

# STOP MESSAGE

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



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## Fire involving upper floor and roof of Alpha House Droxford - April 1977

### INSIDE



### NOT FORGOTTEN

A poem in appreciation of  
"The Royal Engineer"

### HFRS HAPPENINGS

Catch up on Hampshire Fire  
and Rescue Service News

### PAST TIMES

Focus on Beaulieu  
Fire Station



# REPORTED AS BEING GENUINE COMPLAINTS MADE TO A WELL KNOWN UK TRAVEL AGENT. WE BRITS LOVE TO COMPLAIN!

"I think it should be explained in the brochure that the local store in Indian villages does not sell proper biscuits like custard creams or ginger nuts."

"It's lazy of the local shopkeepers to close in the afternoons. I often needed to buy things during 'siesta' time -- this should be banned."

"On my holiday to Goa in India, I was disgusted to find that almost every restaurant served curry. I don't like spicy food at all."

"We booked an excursion to a water park but no-one told us we had to bring our swimming costumes and towels."

"The beach was too sandy."

"We found the sand was not like the sand in the brochure. Your brochure shows the sand as yellow but it was white."

"Topless sunbathing on the beach should be banned. The holiday was ruined as my husband spent all day looking at other women."

"No-one told us there would be fish in the sea. The children were startled."

"There was no egg-slicer in the apartment."

"We went on holiday to Spain and had a problem with the taxi drivers as they were all Spanish."

"The roads were uneven.."

"It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home."

"I compared the size of our one-bedroom apartment to our friends' three-bedroom apartment and ours was significantly smaller."

"The brochure stated: 'No hairdressers at the accommodation'. We're trainee hairdressers -- will we be OK staying there?"

"There are too many Spanish people. The receptionist speaks Spanish. The food is Spanish. Too many foreigners now live abroad."

"We had to queue outside with no air-conditioning."

"It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."

"I was bitten by a mosquito. No-one said they could bite."



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: Alpha House Droxford 1  
April 1977. A typical scene from the 1970's  
with Bedford appliances, Motorway Rescue  
Tender acting as a Control Point, wooden  
and aluminium '35ft' ladders, AWG1 branches,  
black helmets, Lancer tunics and yellow  
leggings.



## STOP MESSAGE



## Welcome from the Editor



Well, it's September already and I guess that overall the Summer months have not been too bad. As the months of 2013 have rolled by, so too have the issues and challenges facing the fire and rescue service continued to roll in, both nationally and at local level. Since the last Edition of 'Stop Message', a lot has happened signalling some of the biggest changes the UK fire and rescue service has seen since April 1974.

The Fire Service College has been sold into private commercial ownership and the Scottish Fire and Rescue Service has been created in place of the previous local authority fire and rescue services. A government report, 'Improving Efficiency, Interoperability and Resilience of our Blue Light Services' issued in June, followed a report by Sir Ken Knight, 'Facing the Future', suggesting a number of reforms that would, if adopted, really re-shape the Service. The government continues to expect local authorities to reduce costs for service delivery and this is now starting to bite hard on front-line services. Claims of secret plans to privatise the fire and rescue service keep surfacing, only to be strongly denied, but there are those who do see this as a way forward and there are certainly organisations who would offer their services to take on the task. Let's hope not!

As I write this welcome, the FBU have announced the result of a ballot of its members, giving first notice of possible industrial action over plans to change firefighter's pension plans - something that in the past has been seen as a 'no-go' area. As FRS's prepare for possible strike action, some interesting plans are emerging. Some FRS's have even taken to advertising on their websites for volunteers from the public to drive and crew existing front-line services fire appliances to provide a level of 'defensive' firefighting response, external operations only, on the basis that hitherto, the military provided untrained personnel as a defensive response. As in the past, contingency planning in the counties will no doubt include the assumption that the majority of retained stations will remain available. Changes in the way that some retained personnel are now utilised and some feeling differently about things than in the past may perhaps thwart or alter planning assumptions this time. Most FRS's would probably cope with single day strikes, but extended continuous periods will present big challenges. Any industrial action will also be a test as to the current strength of the FBU. Time will tell. One thing for sure is that there is no military support available. There are though, commercial organisations who would like to offer their services!

Until the next time...

Alan House

# Not Forgotten

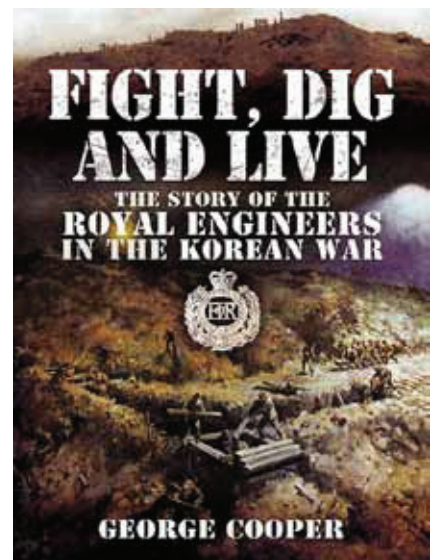
After producing an article for the Associations of the four Army Apprentices Schools to which a Memorial was unveiled at the National Memorial Arboretum, in September 2011, it was suggested to PMA member Terry Hawton, (ex-SFB/D Div/C Div), that it would be a good submission for 'Stop Message'. Prior to his career in the fire service, Terry had served some 10 years as an Army apprentice and later on Colour Service, with Her Majesty's, Corps of Royal Engineers, could be of interest. (Royal Engineer to Fire Engineer)!

Terry writes: There is a significant link between the article and the Fire Service. Peter Henry, mentioned in paragraph three, was also an Army Apprentice and ex-Sapper. Whilst attending courses at the School of Military Engineering Chatham, in the nineteen fifties we became great friends. During this time Peter invited me to go with him to his home in Lewisham on a 48 hour weekend pass where I met and stayed with his family. His late father was then serving in the London Fire Brigade and having been involved in a serious incident involving the explosion

of an acetylene cylinder, had sustained serious burns and terrible disfigurement to his face. After going our separate ways according to varied postings, we were not in contact until the nineteen sixties when, both as serving Station Officers, we were surprised to meet up again at the Southampton Fire Brigade Headquarters Conference Room.

Peter was on a course at Moreton and down for the day to learn about ship fire fighting. This would have been at the time when the Southampton FB was considered to be leading the field in BA Control Procedures. The story doesn't end here as we met up again at unveiling of the Army Apprentice Memorial in September 2011. My wife Doreen and I joined Peter with his wife Doreen at the Remembrance Service at the Fire Service Memorial in London on 8th September. This year will be the sixtieth anniversary of the tragic accident involving Peter's late father. Peter retired as an Assistant Chief Fire Officer in the London Fire Brigade and is now happily settled in Dorset.

Since the unveiling of The Army Apprentice Memorial,



a significant book has been published by Pen & Sword Books Ltd. This is entitled "Fight Dig and Live" The story of the Royal Engineers in the Korean War" by General Sir George Cooper GCB MC DL

Sir George, then as a Captain, Commanded 1 Troop, 55 Field Squadron RE, and my period of service there overlapped with his during my tour in Korea 1952/53, when as a Section Corporal, I served in his Troop. I am very proud to have been invited to recount some of my reminiscences to the author, some details of which have been included in the publication. A half a dozen



or so of the lads of my Group 47b, served as Sappers in 55 and 12 Field Squadrons at the time. Alas two did not return and remain buried at the Commonwealth War Cemetery in Pusan. However, they are not forgotten as I was pleased and proud to have sponsored their stone memorial tablets in the all embracing Circle of Remembrance at the National Memorial Arboretum Site. These lads are the late Sappers James Beck and Ronald Bootle, both 47b. Sapper Beck is mentioned in Chapter 17 headed "Rip Van Winkle"

I gifted a copy of the book to a very great friend of mine, Peter Henry - Arborfield Apprentice Group 49a He like me, was very taken by the poem in appreciation of "The Royal Engineer" included in the book and written by D.W.Hall, a soldier in the Black Watch. This poem as is all the material in the book, subject to copyright and the approval of the author has been sought on this occasion.

The author has written a most interesting and readable story which includes many authentic reminiscences collected from Sappers who served in Korea at the time. I strongly recommend the book as an excellent read. Don't miss it!

## The Royal Engineer.

To all you men assembled here,  
My toast tonight is to the engineer,  
Here's a man we know little about  
For the sapper doesn't boast and shout.

The slave of the infantry, this silent one,  
Who carries a shovel as well as a gun,  
During the war he'll work and fight,  
He's the silent worker of the night.

There's mines to lift, a field to breach  
Before the enemy we can reach.  
He lifts each one with calm and care,  
Suddenly an explosion rents the air.

Some wounded moan, some lives are lost,  
The ones that are left say, 'that's the cost',  
And carry on with double care,  
But can be sure each says a prayer.

A road to lay, this is the test  
But this is a team that will do its best.  
The road complete, supplies roll past,  
The sapper thinks of rest at last.

Ready to answer that urgent call,  
Ready to fight or ready to fall,  
They'll destroy or they will build  
Though oft it means they will be killed.

He's no hero, nor yet very brave,  
Though his work might mean the grave.  
So I'll leave the sapper at his post  
And to him I'll give this toast.

'Let the infantry all be praised  
But the man to whom my glass is raised,  
And may he ever have good cheer  
The ever silent Royal Engineer'.

Ex-Corporal Terry Hawton  
55 Field Squadron. Royal Engineers  
1952/52



# Life in 'retirement'

**In a recent email to PMA members apologising for the delay in getting 'Stop Message' produced, I made my usual plea for articles and photos to be sent to me and in doing so suggested that I wanted to include a 'life after the fire brigade' series of articles sharing what those in retirement were doing with their lives.**

I know that many have interesting new challenges and interests in this thing called 'retirement' and whatever that term may mean to everyone. That email prompted a good response and some of the correspondence received is printed in this edition. I hope that this will become a regular half or full page feature in future editions but thought I would start the ball rolling with some extra pages this time. Also, having asked others to produce something I guess I had to do something myself. Any other offerings greatly appreciated. Photos as well are always nice to have to go with the words. Thank you to all who have submitted something so far. Space has prevented all this time around but all saved for the next edition.

The most common question I am asked when I meet ex-colleagues from 'the job', often with a wry smile on their face in anticipation of my response is 'so how are you enjoying retirement'? My response has generally been framed around hating it! I guess I am getting used to it a bit more, but the reality is that I do still miss being in the career that I enjoyed so much for so long. I do admit that I enjoy the flexibility of being able to take holidays etc and if I am honest, seeing what is going on within the fire and rescue service as a whole today, I would in reality probably not deal well with some of the changes and would be frustrated by the new management thinking and the way the job is now being delivered. It's amazing just how much in 3 years the whole of

the service has changed. That said, the thing I really miss is the preparation for and the attendance at operational incidents. That part will never leave me I know, sad as that may seem to others.

Leaving HFRS was not an easy time for me, for a variety of reasons, but perhaps the thing that I struggled most of all with was that my last couple of weeks were spent organising the funerals of the first members of the fire service to be killed during actual firefighting operations since the air raids of WW2 – Alan Bannon and Jim Shears. Arranging funerals in my last weeks of service – in fact if I had not asked for a weeks extension, I would have driven home from Jim’s funeral on my previously planned last day – had a bigger effect on me than many would realise. I also reflect that it was very poignant that on the very day that the stone of the memorial that I had initiated for erection at Headquarters, Jim and Alan lost their lives. I also struggled with the fact that before the marble plaque was added, bearing the names of

with the service and deal with the increasing number of research enquiries, particularly with the growth in popularity of Family History research. It also allows me to keep on with the archives and heritage collection within the headquarters building. I am the Vice-Chairman of the Wessex cancer Trust, a locally based (Hampshire, Dorset, Wiltshire, Isle of Wight (and Channel Islands) cancer support charity. A busy and challenging time right now to grow the number of shops, support centres and holiday homes in a time when fundraising has become more difficult. I am a Trustee and the Trust Archivist for the Firefighters Memorial Trust, which is responsible for the national Firefighter Memorial adjacent St Paul’s in London, the Firefighters Monument at the National Memorial Arboretum in Alrewas, Staffordshire and, very recently, the heritage collection at the Fire service College, after the College was sold into private business ownership. My role with the Trust includes researching names to be placed onto the Memorial and into the Books of Remembrance,

“ *The thing I really miss is the preparation for and the attendance at operational incidents. That part will never leave me I know, sad as that may seem to others.* ”

all from this County who had died whilst on duty, I had to ask the stonemason to add two more names. The usual round of visits to stations etc in what was an added week of service did not seem appropriate at the time and clearing the office became a delayed process for me. Amazing what one accumulates after 42 years!

If I made a mistake on leaving, it was putting my hand up to take on too many volunteering jobs. My wife, Barbara will quickly tell everyone that I have not actually ‘retired’, I still work a 7 day week, with the main difference being that I am no longer paid for that work! (There is a hint there I think).

So what does life look like for me now? Well, it’s kinda like this: I was the first person to be taken on as an official HFRS Volunteer – there are several now performing community fire safety work but I am now the Service Historian and Archivist which allows me to maintain close links

in the Fire Service Chapel. Each name can take many months or in some cases years to verify. I am a committee member, of the Southampton Heritage Federation, Chairman of the Fire Heritage Network UK and archivist for the British Fire Services Association.

I have for the past 3 years been the President of the British Association of Public Safety Communications Officials, a sort of IFE of the public safety communications technology world, dealing with anything from a pager to an emergency control centre and an exciting new range of technology and procedures available for emergency responders today. This role has taken me to conferences and meetings around the world and has allowed me to retain some influence on matters related to public safety in general. I have now moved into the Past President’s role which will see me, amongst other things organising the UK annual conference and exhibition.



I enjoy that ongoing association with the emergency services and their role in public safety. Joining the British Red Cross Fire and Emergency Support Service, has enabled me to keep responding to a wide range of emergency incidents but particularly fires in the County and occasionally beyond. I get some interesting reaction from some of the FRS crews when I appear at the scene!

This then led to me becoming the Chairman of the Red Cross Volunteers' Council for Hampshire, which has me being a route for the voice of the volunteers in local, regional and national matters. A busy but rewarding voluntary role.

A bit like past roles with HFRS, the work for British Red Cross and Wessex Cancer see me going out to visit volunteer groups, attending events and meetings. It sometimes feels like I have never stopped 'station visits'!

I have had a life-long interest in WW2 aircraft and WW2 in general, particularly the European theatre and, in more recent years, 'The Home Front' which is often a forgotten aspect of the period. The greater awareness that is now being created about WW1 has also sparked a new interest, in particular again in the Home Front and I have become involved in a project to identify all those many members of the fire service of the time who either volunteered for or were conscripted into military service, (often to the huge detriment of local fire brigades) and who then lost their lives whilst 'serving the colours'. A whole new can of treacle to wade through as records are not that easy to find.

My various research work will find me either in local research centres or more often, buried behind files for 1 to 3 days on the trot at the National Archives in Kew. A fascinating and informative place to visit to be sure.

I am still attempting to write books and I hope to have my next one in print within the next 6 months. I am still fundraising to pay off the memorial at Headquarters and have decided to build a fund that can be used for the ongoing maintenance of all four statues and the memorial stone that form the Memorial Garden. This sees me at station open days and similar events selling general bric-a-brac etc and also gives me a chance to promote the PMA.

Then of course there are the DIY tasks, we like to travel and between us, Barbara and I have 5 children including a 15 year old daughter who has come to realise the benefits of the 'dad taxi'! We have 6 grandchildren spread out to include Manchester and London which requires planned co-ordination but at least we still have an excuse for going to Legoland and other 'cool' places.

Finally, there is the Past Members Association which, after initiating, I took on the roles of Secretary and Editor. It's great to see the Association continue to grow, although there are still many who do not know of its existence and we could take every opportunity to promote membership. As always, the strength of an organisation such as ours, very much relies on the support and participation of its members. Support for events and participation by way of articles and photos for the magazine will keep us alive and well. Barbara was responsible for setting up the original membership database and served as Membership Secretary for some 3 years and although that position no longer exists she still helps me out with some of the document designs and layout, (not forgetting the lifeline that I still have attached to my ex-PA Carole Hobbs)!

So, my fear of having nothing to do outside of life in HFRS other than stare out of the window has thankfully not been an issue for me. If any thing, it's actually more difficult to drop a voluntary role than a paid role. I did let the task of being County Chairman for the Fire Fighters Charity drop last year, but still involve myself on the fringes.

The time will come I guess when I will drop other roles, the first probably being my work with B-APCO as that is a time allocated position and I guess there will come the time when getting out of bed to go to incidents is no longer fun, but right now I am enjoying the range of voluntary work and the various historical research projects mixed in with travel and family activities.

Alan House



## Dave Brown

Hi Alan, Hilary and I, as you know bought an old house in Greece. and had it renovated during the last few years we were still working. The house is 300 years old but is now very nice. We have also got a boat now and we have a lot of fun with it. I have included some photos for you to share. We now spend 7 months of each year here in Sikinos and 5 months in UK

Dave Brown



## Ian (Frank) Bowen

**Retirement?! Now there's a thing. Doesn't seem possible that almost 10 years have passed since I retired from HFRS.**

In 2004, I left the UK to emigrate to South Africa to start a new life and venture there. Didn't exactly go to plan – I fulfilled a lifetime's ambition to learn to fly; and having recently divorced met a fantastic English girl who was exported to Africa when she was 3 months old, married her 10 months later – then ran out of money!!

An old HFRS friend, Keith Simmons, put me on to an opportunity for associate (Part-time) work at a Fire Engineering College in the Sultanate of Oman. I pitched for that and did several stints with them in the Sultanate's capital, Muscat, and then Kuwait, Bahrain and the UAE before applying for a full-time contract as their first DCFO. I was successful, obtained a 2 year contract to teach vocational and higher education students from all over the Middle East the 'black arts' of fire fighting, fire engineering and HSE. Caroline and I went there as 'newbie' ex-pats with the intention of returning to South Africa at the end of the contract.

At the end of the contract, the premier Oil & Gas Exploration and Production company in the country, Petroleum Development Oman, had a vacancy for a Corporate Adviser in HSE Training, Competence & Quality Assurance. This was occupied by one Ian Riddell, a Mancunian fire officer I'd first met at the FSC in Moreton a couple of decades before. I pitched for the job, and was successful.



>>>

I had five and a half really enjoyable years with PDO, and raised the standards of both 3rd party HSE training, the trainers, the assessment reliability and the standards and specifications being used. With a cut-off in the company (country) of 60, the writing was on the wall that my contract would not be further extended.

At the end of 2012 I joined a new contracting company recently appointed to exclusively deliver PDO's HSE training, as their Training Management Executive – a rather grand title for a General Manager. Sadly, the ambitious and young, relatively inexperienced son of the Omani shareholder had rather different ideas as to how the business should run. My personal integrity would not allow me to do the things he wanted, and so I resigned the position and unexpectedly returned to the UK in late July after just over 8 years – not the 2 we'd originally planned.

It's so good to be back! Once we have organised our new home and the contents – still en-route as I write – I shall be starting that new venture but a little later than planned, but this time based in the UK. I hope to be able to put all of the experience I have been so fortunate to have acquired with HFRS and later within the Middle East to good effect as an international consultant.

Best of all, it gives me the opportunity to see much more of my son (a fire-fighter in HFRS of 12 years), my daughter and my two grandchildren as well as renewing friendships within the HFRS family on a personal level again. Look forward to meeting you at some of the events being planned.  
Ian (Frank) Bowen

## Geoff Merrit

**I served at Stockbridge (C34) for 21 years, 18 of those as 24 hour cover.**



I joined in 1972 when it was the Hampshire Fire Service, then throughout the renamed Hampshire Fire Brigade and finally when I was serving in The Fire and Rescue Service, after a bout of Shingles which affected my hearing, I was no longer

able to continue in a job that I loved, and was to sorely miss the comradeship of my fellow firefighters.

I retired from work in 2007 and have just completed writing a book, I have called it "A glimpse of old Stockbridge" at the moment the editor is preparing it to go in front of the proof readers before publication.

I was thwarted for a while in 2009 by having a heart attack but after a minor operation I soon resumed working on it. I have twin Daughters who have both provided me with a lovely Grandson each and I live with my lovely wife Elaine in Longstock in the house that I was born in (I wanted to be near my Mum at the time!).

**Editor: Thanks Geoff, do let us know when the book is published and we can help you with some publicity.**



Left to Right Back row: John Chappel, Rodney Malcomber, Geoff Merritt, John Standfield, Stan Holdaway, Ivan Gibson. Front row: Anthony Perry, Trevor Day, Don Mason, Anthony Wahnnon, Ian Carpenter, Steve Ashe. The latter two going on to have a distinguished career as full timers



## Dennis Purvis

Still working on the recruits course photograph Denny, but here you are, sixth from the right on parade for Her Majesty The Queen! Does anyone else from R1/74 have a photograph?

Ex-Leading Fireman 9129 Dennis Purvis wrote: Regarding your call for comments about what the post-fire brigade retirement years been like, here is what I have been doing. Since retiring in May 2000 I worked for a local funeral director for almost 5 years, then as a fork lift operator and I am at present a Dockmaster at Northney Yacht Marina Hayling Island.

I hope my forthcoming 65th birthday in Feb will see me finally retiring, and enjoying life to the full after what was a very full and active career since leaving school in 1964:

An apprenticeship in H M Dockard as a Shipwright.

A career in the Fire and Rescue, in Hampshire, being one of the last to join the Portsmouth City Fire Brigade, and then being part of the first Hampshire Fire Brigade training course, R1/74, before going on to serve at Southsea, Copnor and Gosport. I also recall being a member of the ceremonial drill squad forming a guard of honour for H M the Queen at the opening of the new Headquarters at Eastleigh.

Not a lot more to tell really Alan. It would be nice to see a few photos of the old course if you can find them.

Editor: Any other contributions from colleagues who wish to share their experience of this thing called retirement will be greatly appreciated.

# 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.**

## Our Trip to London

Another successful PMA coach trip to London was organised by Andy Anderson for Wednesday 23rd May. No theatre on this occasion just a 'do your own thing' day. All seemed to enjoy the day with some visiting different parks (some to view the new Bomber Command Monument), the Changing of The Guard at Buckingham Palace, the crown jewels, Kensington Palace or some just to 'hit the shops'. Angela Anderson managed to get that elusive matching handbag ready for the big wedding of their son this year.

When we all returned to the coach everybody commented what a good day it had been and we happily headed home discussing our visits and purchases. Little did we know at the time that over in Woolwich a poor off duty soldier had been hacked to death by two lunatics who were later shot by the Police.

We got out of the City and as normal an envelope was passed round with a collection for the driver. We were delayed a little by the traffic but soon were heading onto the M3 for home when the coach pulled over onto the hard shoulder. We were all a bit concerned when the driver got out and was violently sick on the side of the road and started to worry that he might not be able to continue home. He was quickly attended to by our intrepid First Aiders, Andy Anderson John Davenport and Lin Winter.

John was a little disappointed when Lin insisted that she wore the nurses uniform as he had been desperate to wear it again !!! (Daphne says it's getting too tight for him anyway).

It was decided that the driver was not fit to drive all the way home so he drove us the short distance to Fleet Services and another driver met us there to continue to drive us home.

The event, as you can imagine managed to provide an outlet for some Fire Brigade humour. More than one of our members were quick to ask if he had already been given the envelope with the collection in it (as we might need to reassess our donations if he hadn't driven the whole trip) - nothing changes in HFRS circles does it?

Pete Cowmeadow

Dear Editor,

Les 'Smokey' Cummins could be grouchy but he also had a very humorous, human side which I suspect was predominant.

When I was at B17 Fareham we attended a LPG leakage incident with B27 Titchfield on their station ground. ACO Ops Les Cummins came out from Headquarters; he did seem to get everywhere. Dare I say he 'self-mobilised'?

It was a protracted incident where a lorry had crashed through a fence and struck a large static LPG tank on an horticultural site. Liquid gas jetted from a puncture and disappeared in a low-lying cloud just as the books said. Before dispersal 'Smokey' Cummins conducted an incident debrief. During it one of Titchfield's crew (Mr Blank) became annoyed with his new-fangled personal alerter which had let him down making him miss the appliance. He threw it up in the air and luckily caught it. ACO Ops said nothing and did not even look embarrassed.

One evening a week later, there was a big B Division test turnout to the Royal Naval Aircraft Yard, Fleetlands. At the debrief ACO Cummins spotted the Titchfield crew and, smiling, he walked over to them and as 'nice as pie' and touching him on the arm said: "Mr Blank - how is your personal alerter?"

IT WAS SO FUNNY! (to those of us in the know). There were hard times post the 1974 amalgamation. During a period of austerity there was a crackdown on fuel usage. No unnecessary trips! One time I answered the watchroom phone: "WHERE'S THE HP GOING?!" "To Fareham on training, Sir", I said. ACO 'Smokey' Cummins must have always have been listening in to HX (when he was not there in the control room).

Dennis Wills

Hi to Everyone at Hampshire FRS Past Members Association,

I served as a Retained LFF at Andover station from 1985 until 2001, when I up sticks and moved to Holsworthy in Devon and joined Devon FRS ( now Devon and Somerset ) still serving today. Eleven years have past quickly by since my move, but on drill nights and on jobs I can still be heard to remark "We didn't do it like this in 'Ampshire".

One of main bugbears of my new Service is the Fire Ground Feeding, Oh how I wish I could be back in Hampshire and sit on a windy Winters night in inflatable shelter away from the elements, and eat sausage, egg and beans, and sup on a hot mug of tea. 20 minutes away from the hurly burly of the fire ground, it would set you up for many more hours toil at the work face. Alas not in Devon, and how on incident debrief I have praised the Hampshire Canteen Van and tried in vain to impress on Senior Officers the merits of good fire ground catering.

So it was with great sadness that I read in your Stop Message publication that the personnel of the emergency catering team had been disbanded last July, due to cut backs. No more can I sing my praises to Hampshire's fire ground catering, you have been brought down to our level, and not us up to yours.

Thanks to all the personnel of the Emergency Catering Team, unsung heroes in my mind.

Richard Goulding

Hello Alan,

In his letter published in the February 2013 edition of Stop Message Denis Wills observes that the mystery aircraft pictured in the September 2012 edition is a Vickers Valetta or Varsity and points out that this type flew from Thorney Island. This little mystery aroused my curiosity so I did a bit of sleuthing on a website to which someone sent me a link a couple of years ago. The website is Hampshire Aircraft Crashes and Accidents which claims to record every aircraft accident that has occurred in Hampshire. Whether or not it is entirely complete we don't know but the author has to be congratulated for what clearly involved a great deal of research. Scrolling through the numerous pages I found the following references to Valetta and Varsity crashes:



12-4-54 Varsity from 2ANS (Air Navigation School) - under-shot on south-east approach to Thorney Island - write-off.

19-8-52 Valetta from ETPS (Empire Test Pilots School - based at RAE Farnborough at this time) broke up in the air and crashed near Hook Railway Station - 2 killed.

11-7-55 Varsity from 2ANS - crashed near Emsworth - accidentally feathered props - no casualties.

16-3-56 Varsity from 2ANS - under-shot while landing at Thorney Island and lost wheels.

2-11-57 Valetta from 2ANS crashed at Thorney Island.

19-10-59 Varsity from ETPS - loss of control and crashed near Havant - 2 killed.

If we exclude the fatal incidents which would certainly have resulted in far more serious damage to the aircraft, this narrows the photo down to four possible dates. Perhaps a reader with a deeper knowledge of such things might be able to identify something from the aircraft's markings or perhaps tie the photo up with a local newspaper report of the time.

There was a civilian version of this aircraft called the Viking and the website lists a number of these being involved in mishaps. One particular incident occurred on 1-5-57 when a Viking of Eagle Aviation crashed on the approach to Blackbush, killing 34 people. I wonder if this was Hampshire's worst air crash. It would be interesting to hear any memories from Stop Message readers who attended this tragic incident or who have recollections of it.

Ken Davis

Editor: This refers to the photograph originally printed in Stop Message Number 9. I am grateful for the feedback from both Dennis and from Ken.

## A Postcard from Maderia

I thought Kym and I would share our holiday destinations with you especially now we have time on our hands, not that we haven't travelled much in the past!! Maybe you can share your trips with hints and tips on the best deals.

Where is Madeira? It's located in the Atlantic Ocean, just north-west of the Canary Islands and a little further away from Africa, which gives it the balmy summers and warm winters it's famous for... the ideal holiday destination all the year round.

The main town Funchal, where we stayed has many hills, however it is easy to get around using local transport, a local bus ticket at 2.80 euro and there are many taxi's serving the city and the port.

The first recommendation we would make is take an early trip on the hop on hop off red or yellow buses both are the same price (12 euro). This takes you to all the city sites and beyond stopping at all the places of interest.

Cable Car – This takes you to the top of the mountain with spectacular views over the city and harbour at the top are botanical gardens , village, churches and cafes and bars. There are a variety of prices depending on how you want to come down! 10 euro one way, 15 euro up and down but the best way down is by a whicker toboggan which is steered through the winding streets by two crazy men, its great fun, this takes you half way down and the it's a bus or taxi into town, not cheap at 30 euros each but a great experience.

Indoor City Market – Another destination is the indoor market situated near the cable car consisting of two floors, at one end is the fish market with some of the ugliest and fiercest fish I have ever seen but maybe they taste good! The rest is dedicated to flowers, fruits and vegetables which the stall holders are very pleased to provide samples of a wide variety of exotic fruits for you to taste. It is a very colourful and well worth a visit, why not relax with a coffee or beer on the first floor café they make you very welcome.

The highlight of the hop on – hop off bus for me though was the fishing port Camara De Lobos, this is a beautiful village and on the day we visited, was very busy with boats being pulled up from the shore with men shouting, diving in the water, under the boats to connect the rope hooks so that they can be hauled ashore. It was so busy and exhausting we had to sit with an ice cold beer in a café by the harbour quay. Definitely worth a visit and short stay just to take in the atmosphere.

Accommodation – There is a good standard of accomodation in Funchal we stayed in the Lido area. (Alto Lido Hotel), which was very pleasant and on good transport routes into the city, it is about a 40 minute walk. Along the front where we stayed is a lovely boardwalk with great views of the Atlantic Ocean and cafes for and morning coffee or a beer, if the sun is over the yard arm. In the area around the Lido are a wide variety of restaurants and supermarkets

Kym and I would certainly recommend Maderia for a one week holiday break we booked through a husband and wife business who were a great source of information on choosing a destination and indeed got us an upgrade from a double room to a sea view apartment at no extra cost. Their details are: Sarah and Phil Davis Personal Travel Agents – 01494 415010 phil.davis@personaltravelagents.co.uk ABTA and ATOL bonded for complete security

Wish You Were Here – Tommy Carr



# Scrapbook Memories

Some photo album memories submitted by Stop Message readers



Andersons  
Plastics,  
Alton 16  
August  
1976. Make  
pumps  
10 plus  
Hydraulic  
platform



Medal presentation ceremony, believed 1987.



'Central', (now St Marys), Xmas  
1957. (Photo: Ray Bricknell)



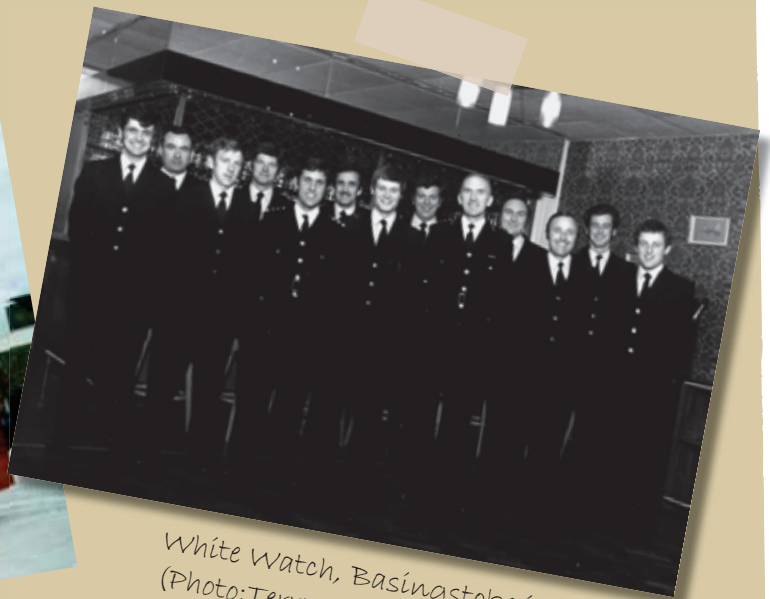
Fireman Gibson, Stockbridge 1972, (and,  
a smart example of how retained firemen in  
Hampshire used to look!)



Stockbridge crew  
1972



Southampton Fire Brigade Emergency Tender (ET)  
'Number 8'. Served from October 1957 to May 1974



White Watch, Basingstoke in 1979  
(Photo: Terry Lawler)



White Watch, Basingstoke 1980 - Winners  
of the Hampshire Castle Cup Technical  
Quiz. (Photo: Terry Lawler)



Presentation parade for the 'new'  
Fire brigade Long Service and  
Good Conduct Medal at Fire Service  
Headquarters, North Hill House,  
Winchester 1954

# HFRS Happenings



## Fleet News

Appliance hand down moves following the arrival of the Rescue Pumps mentioned in previous editions has resulted in Odiham gaining HX56 RGZ, a Volvo FLH250/Emergency One from Havant having been converted to a WrL from a WrT and Botley receiving WrT HX10 CJU a Volvo FLL240/ISS/Emergency One from Fareham.

Five appliances have been returned to the leasing company at the end of the lease, W886 WRV which was the 100th Volvo supplied to Hampshire. The leasing of vehicles was a move made tears back when it was the only way to fund the much needed improvement to the fleet. Although this resolved the problem at the time it brought with it many hidden problems too. This method of financing vehicles is no longer used.

The Water Rescue Unit reported in the last edition of Stop message has been issued to Fareham.

## Incidents

This period has been dominated by the number of incidents involving thatched roof properties within the county. A total of seven incidents required multi pump attendances.

**21 February**, ToC 19:02, ToS 02:10. Make Pumps 8 plus WrC and ALP. Bank Tree Farmhouse, B3048, Ibthorpe.. Fire involving thatch cottage, 18m x 14m of brick construction with thatched roof. 50% of roof severely damaged by fire, 100% of first floor and ground floor by smoke and water, 2 jets, 1 hose reel, 3 CAFS, 10 BA. Attendance – RP Andover, RP Whitchurch, WrL x 2 Newbury (Royal Berkshire FRS), WrC Pewsey (Wiltshire FRS), WrT Sutton Scotney, WrT Overton, WrLR Ludgershall

and Amesbury, ALP Basingstoke, ICU Headquarters, SEU and support WrT Winchester, MRV Eastleigh. Stand by moves, RP Eastleigh to Winchester, WrL Kingsclere to Whitchurch, WrT Hightown to Eastleigh.

**29 March**, Good Friday did not live up to its name when no fewer than three thatched properties were involved in separate incidents. The first incident, ToC 11:19. ToS 16:16. Make Pumps 9. Appletree Cottage, Claypits Lane, Dibden near Hythe. Fire involving domestic thatched property of two floors, 15m x 6m, roof and first floor 100% by fire, ground floor 50% by water, salvage complete, 12BA, 5 jets, and 3 hose reels. Attendance WrL Hythe, RP Hardley. WrT Beaulieu, WrT Totton, WrT Brockenhurst, WrL Lyndhurst, WrL Lymington, WrL St Marys, WrT Hightown from stand by Hythe, SEU and support WrT St Marys, WrC Lyndhurst, ICU Headquarters, MRV Eastleigh.

As this incident was being scaled down the second incident, Make Pumps 10, occurred at 16:29 at Antlers Cottage in the village of Wherwell south of Andover. The incident involved two thatched cottages 6m x 16m. The stop message was sent at 00:35 on the 30th March, thatched property of two storeys, 16m x 6m, one roof 90% by fire, 30 BA, 4 jets, 3 hose reels, and 2 CAFS jets. Attendance WrL Stockbridge, WrT Sutton Scotney, RP Whitchurch, WRLR Ludgershall (Wiltshire FRS), WrT Andover, RP Winchester, WRLR Amesbury (Wiltshire FRS), WrT Winchester, WrT Overton, WrT Alton, SEU Winchester, WrT Basingstoke

(SEU support crew), WrC Basingstoke, ICU Headquarters, Command Support Crews from Basingstoke and Eastleigh, MRV Eastleigh. Stand by moves, WrL Alresford to Stockbridge, WrT Romsey to Andover and WrL Bishops Waltham to Winchester.

The third incident that day was at 18:44, Make Pumps 12 plus 4 WrCs and an ALP when crews were called to numbers 1 and 2 Brook Cottages and Hockley Cottage in the High Street in East Meon near Petersfield. One of these properties was severely damaged by fire back in 2009. ToS 09:30 on the 31st March. Fire involving three buildings, approximately 34m x 7m of thatch and brick construction, 5 jets, ALP monitor, 8BA. Attendance RP and WrL Petersfield, WrT Droxford, WrT Horndean, WrT Cosham (from stand by Petersfield), WrL and WrT Waterlooville, WrL Havant, WrL Liphook (from stand by Petersfield), WrL Southsea (from stand by Droxford), WrT Hayling Island, WrT Bordon, RP Fareham, ALP Southsea, WrC Bordon, WrC Fareham, WrC Camberley (Surrey FRS), WrC Eastleigh, MRV Havant, ICU Headquarters, SEU and Support WrL Cosham, Command Support crews from Portchester and Rushmoor. The Search & Rescue Unit attached to USAR at Headquarters was requested to attend along with a USAR advisor. Stand by moves, WrL Fareham to Petersfield, RP Havant to Cosham, MRV Rushmoor to Winchester (Strategic move due to other incidents), WrL Midhurst (West Sussex FRS) to Petersfield, WrT Southsea to Waterlooville and WrL Chichester (West Sussex FRS) to Havant. Relief crews at

22:30, WrL Bishops Waltham, WrL Gosport, RP Basingstoke, RP Alton, RP Southsea and WrT Fleet. Relief crews at 04:00 WrT Hightown, WrT Hayling Island, WrL Wickham and WrT Southsea.

**4 April**, ToC 17:23, ToS 21:54, Make Pumps 10, Lains Cottage in the village of Quarley on the Hampshire Wiltshire border. fire involving 1 thatched cottage consisting of two floors, 20m x 10m, traditional construction, roof 100% by fire, ground floor 100% by water, 3 jets, 3 CAFS jets, 2 hose reels, 16BA. Attendance RP and WrT Andover, WrT Sutton Scotney, RP Whitchurch, WrL Stockbridge, RP Winchester, WRLR Ludgershall, Amesbury and Salisbury x 2 (Wiltshire FRS), SEU and support WrT Winchester, WrC Basingstoke, WrC Wilton (Wiltshire FRS), ICU Headquarters, Command support crews Basingstoke and Eastleigh. Stand by moves WrL Bishops Waltham to Winchester, WrT St Marys to Andover.

**7 April**, ToC 17:50, ToS 09:58 on the 8th April. Make Pumps 8, Yew Tree Cottage, Upton north of Andover. fire involving thatched cottage 20m x 5m, 75% of thatched roof construction, 25% of traditional construction, fire involving 100% of thatched area of roof, 1st floor of thatched area 100% by fire, smoke and water, salvage of property complete, 5 jets, 4 hose reels, 25BA. Attendance RP and WrT Andover, RP Whitchurch, WrT Overton, RP Newbury (Royal Berkshire FRS), RP Hungerford (Royal Berkshire FRS), WRLR Ludgershall (Wiltshire FRS), WrL and WrC Pewsey (Wiltshire

FRS), SEU and support RP Winchester, NRV Eastleigh, ICU Headquarters, Command Support crews Basingstoke and Eastleigh, WrL Romsey (from stand by Andover). Stand by moves WrL Stockbridge and WrT Droxford to Andover, WrT Basingstoke to Whitchurch.

**19 April**, ToC 10:50, ToS 18:22. Make Pumps 12, WrC's 3, Sciviers Lane, Durley near Bishops Waltham., fire involving thatched cottage 9m x 22m, two floors, thatched roof 100% by fire, first and ground floor 75% by smoke and water, 46BA, 1 CAFS jet, 6 jets, 4 hose reels.. Attendance WrL Bishops Waltham, WrL Wickham, WrT Botley, WrT Droxford, RP and WrT Hightown, RP, WrL and WrC Eastleigh, WrT Waterlooville, WrT Hamble from stand by at Hightown, RP and WrC Fareham, WrT Cosham from stand by Bishops Waltham, MRV Havant, ICU Headquarters, WrC Lyndhurst, SEU and WrT Basingstoke (stand by at Winchester for training), Command Support crews from Eastleigh and Beaulieu. Stand by moves WrT Southsea to Fareham, WrT Alton to Bishops Waltham, RP Lymington to Bishops Waltham, WrT Romsey to Eastleigh and WrL St Marys to Hightown.

**24 March**, ToC 09:33, ToS 12:32. Make Pumps 8, Large house fire affecting the roof, Appleshaw Road, Appleshaw. Attendance RP and WrT Andover, WrT Sutton Scotney, RP Whitchurch, RP Eastleigh from stand by at Andover, WrL Basingstoke, ALP and Support pump Salisbury (Wiltshire FRS), WrLR Amesbury and Ludgershall (Wiltshire FRS), MRV Eastleigh, SEU and Support WrT Winchester, WrC Basingstoke, ICU Headquarters, Command Support crews from Basingstoke and Eastleigh.

**19 April**, ToC 18:26, ToS 21:38. Make Pumps 6, Land Rover's 2 and WrC, Cherque Farm, Cherque Way, Lee on Solent.. Large area of gorse, approximately 2 hectares, 2 Land Rover's, 2 hose reels, 2 jets and beaters. Attendance RP, WrL and WrC Fareham, WrL Cosham from stand by Gosport, WrL Gosport, WrL Southsea from stand by Fareham, WrT and Command Support Crew Portchester, L4T Havant, L4P Hamble and ICU Headquarters.

**24 April**, ToC 14:49, ToS 16:43. Make Pumps 8, ALP required, Marks & Spencer, 25 High Street,

Aldershot. Fire involving mid terrace property of traditional construction, 3 storeys, 10m x 16m used as shops, offices and residential, roof and second floor 100% by fire, first and ground floor damaged by water. Crews cutting away and damping down, 5 jets, ALP monitor, 1 hose reel, 12 BA. Attendance RP, WrL and WrT Rushmoor, WrL Hartley Wintney from stand by at Rushmoor, SEU and WrT Basingstoke, MRV Havant, ICU Headquarters, Command Support Crew Basingstoke, WrL x 2 Camberley (Surrey FRS), WrL Farnham (Surrey FRS) and WrL Guildford (Surrey FRS). Stand by moves WrT Cosham and WrT Odiham to Rushmoor, RP Eastleigh to Basingstoke.

**19 May**, ToC 17:25, ToS 22:19. Make Pumps 5, WrC 2 and ALP, Eccosse Hospital Products, Dauntsey Drove, Weyhill, Andover.. Fire involving derelict single storey building 85m x 35m, part brick with tiled roof and part re-ferm with flat roof construction, 80% severely by fire, 40BA, 4 jets, and 2 hose reels. Attendance RP and WrT Andover, WrLR Ludgershall (Wiltshire FRS), WrLR Amesbury (Wiltshire FRS), ALP and Support WrLR Salisbury (Wiltshire FRS), WrL Stockbridge, ICU Headquarters, WrC Pewsey (Wiltshire FRS), WrC Eastleigh, MRV Havant, SEU and support WrT Winchester, Command Support Crew Basingstoke. Stand by moves, WrT Overton to Andover.

**10 June**. ToC 16:45, ToS 02:59. Make Pumps 9, Watercarriers 2, ALP required, Bursledon Lodge, Salterns Lane, Bursledon. Fire involving 3 buildings 45m x 15m divided into 3 residential properties each of three floors of traditional construction. Part flat and part pitched roof, roof collapse. Attendance RP and WrT Hightown, WrT Hamble, WrT St Marys from stand by Hightown, WrL and ALP St Marys, SEU and support WrL Redbridge, RP from stand by Hightown, WrL and WrC Fareham, WrT Droxford from stand by Hightown, WrT Cosham from stand by Fareham, ICU Headquarters, WrC Eastleigh, Command Support crews Eastleigh and Portchester, MRV Eastleigh. Stand by moves WrL Romsey to Redbridge, WrL Southsea to Hightown, WrL Gosport to St Marys, RP Eastleigh to St Marys, WrT Botley to Hightown, WrT Totton to Redbridge.

**Colin Carter, Guest Contributor**

# TREASURE HUNT

On Sunday 30th June 2013 the PMA ran its second Treasure Hunt. On this occasion the target for the hunt was the market town of Romsey and the weather was hot and sunny.



Competitors met at the Alma Road car park at 10:30 and PMA organiser Eddie Winter dispatched them on the hunt with each team leaving at regular intervals.

The hunt comprised of 30 questions that needed to be answered in turn and each question included a cryptic clue as to where the target of the question could be found. If the clues and questions were answered correctly it would lead competitors down Alma Road and right into The Hundred, up the main shopping area to the Corn Exchange and on to Bell Street.

It wound its way round and round the Market Place several times before pushing on to



Abbey Water, through Abbey Gate and then to the War Memorial Park. Competitors then needed to leave the park and head for the mill on the river Test before returning back to the Abbey itself. The final stretch led them through back streets to Latimer Street and then on to the entrance to Waitrose and finally back to the start point in the Alma Road car park.

The actual route competitors took varied greatly with many choosing to skip certain questions and they then tried to 'find' their own way to the next clue – a disastrous strategy. Those that stuck to the designed format managed to achieve completion of the hunt in 2 to 2 1/2 hours whilst those



who made their own way took at least an hour longer.

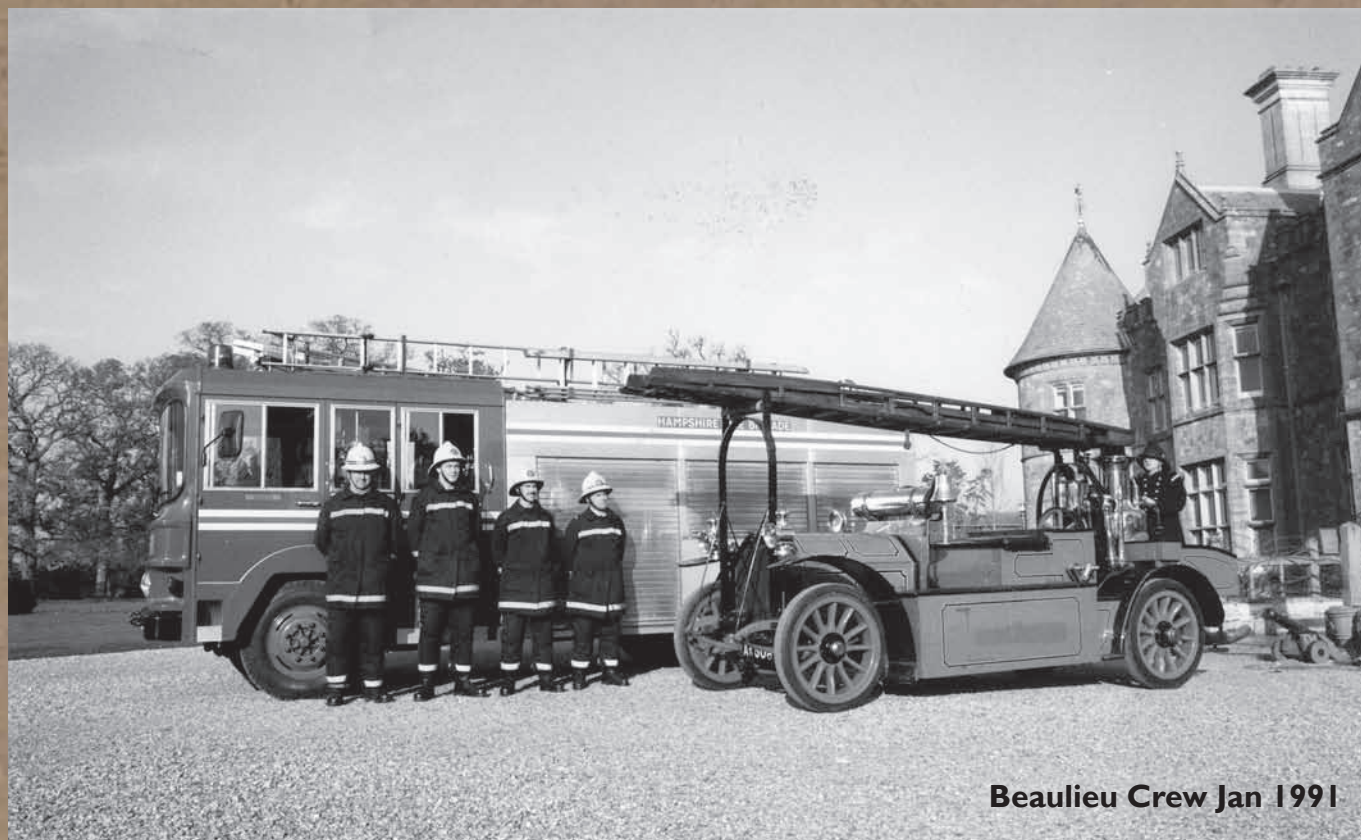
As competitors finished they made their way to the Old House At Home public house where some enjoyed a meal and others a drink in the sunshine. As the final competitors came home it was clear that choosing between the winners and losers was going to be a close run thing. Ultimately though Eddie Winter declared Alan and Barbara House and Alan's Daughter Katie the winners and presented them with £30 worth of vouchers from John Lewis.

Hopefully we can have a good time in the sunshine again in 2014. See you there.

Eddie Winter

# Past Times

## Focus on Beaulieu Fire Station



**Beaulieu Crew Jan 1991**

The origins of a fire station in Beaulieu dates back to the formation of the Beaulieu Estate Fire Brigade. A 'new' fire station was built, behind the Montague Arms, under the direction of the President of the Brigade, Lord Montague and was formally opened on 28 May 1909 when the members of the Brigade were turned out for a practice drill at Palace House after which Chief Officer Wadley and his men were praised for the smart and workman-like manner in which the drill had been performed.

The first fire appliance was a horse-drawn steamer, together with a hose-cart, which was then replaced sometime after WW1 by a converted Delage saloon car that towed a large first aid trailer, (basically a very large soda-acid extinguisher). Having no pump, great reliance was placed on working direct from hydrants

after the trailer extinguisher had been emptied. The outbreak of WW2 saw a Home Office issue light trailer pump being issued, which by January 1941 was being towed by an Armstrong Siddeley car and, at a later stage, an Auxiliary Towing Vehicle (Austin) was issued. On 29 January 1939 the station became part of the newly formed New Forest Rural District Council Fire Brigade. Following the formation of the National Fire Service (NFS), on 18 August 1941, the station, still located at the rear of the Montague Arms, became 16B3V.

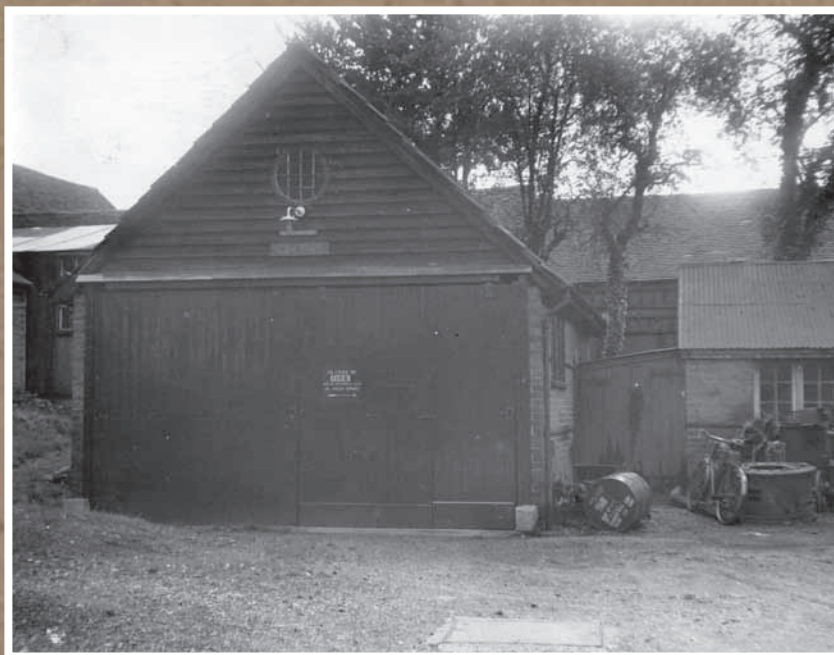
On the demise of the NFS and the formation of the Hampshire Fire Service, Beaulieu became station 49 within D 'District', later 'Division' and comprised a brick and slate roof garage serving as an appliance room together with an adjoining watchroom in a prefabricated plasterboard hut.

It was considered to be totally inadequate and in a poor state of repair. The appliance room was rented at £13 per annum and the prefabricated hut was on land requisitioned by the NFS under wartime regulations.

Report 27 Feb 1950 recommended purchase of the requisitioned site of the station together with additional land for a new fire station. The land belonged to the Beaulieu Estate and at first they would only agree a 99 year lease, which was not considered adequate.

Freehold was sought and if that was not forthcoming the Council agreed that a compulsory purchase order would be made. Subsequently a 999 year lease was agreed in July 1952 at the cost of £3-15-0 per annum!. It was then agreed to build a new station adjoining the site of the old station and some additional adjoining land with work being completed at the end of 1954, built by Messrs H Champion Ltd, at a build cost of £7950 The original doors to the station were varnished wood but later were painted red to try and make people aware that it was a fire station when parking their cars in the gravel lane approach.

The colour red caused some local disquiet and after a period during which Lord Montague made representation about how the colour was not in keeping with the locality, the doors were repainted with a green preservative at the expense of the Estate. The annual fee was changed to a compound one off payment in 2012 as the administration costs of the annual fee, payable until 2952 were far greater than the actual lease fee!



**Beaulieu Fire Station 1950**



**Beaulieu Fire Station 1960's**



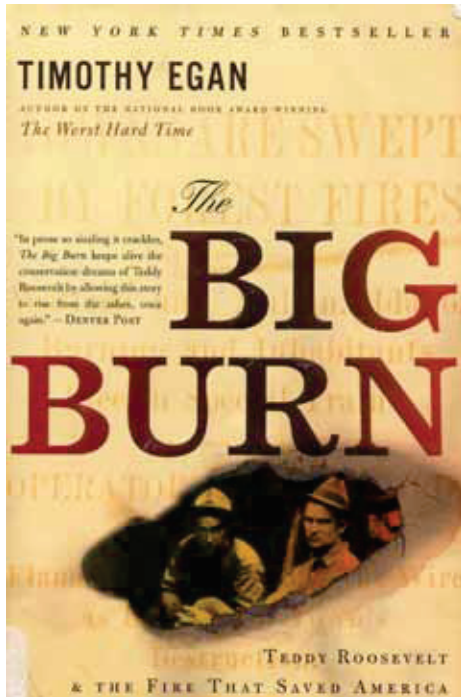
**Beaulieu Fire  
Brigade 1909**

**Dock Lane Beaulieu 1975**



**Beaulieu Crew  
circa 1984**

# Snippets



**Phil Crisford suggested that we should have a book review in each edition of Stop message.**

So here are his thoughts on one of his recent reads. If anyone else would like to recommend any good read, paper or electronic do please send them in. This one happens to be about a fire, (very topical with the California fires of the summer of 2013), but any topic gratefully received.

The Big Burn by the Pulitzer Prize winning author Timothy Egan

For all those old fire fighters who have spent long hot, dirty, exhausting days beating away at the undergrowth on some blistering heath in the height of the summer; or ran out and made up

miles of hose across the New Forest during the dry season, this is the book screams at you 'You ain't seen nothing yet buddy'

The Big Burn tells the fascinating true story of a massive forest fire that wiped out most of Washington, Idaho and Montana states in the USA in the summer of 1910

As well as being a tremendous tale that describes in graphic detail this history changing fire, and the amazing acts of selfless heroism of those who fought it; Egan's work also gives a fascinating insight into the struggle to found the United States Forest Service, and the establishment of the wider conservation movement in America, and eventually the rest of the world.

For anyone with an interest in forest fire fighting and its place in forest conservation, this is a book not to be missed.

An interesting footnote to the story is the invention of the Pulaski Tool, an axe and a hoe type blade on a single handle. One side can be used to cut wood, the other to dig and scrape a fire line.

Invented by one of the heroes of the Big Burn, Ranger Ed Pulaski, The Pulaski Fire Tool is still widely used by forest fire-fighters across the USA today.

The Big Burn by Timothy Egan  
Published in the USA by Mariner Books 2010  
ISBN 978-0-547-39460-2 (pbk.)



## 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

Due to difficulties in securing information regarding those leaving HFRS we have a bit of a backlog. The matter has now been resolved for the future and we will catch up on names in the next edition.

**David French**

03/10/2012  
Hythe  
Firefighter  
24 Years 5 Months

**Stephen Coles**

02/12/2012  
Fordingbridge  
Watch Manager - OiC  
42 Years

**James Malcom**

01/02/2013  
Brockenhurst  
Firefighter  
12 Years

**Trevor Dyke**

01/04/2013  
Community Response  
Firefighter  
12 Years 7 Months

**Mark Harris**

19/10/2012  
Rushmoor  
Firefighter  
33 Years 9 Months

**Michael Willers**

17/12/2012  
Wickham  
Firefighter  
20 Years 7 Months

**Simon Courcha**

20/02/2013  
Hythe  
Firefighter  
26 Years 4 Months

**Ian Parry**

02/04/2013  
Hightown  
Firefighter  
26 Years 7 Months

**Graham Tatner**

20/10/2012  
Community Safety.  
Watch Manager  
25 Years 10 Months

**Michael Towell**

01/01/2013  
Southsea  
Firefighter  
17 Years 7 Months

**Mark Wood**

01/03/2013  
Eastleigh (Retained OiC)  
Watch Manager  
15 Years 8 Months

**Philip Webb**

13/04/2013  
Accident Investigation –  
(previously Performance  
Review Manager  
And, Senior Divisional  
Officer, C Div HQ  
43 years

**Clive Hancock**

01/11/2012  
Hayling Island  
Firefighter  
16 Years 4 Months

**David Fisher**

01/01/2013  
Hardley  
Firefighter  
27 Years 10 Months

**Rob Burns**

09/03/20  
Redbridge  
Watch Manager  
34 Years 5 Months

**Pauline Francis**

15/04/2013  
Financial Services  
22 Years 2 Months

**Colin Donnelly**

15/11/2012  
Community Safety  
Crew Manager  
32 Years 10 Months

**Alan Parsons**

01/01/2013  
Training Centre  
Driving Instructor  
35 Years 9 Months

**Adrian Shaw**

12/03/2013  
Fleet  
Firefighter  
13 Years 9 Months

**Nicholas Forrester**

15/04/2013  
Waterlooville  
Firefighter  
23 Years 7 Months

**Melvyn Bailey**

16/11/2012  
Redbridge  
Crew Manager  
39 Years 11 Months

**Neil Hewson**

12/01/2013  
Grayshott  
Firefighter  
30 Years 11 Months

**Paul Munday**

15/03/2013  
Fareham  
Firefighter  
34 Years

**Martin George**

16/04/2013  
Gosport  
Firefighter  
23 Years 3 Months

**Athanasius (Shanti) Waas**

01/12/2012  
Community Safety  
12 Years 7 Months

**Clifford Kent**

19/01/2013  
Lymington  
Crew Manager  
30 Years 3 Months

**Justin Turner**

16/03/2013  
Winchester (Retained)  
Firefighter  
14 Years 9 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:**

## **Ronald Craven**

On 26 February

Aged 84

Ron served as a Fireman at Portchester until his retirement in June 1963

## **Jim Lewis**

On 21 March 2013

Jim served as a Fireman at Totton and was, at one time, also the owner of Bayley ladders, the wooden ladder that served the fire service so well for many years.

## **Leonard Young**

On 10 May 2013

Aged 68

Leonard served as a Fireman at Tadley until January 1982

## **Ken Freemantle**

On 16 May 2013

Aged 66

Ken served at Redbridge as a Firefighter until his retirement in April 2002

## **Ernest 'Reg' Thripp**

On 20 May 2013

Aged 79

Reg served as a Fireman at Aldershot until his retirement in August 1978

## **Raymond Standfield**

On 11 June 2013

Aged 92

Ray served as a wartime Fireman at Stockbridge, retiring as a Leading Fireman in August 1970

## **Derek 'Lou' Ayres**

On 13 July 2013

Aged 87

Derek joined the Southampton Fire Brigade in February 1954 and served at Redbridge and Docks fire stations before retiring in the rank of leading fireman in December 1980.

## **Geoff Browning**

On 14 July 2013

Aged 69

Geoff served at Brockenhurst for 26 years retiring as the Sub Officer in charge in 1997

## **Michael Leonard**

On 15 August 2013

Aged 52

Michael served at Horndean until 1981

## **Brian Dawson**

On 20 August 2013

Aged 78

Brian served with the retained section at Gosport for 30 years, retiring as Leading Fireman in July 1990

## **Geoffrey Gaffeny**

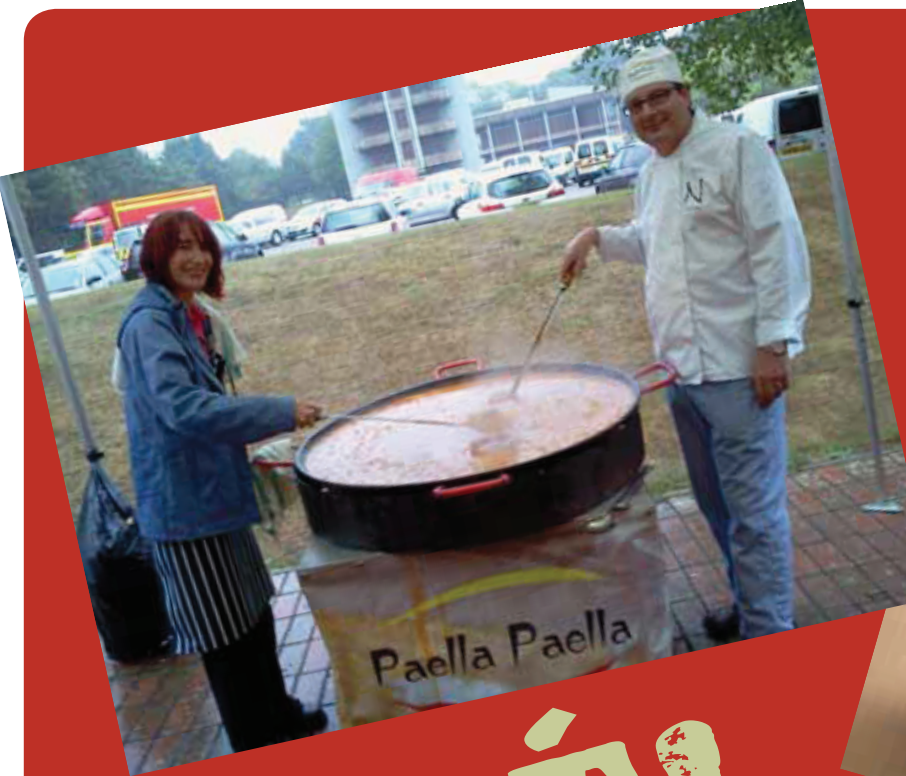
On 27 August 2013

Aged 83

Geoff first joined the Southampton Fire Brigade in October 1955, and later transferred to the Hampshire Fire Service. He retired as a Fireman at Eastleigh in December 1984

**Lest we forget**

# OLÉ!



**PMA Members enjoy the  
Paella Evening with live music  
at Headquarters on 17 August 2013**

