

STOP MESSAGE

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



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Make Pumps 20, Digital Equipment, Jays Close, Basingstoke, 6 March 1990

INSIDE



UNCLE ALBERT

Final part of Albert's Sea Tales.

PROCEED TO FLOOD

Reflecting back almost 20 years when many of us were involved in flood water

PAST TIMES

Focus on Botley Fire Station.

MORE Really Really INTERESTING FACTS!

For a flamingo to eat, it's head has to be upside down.



Most Orange juice is yellow in color not orange. The natural color of most cheese is white not yellow. It's often times colored yellow because that's what people like to buy.



Their were once restrictions against showing toilets on television.



People often have their tonsils removed. Did you know that if they're dropped they can bounce as strongly as a bouncy ball?



A 10 year old grilled cheese sandwich with what some believe to have an image of the virgin Mary sold on eBay for \$28,000



In the North Pole, penguins do not exist.

The only animal that cannot jump with all legs off the ground is the elephant. At 8,000 to 27,000 pounds, no wonder.



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: A fire that was to become very well known throughout the British fire service, resulting in a landmark ruling in favour of the building insurers to the tune of £18.5 million. Attended by 20 pumps, a Turntable Ladder and a Hydraulic Platform plus support appliances. Crews used 14 jets and 2 monitors to control the blaze.



STOP MESSAGE



Welcome from the Editor



It's April 2014 and therefore, the 40th anniversary of the event that had the biggest impact on the British fire service since the demise of the National Fire Service in 1948. On April 1 1974 the number of existing individual fire brigades was greatly reduced and some new names resulting from combinations or newly created fire authority areas appeared. This was all brought about due to a massive local government boundary reorganisation.

For many of us, it was just something that happened, some will say for the better and others still perhaps feel that it was the worst thing that ever happened in their career. It is though easy to forget that there are those now retiring from the service, who have never experienced anything other than the post-74 'Amalgamation'. Referring to the Southampton Fire Brigade, the Portsmouth Fire Brigade, Christchurch Fire station and even perhaps, the Bournemouth Fire Brigade means little to those who did not know the old Hampshire County boundaries and the statutory Fire Authorities of the period, with their 'Fire Brigade Committees'. Some will remember the existing county had three operational Divisions with respective Divisional headquarters and teams operating under a Divisional Commander. Les is the number who can recall that we originally had four divisions and their structures. Very few know that in the lead up to 1974 and prior to a central government re-think there were going to be five divisions with the Isle of Wight designated as being 'E' Division. The rumour drums currently beat out the message that once again, discussions are taking place regarding how the Island and HFRS may be able to develop new thinking for the future.

This is simply part of the trend currently gaining momentum around the England, with many collaborative schemes developing, not just fire/fire but fire/ a n other service provider. Locally it seems that we will in the near future see the joining of Dorset and Wiltshire. The number of joint control rooms certainly continues to grow. Once again, it seems likely that those serving will see and be impacted by organisational changes that just 'happen' to them, just as it did in 1938, 1941, 1948, (for London - 1965), 1974 and, although to a much lesser degree but again driven by local authority re-shaping, 1997. Change can be a mixture of opportunity and detriment, normally including a degree of 'throwing away the baby with the bath water'. Lets hope that the lessons of the past are not ignored by those responsible for shaping the future.

Until the next time...

Alan House

The front cover of Issue 12? It seems that consensus has this as Huntleys on the old A3 road at Buriton on 26 February 1997. 15 Pumps, 2 Turntable Ladders and 4 Water Carriers. Thanks to those who contributed.



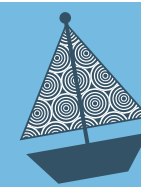
UNCLE ALBERT'S SEA TALES CONT...

The following evening we were invited to the governor's house for drinks which i missed because it was my duty night aboard. The governor was Rex Hunt who later became a Sir. He was like me, a short arse which was part of the story when he was confronted by the invading 'Argie' officer. He pulled himself up to his full height of 5ft 6 inches and told the 'Argie' in no uncertain terms to get off the island. However to save lives he surrendered. Bearing in mind that most buildings were only tin clad. His official car was a red London taxi. There was only 1 mile of tarmac road then in Stanley. His ceremonial uniform was that of a 19th century admiral complete with the conical hat.

On the third day we had a cricket match with the locals which started off in bright sunshine, soon to turn to rain, sleet and finally snow showers. We abandoned the match to the pub and declared the match drawn.

Day four we departed after lunch for the Antarctic and the ice. Our destination was Signy Island, a four day passage across Drake's passage. The weather turned nasty, gale after gale with huge seas and driving spray. The Chief as usual was not to be seen. The ship fell silent as all the banter and joking subsided to the creaks of the ship pitching and rolling. Not many FIDs turned up for meals and the praying to god to take them resumed. This passage made the film the cruel sea look like a boating lake. After two days we hove to, slow ahead into very large seas. John Biscoe could cope with the battering but the captain wanted to avoid damage to the cargo and injury to anyone. On the third day the wind abated and we resumed course and best speed for Signy.

On the fourth day we were 50 miles off Signy and into the pack ice. Progress was slow, the Chief and the FIDs surfaced somewhat gaunt and unsteady. The ship was now motionless in the pack ice. From this time 80% of the ships compliment ceased shaving as it had turned much colder with a biting wind. The first mate announced that the outside temperature was exactly 100 degrees lower than when we left Monte.



Most of the crew who grew beards would keep them until we left Port Stanley homeward bound months later. The assortment of beards had to be seen to be believed and acquired names, bum fluff, lavender cowboys ie, only three hairs on the chest and chin, Gabby Hayes from the westerns and scruffy and finally Hollywood's which were styled on film stars. Most went for Gabby Hayes.

We were unable to make any progress towards Signy for a week. There were no leads through the pack ice so the days consisted of twice a day manoeuvring the ship to create clear free water around her to reduce the risk of damage. Pack ice is controlled by wind and tide which entrapped the ship for 64 days the previous year. After a week, the pack ice dispersed and we sailed into the bay at Signy to a warm welcome from the FIDs who had wintered there. We unloaded cargo for several days. The cargo was discharged into our towing barge and towed ashore with the ships tow boat which was my responsibility to run and maintain.

The engine in the tow boat was a two cylinder air cooled Coventry Victor diesel engine which was a nightmare to start in the low temperatures, so much so that within a month we left it running 24hrs a day until all cargo was discharged .

Soon we were on our way to Deception Island another base 200 or so miles further south . We were to return to Signy later in the season to top up their fuel tank before turning north and homeward bound. All bases had to have three years supplies in case ice conditions curtailed operations the following year.

Deception Island was a dormant volcano which had last erupted 400 years before so the crater was open to the sea via Neptune's Bellows a 200ft wide channel into the crater. The crater was 6 miles by 3miles very deep in the centre and shelving off to anchor depths just off shore. There were four bases around the crater close to the beaches and consisted of the British, Russian, Argentine and Chilean. The British base was adjacent to an old whaling cemetery which had a modified whale oil tank in which we stored even more TNT. There was also a large penguin rookery on the island. We unloaded cargo which was difficult for all as there was no jetty just the beach. There was also a natural spring from melt water down to the beach which had been adapted to supply fresh water to us and RRS Shackleton another BAS supply vessel. After a few days we were off again 300 miles further south to Adelaide Island, another British base.





There was a lot of ice about, some big bergs, bergy bits [small icebergs] and worst of all growlers which are the remains of bergs that are awash. Difficult to see and not picked up by radar. In the short hours of darkness or poor visibility we would slow to half ahead.

After just over a day we arrived on my afternoon watch at Adelaide base and a close call.

The skipper had made the final turn into our anchorage at full speed unaware that there was a dirty great berg looming out of the mist. Suddenly the telegraph in the engine room rang FULL ASTERN twice, which means emergency full everything you have got. I swung the controls over to full astern and increased the main generator revs flat out on the stop. Gordon the electrician appeared and switched on another cooling fan for the electric propulsion motor. The ship was shaking like a dog crapping razor blades and we hung on for the collision. Within a minute or so the telegraph rang up SLOW ASTERN we had stopped just short of the berg and were now paying out anchor chain. We had arrived. The telegraph rang up ‘STOP’ and then ‘FINISHED WITH MAIN ENGINES’. I shut down and made my way to my cabin for a very large scotch and clean underpants. Gordon made his usual comment, f-----g hopeless. A name he used, when he referred to the Chief, many times.

That evening the FIDs on the base came aboard for a party which went on to the early hours. There were some sad faces in the morning. No sooner had breakfast been served the Radio Operator arrived in the wardroom with the news that Deception Island had erupted. A Chilean destroyer had evacuated all bases by helicopters to the ship. We were away again back to Deception to pick up the FIDs and salvage anything we could from the base. We arrived the following lunchtime and rendezvoused with the Chilean destroyer inside the crater. The eruption had subsided somewhat, although there were still fumerals discharging above the British base. The water on the shoreline was boiling and the air was filled with sulphur fumes. A landslide had pushed the base hut, cemetery and storage tank almost into the sea. Nearly all the crew and FIDs went ashore. Sadly we had to kill dozens of penguins whose legs had been badly burnt

by the eruption. Not a nice job. We salvaged what we could from the base hut and everyone returned to the ship. We set off within the hour for Punta Arenas on the southern tip of Chile in the Magellan Straits, a bloody miserable passage again with endless gales and big seas. The Chief disappeared again and was not seen until we arrived in Chile. He was soon ashore when we docked.

Our passage to Chile was to pick up two volcanologists flying out from UK and a South African professor of geology from Cape town. This gave us a couple of days to explore Punta Arenas. Sadly the Captain left the ship with one of the dentists to return home, both with symptoms of arthritis brought on by the cold. Malcolm the first mate took over as skipper a very capable man with a gentle manner. He was very well respected. He went on to serve for many years for BAS as Captain of several ships.

We finally left late in the afternoon after our guests had embarked. Gordon and the Chief steward had to be assisted from their taxi and up the gangway. They were under the influence of a Chilean medicine called Anjaka, a powerful drink to ward off penguin bites in sub zero temperatures. It gave ‘Drunken Duncan’ some satisfaction until his next bender.

We arrived at Deception Island after another miserable passage and entered the crater. The volcanologists and the professor were soon ashore, taking a spare exhaust gas pyrometer for the main engines to measure the ground temperature. Made of steel and calibrated to 1200 degrees F, they returned in the evening with just the dial. The probe had melted in the ground. I thought it was hot.

That evening after dinner the professor gave a talk on continental drift and magma flow. He explained what we now know that the earth’s surface was a single mass made up of seven tectonic plates which drifted apart over millions of years to form the present day continents. He named the original land mass as Gondwana Land. I still have his original sketch. The important fact is that millions of years ago Antarctica was part of Saudi Arabia so it passes the common sense test that there may be oil and minerals in and around



the Antarctic continent including the Falklands. There is a strong possibility that this information was conveyed to the Thatcher government when the Falklands were invaded in 1982. The following day the Yanks arrived on a small vessel called The Hero. It looked like a converted trawler and was used for oceanography but like all American ships it was dry of alcohol.

They decided to come along side to bolster Anglo American relations and were soon plastered, changing their accents from an American drawl to Swahili and staggering back to the Hero with copious amounts of alcohol for Christmas.

We stayed for several days before departing for Elephant Island, part of the South Shetlands. Christmas with RRS. Shackleton and HMS Endurance was a one up for BAS. All three ships were anchored a few hundred yards apart. Christmas day dawned grey and dreary but spirits were high and we had something afoot. HMS ENDURANCE must have had its guard down. Its identification number was A171. At 0700hrs one of our boats approached Endurance with some stealth and painted a huge ½ next to the A171 which was photographed by many from a safe distance. After Christmas Dinner which was excellent, the captain called Endurance pointing out that there was something odd with the ship’s markings. No one aboard realised that they had been done. We prepared for retaliation.

‘Drunken Dennis’ was invited to the wardroom for a drink and thanks for the meal. The skipper presented him with a bottle of whisky. A bad move, he went on a bender until the day after boxing day.

At 2.30 in the afternoon fast inflatable boats were seen leaving Endurance, up to no good and approaching us with paint brushes at the ready. We repelled boarders with fire hoses, raw potatoes and galley waste. The water from the fire hoses was sea water at a temperature of minus 1 degrees centigrade. They called off their attack without marking us and returned to Endurance. We would meet them again in Stanley weeks later. We departed Elephant Island early on boxing day bound for South Georgia, a passage of 800 miles of bloody misery. Again gale after gale beat us up all the way to Grytviken. In 1916 Ernest Shackletons expedition failed with his ship being crushed in ice the Weddell sea. The crew of 27 dragged a lifeboat full of stores over the ice to Elephant Island and on the 16th April Shackleton and 4 others set sail in the open life boat for South Georgia some 800miles north east. After an epic voyage they landed on the 10th of May with two of them walking 22 miles over the glacier to Grytviken. The other 22 left on Elephant Island were rescued some time later. Shackleton died aboard a ship in South Georgia in 1922 of a heart attack and was buried in Grytviken. He was only 42.

To be continued...



‘Tadley God Help us’

This was the answer of a terrified local man when asked by a hot air balloonist where he had landed in the early part of the 20th Century.

I started my service in the AFS at A1 Basingstoke in 1964 aged 18 which lasted until the AFS were closed by the government. I did not have long in the AFS and they were occasionally turned out by control to incidents. There were 2 AFS Pumps at Basingstoke - I think they still call the old shed at the back of the station yard the “AFS bay”. In those days I think they manned one pump maybe 24 hours and the rest were manned by fireman who turned into the station from house bells in West Ham Close, where nearly all the off duty fire-fighters lived, and by a combination of the Siren and bells during the day.

Late one Tuesday night on an AFS Drill night at about 11pm a call came in for a barn fire in Beaurepaire Park Bramley. The station turnout system was operated to call in off duty fire-fighters and this was normally a house bell only operation. However there was a fault with the system that night and the siren, which was only supposed to operate until about teatime, started as well. There were frantic efforts to try and turn it off to no avail which resulted in a flood of complaints into the station from the public.

Control was informed that there were 2 AFS pumps available and they gave permission for them to proceed. I remember it was an extremely foggy night where you could not see the roundabout from the station doors. In those days it was quite normal for 6 pumps or more to attend a barn or haystack fire and pour thousands of gallons water on them whilst the other pumps were busy setting up the Hampshire Water Relay to the fire ground. All very exciting for an 18 year old.

When AFS were closed down myself and Sid Bates later an LF at Tadley (Sid passed away many years ago) were called to one side to be informed that we could not be kept on as possible recruits for proposed new station at Tadley as the Council had once again decided there was no money in that financial year to build the station. I then left the Service and in 1969 married Jean; my wife of 44 years. We have a son and a daughter and now 5 Grandchildren. We moved away to Lincolnshire but then came back to the Tadley in 1977 where I joined A12 Tadley in 1978. My Fathers family came to live in Tadley in the 1920’s so it seemed natural to come home. Finance was eventually found and Tadley Station was built and went on the run in 1974.

Tadley was a new station in a small village that had grown from a few houses to a very large village due to the building of AWRE later AWE Aldermaston (Atomic Weapons Establishment) on its doorstep. It was the first station in the county that did not have a siren on the tower nor was equipped with the nuclear early warning device, times were changing. Tadley’s first pump was a Bedford Jag engined water tender with a wooden Bailey ladder which would go like the clappers but nearly gave you a heart attack when trying to stop it quickly. No ABS in those days!

“by the way your hydrant valve on the other side of the fence in the lane was turned off I have turned it on for you !!!!!”

For years, when drilling in the station yard, we would have to take the pump up the road to fill the tank with water at the end of drill, as the drill yard hydrant would only offer a trickle of water, not even enough to fill a hose fully because it had been connected to the station domestic supply. A mistake by the builder we were always told. Many years later in the early 90’s while at the station I saw a water board man wandering about in the yard who stopped, looked down at the Station hydrant cover and said ‘Ah that’s where it is’ turning round to me and uttering the words ‘by the way your hydrant valve on the other side of the fence in the lane was turned off I have turned it on for you !!!!!’

Memories

I started my 3 weekends retained recruit course Sat/Sun training at Eastleigh Fire station. On completion I was given my ticket to ride. Once you had shown this to your Officer in Charge you were on the run. It was nearly always a very short time between a recruit joining a retained station and being on the run. Further training continued on station with the help of Division Instructors. The idea was in those days to maintain the enthusiasm of a new recruit prior to them being on the run. Don’t know how long it takes these days but I would guess quite a long time.

I also remember my initial smoke training at Eastleigh smoke house where they would light a live fire off pallets on the ground floor, and you were expected to go in on the top floor with no BA, crawl with your nose rubbing the floor, go down the central ladder where all the heat was rising, move toward the live fire until your face was burning, then turn round with your back to the fire and crouch down. This may sound quite crude by today’s standard but it taught me 2 very important things which was, that there was always a small amount of oxygen very close to the floor you could breathe, and your fire kit would protect you. The retained recruits all thought the whole time instructors were fire proof! Horror and raised hands by today’s “Elf and Safety brigade”.

In the 70’s to drive the pump, permission was sought from division for a fireman with a HGV licence to drive back from fires. My “EFAD” test consisted of the driving instructor coming out from Basingstoke asking me in my case to

drive to Silchester House as fast as I could with no blue lights followed by QA on the station ground addresses and locations which would result, if satisfactory, in a permission to drive on blues from Division. How many weeks does it take now?

Incidents
Windsor Castle fire

Turned out to Standby Newbury Fire Station just after 8am returning to Home station just before six pm after running around Berkshire Stations on Standby moves all day never seeing a flame or an incident ending up at Bracknell Fire Station late in the day relieved by Yately. Hard work driving a Bedford CSV with no power steering as those that had them will remember. A mention for Control here - I thought they were always very good and if for example you disappeared off their radar on an over the border Incident they would regularly check on you and arrange a relief crew after a period of time.

Churchill Plaza Basingstoke
30 pump fire where a only few hours previously Mac Whitehouse, then A Div Divisional Commander, had sat round the table at A12 and had said, amongst other things, that ALP's were a total waste of money and resources. He found out a few hours later that A1's ALP could not reach the fire and that Salisbury's higher reach ALP was ordered and proved to be the key in bringing the fire under control. We had a little chuckle over that.

Medicals
Doing that thing in the washed out jam jar at your medical.

A retained LFF going berserk because he had just been told he was colour blind when his full time job for over 25 years was an electrician

Sad things
Where people would lose treasured possessions in fires which were irreplaceable

Fun things
How many of you can remember the big black Teleprinter turnout systems. Turning out to a Make

Pumps 6 Brighton Hill Basingstoke in our rush to get there did not read the address properly only to watch in horror as the ticker tape with the address fly out of the cab window. We could not contact HX by radio but luckily for us it was a large smoky fire and we headed for that. On arrival an officer approached and ordered us to pitch Basingstoke's 135 ladder then disappeared bearing in mind the last time any of us had touched a 135 was at training school, we were stunned as we could see it was a difficult pitch between power lines and phone cables and to cap it all a side turn pitch. Well how we managed it how I do not know but we did.

Station Visit
When we filled the station with the smoke jenny for a children's visit, forgot to tell control, who then had a call from a passing motorist saying there was smoke pouring out of the station. Control mobilised Basingstoke 'Send A1 WRL A1 WRT - Fire Tadley Station. Franklin Avenue. Tadley '. This was further compounded by the fact that we thought we had a call when Tadley's turnout system operated as well eventually finding the Teleprinter in the clearing smoke, only to read in panic the carbon copy message sent to A1 which was further compounded trying to find the phone in the smoke to tell control what was happening. Pre mobile phone days.

We could have used the radio in the pump which was parked in the yard and let the whole brigade know about it.

Think not.

The station presented me with the framed A1 turnout slip of the call at my retirement do.

Tadley has progressed its way through I think 7 appliances since going on the run. Two Bedford Jags Wrt's, Bedford CSV Wrt, RS Dennis Wrt, Volvo WRT (this was the first appliance we had where the Cab heater actually worked) and the station now has a Volvo E1 Wrl in 2013 with loads of new kit that I could only dream about. I was the first Secretary of the RFU in Hampshire working with Les Simmons from West End Station and Denny King from workshops - C31 retained. With them

working very hard we eventually gained recognition for the RFU in Hampshire following our presentation to the Public Protection Committee at Winchester. We were introduced to them by CFO George Clarke and after we had done our bit we were given permission by the PPC and Mr Clarke to sit in on the meeting.

Following our presentation, Mr Clarke went on to explain to the committee various thing that were happening in Hampshire which would affect the Fire Cover being provide by the Service. He told them that he had received notice from the MOD that they were going to close Bordon Army Fire Station which would result in a large gap in the fire cover for that area and said to them that under the Fire Service Act they would have no choice but to provide cover and funds for a new station to cover that area. He then went on to say that if the MOD then decided to close Tidworth Army Fire Station then this would have a knock effect for Andover and would probably take one of the Retained Pumps at Ludgershall of the Run (off duty Army fire staff being retained at Ludgershall). At the bottom of the heap, a Retained Firefighter, having the opportunity see the Service working at its highest level was very interesting for me. This visit to Winchester also gave me an insight into the politics behind the Service.

I enjoyed visiting stations with Denny with my RFU hat on as we went all over Hampshire particularly liking Emsworth and Alresford Station's for their age and history to which a modern day station like Tadley will never have. I did not realise how large the Brigade is until for example I did around trip from Tadley to New Milton station was just over 100 miles

I retired in 2001 aged 55 with 23 years' service as 'Sub Officer in Charge' and I enjoyed every minute of it. Do I miss it? Yes and no. I miss the comradeship and the shouts but do not miss at all the then ever increasing paperwork. I hear today a lot of paperwork is now on computer - progress maybe. I like what they tell me about how the manning is now all done electronically; much better than standing staring the manning board trying to work out if you were on or off the run phoning control etc etc.

I enjoy my retirement but still have a sneaky look at the station every time I pass. Glad I joined the PMA.



What am I doing now
Retired from AWE Fire Service in September 2009
Working part time 3 ½ days a week as IT Support manager at my doctors surgery and in the Season March 1 to 31 October, out of the door at 10am Thursdays, down to our Static Caravan at East Wittering all on the Bus, using my Bus Pass. Takes about 4 hours but so what, not in any rush to do anything.

Ray Evans

Ex A12



Proceed to Flooding at

The winter of 2013/2014 has certainly resulted in mother nature reminding the nation as to who is in control of rainfall and where it will be placed, with the resulting impact on communities and emergency agencies alike. I expect that many of us reflect that it was almost exactly 20 years from when many (most) of us were involved in flood water operations in one way or another. Keith Simmons sent in the article below and having also been asked by an officer at Headquarters what I might still have on Hambleton, where once again this community was under water, I was prompted to follow on from Keith's article with some other reflections and facts.

The one thing for sure is that the fire and rescue service along with other agencies, were tested to the full and their ingenuity and skills once again needed to support communities. Quite how many lessons were remembered from the various previous reports and enquiries is another matter and something we will no doubt hear more about out of the inevitable reports produced from this latest battle with mother nature. The one that certainly did make a difference this time, is the capability inherent in the High Volume Pumps now located around the UK as part of national resilience

THE FLOODS – FINCHDEAN January 1994

Let me take you back to the end of January 1994, the weather forecast predicts more rain, no surprises there but it has been raining for several weeks in Hampshire, so I expect some local flooding will keep me busy over the weekend, but what I did not expect was a major incident to unfold right in front of my eyes.

As usual it was my weekend on duty with minimum officer cover throughout the County. But hey why should I complain, it's raining and nothing much happens when it rains!!Or does it?

Having spent most of the Friday in the office at Cosham Fire Station I received the call from Fire Control... "Mr Simmons can you please proceed to inspect flooding at The Cottage in Finchdean" so off I go making my way through the busy Friday traffic in heavy rain.

Now Finchdean is a small village situated north of Rowlands Castle and South of Petersfield. It has a couple of dozen houses, a church and a pub, so not much can happen there, or could it!! I arrived at the address which is a small cottage style house by the village green and met by the owner who looked a little bewildered, what's your problem says I, in here he says and I follow him into his kitchen which has a small covering of water over the floor.

“

So in we all trot and yep their carpet is floating on water.

”

I expect you have a leak on one of your kitchen appliances says I and together we pull out the dishwasher then the washing machine but no leaks! His wife enters the kitchen and says we now have water in the lounge! So in we all trot and yep their carpet is floating on water. Mmmm what's going on here I think and just then the door bell rang and the



neighbour came in saying he has water coming in his house too.

As I walk to the neighbours house I notice a small culvert by the green about 2 foot deep with some 6 inches of water in it, I check out the neighbours house and sure enough water was floating his carpets too. I contact fire control and give them an update and inform them no action required at this stage. I go out to the culvert and now it's full, a small river had formed and the water was running away nicely. Another chap calls me over to his house which is also flooding; he takes me to a well in his garden. The well is full to the top meaning the water table in the area is rising and coming up everywhere.

Within an hour of my arrival the water had risen some 2 feet and started to flood the village green and local houses. I made pumps two (Wrt) and when the lads arrived and we started to get the portable pumps to work in the culvert pumping the water past the pub into the rear field.

>>>



and West Sussex Fire Brigade were called in to assist. Feeding the men was the next task on my list so I made arrangements with the pub landlord and we agreed a deal where he would supply all meals day and night (at a very good price) and our personnel can use his pub to eat, rest and toilet facilities which was brilliant and well received by all.

I retired and went home only to be called back again some hours later, crews had changed, pumps repositioned and even more hose in use to carry the flood water away, walls of sandbags lined the village to divert the flood water. The situation remained unchanged with flood water some 3 - 4ft deep and the continuous noise of running pumps echoed throughout the small village.

Another night passed and still no change, crews came and crews went, some even stayed!!! I had to send Burley crews home, well they had been there 29 hours non-stop. They weren't too happy about that from what I recall.

Three days later Hambledon village decided to burst its banks as well causing two large scale flooding incidents within a few miles of each other. This started to drain fire brigade resources, especially, manpower, pumping appliances and hose lines.

A decision was made to bring in the Green Goddesses to help free up our pumping appliances, they could pump a 1000 gallons per minute whereas our appliances could only achieve 500 g/min. Large capacity hose was also made available. A convoy of Green Goddesses finally arrived and I must admit once they were set up and running they did a splendid job, noisy yes, fuel efficient no, but certainly moved large quantities of flood water.

Alan House (ACO at the time) arrived on one occasion and promptly informed me that feeding arrangements will now be taken over by our crews and not the pub, so off I go to see the landlord, who promptly blew a fuse at the decision and closed his doors and refused to allow any more personnel in.



The flooding got deeper and spread throughout the village I made pumps 4 and these made little impact, I asked control for all available portable pumps with a view to keeping manning levels to a minimum. It wasn't long before 12 portable pumps and 4 major pumps were at work trying to pump the flood water past the village into an adjoining field. We worked throughout the night but made little impact. Residents were content for now as they could see and hear something was being done to help them.

In the morning an assessment was made and additional pumps were requested, flood water continued to rise throughout the village, the only dry place in the village was the pub.

Logistics started to become difficult as the weather deteriorated with even more rain. Sandbags were requested from the local authority and all hands started to build blockades to keep the water from causing further damage. With all the pumps at work they started causing more problems further down the line in Rowlands Castle which was now also flooding





What I found out much later was he saw this flooding incident as an enterprise and stocked up on food supplies thinking he would make a killing all the time we were there and he caught a cold, such is life.

I also recall Alan House ordering me to get a helicopter to take a birds eyes look at the flooding problem so in a quick dash to Gosport I was soon up in the air flying in India Juliet the RNLI Coastguard Helicopter. When we arrived over the scene you could clearly see water cascading from the Finchdean hills into the village and flowing through Rowlands Castle village. The flood water was supposed to follow its river path down through Havant and out to sea but the water was being held back by debris as it was blocking the system.

This information was fed back to the local authority and they soon cleared the blockage and sand eventually the flood water started to subside, so a good call by Alan for sending me up into the air.

The whole incident lasted over three weeks and just about everyone in the County attended at some

point or another. There was massive clearing up operations with miles of hose to roll, clean and restow, appliances and equipment had to be cleaned, restowed, and returned to the many stations around the County.

What did we learn !! it certainly tested our ability to deal with a protracted environmental incident, it tested our response and our resources and when you analyse the whole incident we did extremely well in difficult cold and very wet conditions.

As for me, well I supposed I started the ball rolling when making Pumps 2 which then turned into a major incident, not bad for a weekends work. My reward was to drive one of the Green Goddesses which brought back happy memories of my recruits training days. Would I do it all again ...yes of course I would.

Keith Simmons – ex Station Officer)

To be continued...

Scrapbook Memories

Some photo album memories submitted by Stop Message readers



1981 for visit
to Sweden by CFO



Eastleigh retained 1982



HQ Staff 1982



Leadership Course
1986



Personnel Team 1990



Southsea
December 1991

More on back page! >>>

Past Times

Focus on Botley Fire Station

Another of the communities to have a fire station established under the newly formed Winchester Rural District Council Fire Brigade, established in January 1939, under the Fire Brigades Act 1938. When taken over by the new brigade, Botley was listed as being a Volunteer Fire Brigade having very little equipment and a 'worn out' light trailer pump. Botley had in fact established a brigade in 1914 following previous attempts in 1898 and 1902. Their first fire engine was a second-hand manual fire engine being sold by the London Fire brigade. This was housed in 'the yard of 'The Catherine Wheel', effectively making this the site of the first fire station. A two-wheeled handcart was also constructed locally to carry extra hose, nozzles and standpipes etc.

Although the manual designed to be drawn by a horse, Botley never had the luxury of owning one and so whatever they could borrow at the time was used or the machine was pushed/pulled by hand to the scene, until in 1919 when Botley Mills purchased their first motor lorry, and this was then utilised to tow the manual. In 1929 Botley garages were tasked with constructing a trailer-mounted motor driven pump. This they did utilising a Singer motor car engine and a second-hand pump purchased from the RN Dockyard in Portsmouth. A siren to call out the firemen was mounted on the roof of the brigade captain, Mr F Bailey.

In September 1938, under the ARP Act 1937, and in preparation for air raids resulting from any war, a Home Office issue trailer pump and a range of protective clothing was issued to be used after recruitment of AFS personnel. This was housed in Maffey & Sons garage in Church lane, pending the build of a new fire station.

A new fire station was built at 40 High Street by Winchester RDC, in 1940, on land purchased from Dr A S Pern in March 1939 and was constructed to the

same design as West End and Hamble stations. A decontamination room was added sometime during the war years. Accommodation to the rear was then added in January 1964.

A Dennis 'New World' Motor Pump was ordered and issued in January 1940. Its twin was issued to West End in May 1939. Prior to the issue of the new Dennis, the newly received Bedford Motor Pump, built by Perrins Motor Garages Ltd, Southampton and delivered in May 1939, was temporarily issued to serve in Botley, pending the completion of the new fire station in Alresford and other vehicle delivery/movements.

On the formation of the National Fire Service, (NFS), Botley was given the station code originally of 16 B2W, this was changed on 17 November 1944 to 16A3U - Fire Force 16, Division letter, Sub-Division number and Station designation letter

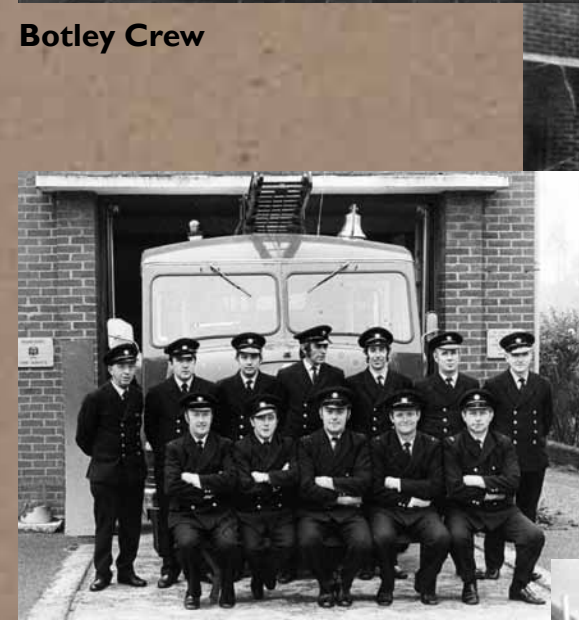
The need for a drill tower was identified in 1958 for training, drying hose and for mounting the call-out siren. After protest by the Botley parish Council regarding its height and the spend of public money, including the suggestion that Botley could utilise the tower also being planned for West End, a new tower with some modification to cladding to appease the parish Council was erected in 1959. A site for a new fire station in Winchester Street was identified and acquired in 1970, on land declared surplus by the parish Council Small Holdings Committee and was opened in October 1973, constructed by Alfred J Lansley (Southampton) Ltd at the cost of £31,821. The old station was sold in April 1977 and was demolished in 2004. The other fire stations within the Winchester Rural District Council jurisdiction were: Alresford, West End, Hamble, Botley, Twyford, Netley (Hound) and Sutton Scotney.



Botley Crew



Comp Crew 21st Anniversary



Old station and crew 1973



Wartime Crew



Dennis and Station



Old station and Bedford 1973

HFRS Happenings



FLEET

A second Animal Rescue Vehicle, (ARV), has entered service at Basingstoke; it's identical to the first ARV based at Lyndhurst. Both Environmental Protection Units, (EPU), are now on the run at Alton and Romsey. The four Response Support Vehicles, (RSV) built by Angloco have arrived and are in the process of being placed into service. Once they are on the run at Basingstoke, Cosham and Redbridge the current SEUs and MRVs at Rushmoor, Havant and Eastleigh will be withdrawn. Winchester no longer operates an SEU, but instead, has been allocated the DIM (Detection Identification and Monitoring) vehicle currently based at Headquarters. This is one of the Government issue vehicles placed strategically around the UK under the 'New Dimension' programme and previously operated by the Incident Command Team. The fourth RSV will be a dedicated Reserve/Training appliance. The five Command Support Units, (CSU), are also completed and in the process of going operational.

Two foam pods are currently in build at WH Bence, these pods will carry 1000 litre containers of foam and the associated foam making equipment and will replace the bulk foam tank at Eastleigh. A 'New Dimension' Prime Mover will be utilised to transport the pods to incidents.

Two former Hampshire Volvo's are now on the run in County Cork. P952 JTR started its life at St Marys before



moving to Lymington and Reserve and P966 JTR the only Supercharged Volvo which started its Hampshire career at Hardley before moving to Alresford and Reserve.

Plans are being formulated for a batch of 'Light Rescue Pumps', I hope to have more details on this type of appliance for a future edition of Stop Message.

The Fleet Maintenance Centre at Headquarters is now responsible for the service and repair of the Royal Berkshire Fire and Rescue Service fleet. The contract commenced in January and will see all of appliances operated by Royal Berkshire visit the FMC annually for programmed servicing.

INCIDENTS

2 December – Thatch roof fire, North Wiers, Brockenhurst. Make pumps 12, WrC 3. ToC 19:10, ToS 07:28 3rd December. Fire involving two storey thatched cottage of traditional construction, 20m x 10m, 100% of roof and first floor damaged by fire, 10BA, 5 jets, 1 CAFS jet, 4 hose reels. Attendance WrT Brockenhurst, RP Lyndhurst, RP and WrL Lymington, WrL and WrT New Milton, WrT Beaulieu, WrT St Marys from stand by at Brockenhurst, RP Ringwood from stand by at New Milton, WrL Burley, WrT Totton, RP Hardley, WrC's Lyndhurst, Fordingbridge and Eastleigh, MRV Havant, SEU and support RP Redbridge, ICU Headquarters, Command Support crews from Eastleigh and

Portchester. Stand by moves, WrL Romsey to Redbridge, WrT Hightown to Brockenhurst, WrL Wickham to Hardley, WrL Hythe to Lymington, Reliefs WrT Waterlooville, WrL Basingstoke, WrT Southsea, WrT St Marys, WrT Romsey, RP Alton, WrL Alresford, WrT Overton, WrT Emsworth and WrT Droxford.

5 December - The Water Rescue Unit from Fareham was mobilised as part of the national response to the potential serious flooding in East Anglia.

10 January – Make pumps 10, ALP 2, HM Dockyard, Portsmouth. ToC 21:49, ToS 11:42 11/01/14, Fire involving 2 storey building of traditional construction with steel framed and metal cladded pitched roof, ground floor 100m x 70m, first floor 70m x 20m. Fire involving offices on first floor and roof. Roof 20% damaged by fire, 50% by heat. First floor 30% by fire, 50% by smoke, 20% by water, ground floor 20% by water, Asbestos risk identified in building, considered low risk. 60BA, 5 jets, 2 hose reels, 2 ALPs in use. Attendance RP WrL WrT and ALP Southsea, WrL, WrT (from stand by Southsea) and SEU Cosham, WrT Portchester, RP Redbridge (SEU Support Crew), MRV Rushmoor, RP (from standby Southsea) and WrL Havant, WrT Waterlooville, RP Fareham (from standby Cosham), ALP St Marys, ICU Headquarters, Command Support Crews from Portchester and Eastleigh. Standby moves WrT Hightown to Southsea, WrL Waterlooville to Southsea, WrL Wickham to Fareham, WrT Emsworth to Havant, WrT Droxford to Waterlooville, WrT Romsey to Redbridge.

Hampshire experienced its fair share of weather related incidents in February and March. Winchester was the first location to see High Volume Pumps, (HVP) deployed, the Hampshire HVP and another from the Isle of Wight were deployed in the city after the River Itchen broke it banks and threatened a number of homes. HVPs pumped continuous for over four days diverting flood water and averting major flooding in the city. Many appliances from across the county were involved in this incident.

A tidal surge was predicted in Lymington on Valentine's Day, six pumps plus ICU and MRV were mobilised to Lymington Fire Station late in the evening in



preparation for the aftermath, also requested was an additional HVP, the nearest available was Mid & West Wales which pumped for a number of hours before being redeployed to Berkshire. A tidal surge did occur rising over 1.5m above the sea defences in the town. Crews were involved in pumping operations in a number of properties.

The worst affected location during the storm on Valentine's Day was the Marine Restaurant at Milford on Sea. This incident received national news coverage when 32 diners had to be rescued by the fire and rescue service and the army after a major tidal surge breached the sea wall. Other affected areas in Hampshire were Romsey and Basingstoke. Hampshire crews also provided assistance to Royal Berkshire FRS during this very busy period supplying stand by crews at Newbury Fire Station, stations involved in this included Whitchurch, Overton, Kingsclere, Tadley and Rushmoor.

Before the deluge hit Hampshire, HFRS crews had been involved in the mobilisation of appliances to the Somerset Levels. The HVP from Hardley along with L4P Hardley and L4T Ringwood attended plus the ICU as part of the 'Enhanced Logistic Support' function. Later in the month the ICU Team were mobilised along with the ICU to Surrey to operate a 'Strategic Holding Area'.

26 February – Fire, make pumps 15, ALP and SEU's 2. International Cooling Group, Frankport Way, Collingwood Retail Park, Fareham. ToC 23:45, ToS 12:23 on the 27th February. Fire involving industrial building of brick construction with asbestos roof, 160m x 40m used for manufacturer of refrigeration plant. Decontamination of firefighting equipment and PPE



in progress due to contamination with asbestos, 2 ground monitors, ALP monitor, 4jets, 30 BA used. Fire involved 29 cylinders including 3 acetylene, of which 1 exploded. Attendance RP, WrL and WrC Fareham, WrL and WrT Gosport, WrT Portchester, WrL, WrT and SEU Cosham, RP and WrT Hightown, WrT from stand by at Gosport, WrL Wickham from stand by at Fareham, WrT Waterlooville, WrC Eastleigh, ALP Southsea, MRV Havant, CSU Headquarters (ICU committed in Surrey), WrT Southsea from stand by Fareham, WrT Botley, WrT Droxford from stand by at Gosport, WrT Emsworth from stand by at Cosham and WrT St Marys, SEU and RP Redbridge. Stand by moves WrL Waterlooville to Gosport, WrT Hayling Island to Cosham, WrT Eastleigh to Fareham, WrL Petersfield to Waterlooville, and WrT Romsey to Hightown.

3 April – Fire, make pumps 15, ALP 2. Mayflower Plaza, Portland Terrace, Southampton. ToC 11:39, ToS 13:44. Fire involving at 17 storey high rise building, 40m x 15m under construction. Fire on roof and 16th floor, 4BA, 2 jets, cutting away in progress. Attendance WrL, WrT x 2, ALP St Marys, RP and WrT Hightown, RP and SEU Redbridge, RP, WrL and Command Support Crew Eastleigh, ICU Headquarters, MRV Havant, ALP Southsea, WrT Winchester, WrL Bishops Waltham, WrL and EPU Romsey, WrL Fareham, WrL Hythe, WrL Lyndhurst, Command Support Crew Beaulieu. Stand by moves WrL Petersfield and WrT Ringwood to St Marys, WrL Cosham to Hightown, WrT Beaulieu to Redbridge and WrL Wickham to Winchester. Sadly, another Hampshire fire station was broken into during January. This time thieves struck at Fleet stealing another set of hydraulic cutting equipment.

GENERAL

Ambulances are now using a number of fire stations as standby points. Bordon, Hardley, Lymington. Odiham, Sutton Scotney, Brockenhurst, Horndean, Romsey and at Winchester, where they are permitted to use the appliance bays as well as the yard.

As part of a planned restructure to move to only two Directorates, (Service Delivery and Service Support), HFRS has started the ‘Knowledge Management’ project, with the first phase being to merge the teams of Community Risk Intelligence, Performance Review, FireWatch, HR Information Systems, Project/ Programme Management and IS Business Intelligence. All of these teams currently gather, analyse and use a vast amount of data and the thought is that by merging these teams into one central team, there will be a one-stop-shop for information across the Service. Subsequent phases will be aimed at development of the products and services provided by the team to meet the needs of Service delivery and the Service as a whole. Note; ‘Firewatch’ is a general day-to-day business management system for availability, sickness, personal injury, training, leave etc.

A preferred option for a new Basingstoke Fire station has been agreed by the project board. This involves the construction of a new station on the current West Ham site, capable of housing six appliances and 4 specialist vehicles.

Colin Carter, Guest Contributor

Editor: I think that in a future edition we will have to provide a list of the new abbreviations and definitions now used for appliances as there have been a number of changes in recent times. Few of them will actually relate to the terms used in other FRS’s or even match the same abbreviation definition! I seem to recall a period in fire service history with something called a ‘Drill Book’ and standard terminology – or is that just a figment of my imagination?

Snippets

Chairman’s Report:Andy Anderson



The Chairman commenced the meeting by asking everyone to join in a brief silence to remember those members of the Association who had passed away during the previous year.

I am pleased to report on another successful year for the PMA, our membership is strong and slowly increasing. Our finances are independently audited and appear to be very healthy this provides a secure base for the PMA. Your committee has been active throughout the year with its bi-monthly meetings. We are continually reviewing our procedures to inform members via our web site and Email, but we do rely on the membership keeping us advised of any changes. We maintain a small list of telephone notifications, for those who are not on email. Our website is up to date and is a good source of information for events and links to many other very useful data bases, helping to keep the membership informed of welfare issues and in touch with all that’s going on. We maintain close links

with HFRS and the Sports and Social Association and still provide many participants for sporting sections such as sailing, cricket, dancing and badminton to name a few. We have also this year shared a golf event at East Horton.

During the year we have offered our membership a variety of activities - London shopping and theatre trips, with nearly 70 attending Jersey Boys and Top Hat in March, and again a similar number attending “Let it Be” in September. On the social front during the summer, we enjoyed a treasure hunt in the Romsey area, a Paella and band evening in July, and of course our regular themed race nights at FSHQ which have all been well supported. The PMA’s foreign tour took place in early autumn with a four day trip to France and Belgium visiting the war graves, Ypres, Ghent and Bruges. The year ended with a splendid Christmas function at East Horton golf club with just over 80 attending. I nearly forgot also the Christmas Pantomime at Southsea for our grandchildren.

Your committee is already planning this year’s events with the first London theatre trip planned for 27 March to the new musical “Once “. We are also looking at a luncheon in Salisbury combined with a possible tour of the Cathedral, a musical band evening during the summer at HQ with, if it can be arranged a hog roast, a possible coach trip to the National Arboretum and another foreign tour maybe to Paris in the Autumn. We are always keen to pursue new ideas so please let us know your thoughts if you have any particular interests.

To conclude I would like to thank our Committee for their support and in particular the Secretary for his work and dedication to our excellent magazine, our Treasurer, Webmaster, and the Bar Manager for their particular efforts during the year.

Moving on to Pastures New

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

Shaun Winter 24/07/2013 Andover Firefighter 16 Years 1 Month	Paul Trew 09/09/2013 HQ Community Safety Watch Manager 16 Years	Claire Hayden 01/12/2014 Control Crew Manager 16 years	Tony Bryant 04/01/2014 Southsea Firefighter 30 years 3 months
Allan Hodges 25/07/2013 Fleet Firefighter 30 Years	Dennis Barnard 16/09/2013 Fareham Retained Firefighter 26 years 4 months	Debbie Stockwell 01/12/2013 Property Services Administrator 22 years 9 months	Steve Caton 10/01/2014 Hightown Firefighter 30 years 7 months
Charlie Knight 09/08/2013 Beaulieu Watch Manager-OiC 33 Years 10 Months	Wayne Parkes 25/10/2013 Brockenhurst Crew Manager ??? years	Andy Kettle 19/12/2013 Fire Service College (Seconded) Temp Assistant Chief Fire Officer ??? years	Wayne Coombes 11/01/2014 Hythe Firefighter 21 years 11 months
Mark Hilton 28/08/2013 Wickham Firefighter 12 Years 6 Months	Geraldine Kennedy 01/11/2013 Occupational Health Welfare Adviser 12 years 1 month	Mark Whithers 12/2013 HQ Central services Station Manager ???? years	Pete Crook QFSM 31/01/2014 HQ Operational Response/ USAR Group Manager 34 years
David Parfect 01/09/2013 Lymington Firefighter 31 Years 5 Months	Graham Dance 09/11/2013 Emsworth Crew Manager 10 years 8 months	Clyde Evans 12/2013 HQ Community safety Station Manager 3 years	Mary Garwood 28/02/2014 Fleet Maintenance Centre Administrator 23 years 11 months
Peter Scott 03/09/2013 Southsea Watch Manager 37 Years	Steven O'Halloran 14/11/2013 Southsea Firefighter 14 years 11 months	Dusty Miller 12/2013 Havant Crew Manager 26 years	

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:

Morgan Rees On 8 February 2014 Aged 66 Morgan served at Hightown as a Fireman, until leaving to live in France in 2002.	William (Bill) Donelan April 2014 Aged 94 Bill served as a Leading Fireman in Control until his retirement in September 1974.
Richard Swann On 8 February 2014 Aged 66 Richard originally served as a retained Fireman, at Eastleigh until 1987 and more recently as a Volunteer with HFRS.	John Dennis On 12 April 2014 Aged 72 John served as a Firefighter at Ringwood Fire Station until he retired in 1997.
Charlie Gigg On 10 February 2014 Aged 99 Charlie joined the fire service as a Fireman in 1935, firstly as part-time and then becoming full-time serving throughout World War 2. He continued after the War serving with the NFS and into the newly formed Hampshire Fire Service in April 1948. Finally, Charlie changed roles and became a non-uniformed member of staff based at Headquarters with duties as the Chief's driver until his retirement in October 1977.	Les Nash On 21 April 2014 Aged 93 Les served as a Sub Officer with the AFS at the Royal Aircraft Establishment, Farnborough and also as a Retained Fireman with Hampshire at Farnborough Fire Station, retiring from the latter in October 1975. Les's son Brian was a long serving member in the Hampshire Control Room.
Peter Tulk On 17 March 2014 Aged 75 Peter served as a retained Fireman, at Andover until his retirement in November 1991.	

Lest we forget



RED WATCH CENTRAL CIRCA 1955



FOOTBALL TEAM