the fire service which dates back to the officers training college in Saltdean,

nr Brighton, in the days of the National Fire Service. The 'Fire Service Staff College' then followed at Dorking, with the 'Fire Service Technical College' at Moreton – in - Marsh, becoming the 'Fire Service College' by name after the closure of Dorking.



The Ocean Hotel, Saltdean, East Sussex, was taken over in September 1941 as the first ever national college for training members of the fire service. This photo, showing the front of the hotel, masks the 6 large accommodation blocks, one of which was designated for Firewomen, and a swimming pool behind. Note the observations posts in each front corner which

would have been manned to watch for flying bombs coming across the channel. When handed back in 1952 it became a Butlins leisure centre, (no change then from 'entertaining' fire officers!). Sold again in 2005 to the Grand Hotel Groups, this iconic 30s build grade 2 listed building ceased to be a hotel in 2005 and following part-demolitions is now converted into apartments.



PMA ties and Lapel Pins

PMA ties and Lapel Pins are now available for purchase from Alan House. In two designs, the ties have in the stripes, the colours of the HFRS Meritorious Service Medal and the Fire Brigade Long Service and good Conduct medals with "PMA" shaded in the background. One has the PMA badge logo.

Tie: Cost £5 – plus 70p for postage
Lapel Pins: Cost £3.50 - plus 50p for postage.



Moving on to Pastures New

Terrance Hardy

6 September 2012
Retained Crew Manager,
Stockbridge
20 years 6 months

Wayne Goble

7 September 2012
Retained Crew Manager, Hayling
Island
11 years, 11 months

Kevin Mutter

15 September 2012
Retained Firefighter, Lymington
18 years 3 months

Adam Glasspool

10 October 2012
Retained Firefighter, Botley
11 years 5 months

Christopher Lockyer

14 October 2012
Firefighter, Gosport
12 years 2 months

Paul Baskeyfield

20 October 2012
Firefighter, Basingstoke
21 years

Steven Barrett

26 October 2012
Retained Firefighter, Lymington
16 years 6 months

Colin Falconer

31 October 2012
Retained Leading Firefighter,
Hythe
24 years 7 months

Graham Pike

31 October 2012
Firefighter, Fareham
21 years 1 month

Dave Marshall

4 November 2012
Station Manager, New Forest
Community Response
22 years 1 month

Mark Jones

14 November 2012
Crew Manager, Waterlooville
Community Support
24 years 10 months

Steve Coles

Retained Watch Manager,
Fordingbridge
1 December 2012
42 years

Mick (Billy) Towell

Firefighter Southsea
31 December 2012
22 years

Nick Davies

Group Manager, Headquarters
10 January 2013
30 years

Pete Boyd

Watch Manager, Horndean
11 February 2013
37 years 9 months

Graham Starke

31 January 2013
Property Services Manager,
Headquarters
25 years 10 months

We wish everyone listed every success for the future

Final Salute



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

Lewis (Lew) Clarke

On 14 November 2012

Aged 85

Lew served at Droxford as Sub Officer in charge, until his retirement in March 1982. Lew will also be remembered by many for his long and tireless work for 'The Ben Fund'

Colin Killacky

On 7 October 2012

Aged 76

Colin originally joined the Southampton Fire Brigade in April 1959, transferring as Sub Officer from St Marys to become the first wholetime Sub Officer at the new Fawley Fire Station in 1977 and retired in the rank of Station Officer, in the role of BA Officer, at Headquarters, in January 1991

Roy Rood

On 30 December 2012

Aged 83

Roy joined the Southampton Fire Brigade in June 1955, becoming Station Officer in charge of Central (now St Marys) fire station. On amalgamation in 1974, he was promoted to Assistant Divisional Officer, as the Operational Equipment Staff Officer at Headquarters, a post he held until his retirement in April 1984

Alan Albury

On 17 November 2012

Aged 80

Alan served at Aldershot for 30 years until his retirement as a Leading Fireman in November 1985. He died after a prolonged period of illness.

Bryan Raffill

On 8 December 2012

Aged 81

Bryan served at Gosport and Havant fire stations until his retirement as a Leading Fireman in December 1978.

Lest we forget



Xmas Market coach trip to Dortmund and Cologne, December 2012



A welcome in Dortmund

Alan and Barbara
comfort Malcolm
Eastwood after
a long day
looking at Xmas
decorations!



Horse Racing at the AGM January 2013



Yes they really are getting terribly
excited over toy horses!

