

STOP MESSAGE

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



www.xhfrs.org.uk



Botley crew getting to work at the Meon Valley Timber Company, Mislingford, Swanmore, 9 July 1997

INSIDE



UNCLE ALBERT

The voyage comes to an end.

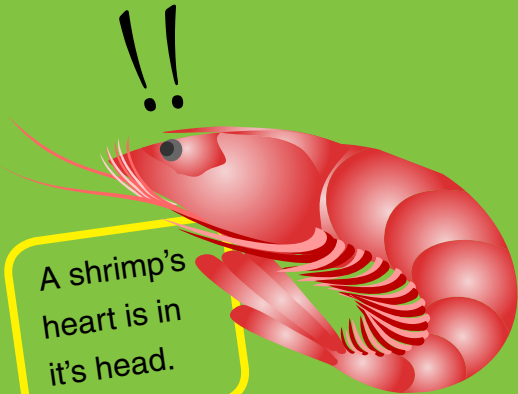
PROCEED TO FLOOD

More reflecting back almost 20 years when many of us were involved in flood water.

PAST TIMES

Focus on West End Fire Station.

AND MORE Really Really INTERESTING FACTS!

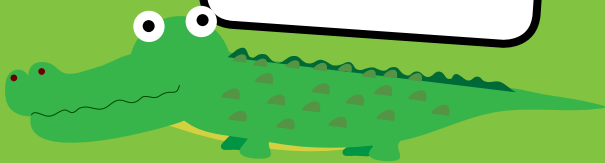


A shrimp's heart is in its head.

More than 50% of the people in the world have never made or received a telephone call.



A crocodile can't stick its tongue out.



The cigarette lighter was invented before the match.



It is physically impossible for pigs to look up into the sky.



People say "Bless you" when you sneeze because when you sneeze, your heart stops for a milli-second.



Recycling one glass jar, saves enough energy to watch T.V for 3 hours!



Ewhhh!

Wearing headphones for just an hour will increase the bacteria in your ear by 700 times.



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: Meon Valley Timber Co, Mislingford, 9 July 1997. A serious and spreading fire on a hot Summer's day and with limited water supply. Make pumps 10 and 3 WRCs. Several firefighters affected by de-hydration and heat exhaustion. This incident resulted in a programme of promoting the importance of hydration and the personal issue of water bottles. This image shows crews getting to work with a 5X foam making branch.



STOP MESSAGE



Welcome from the Editor



Fire Service Competitions 1984

Summer – so far so good. It certainly makes a change. It's curious that the usual bout of gorse/forest fires has not happened again this year, following on from the pattern of recent years. Is that better prevention, land management, educations, all the arsonists have been caught or just good luck? Time will tell I guess.

What this good fortune does result in though is a reduction in operational experience and perhaps consideration being given to the need for all of the resources on standby for when

the inevitable happens. Such fires were 'bread and butter' regular Spring/Summer incidents for many stations, with a great deal of experience and knowledge subliminally gained, making judgement, decision making and deployment easier if no automatic. It is of course good news for any reduction in call but, every 'up' though, there is a 'down'!

HFRS currently has a team conducting a Risk Review that will produce proposals for internal and public consultation in the Autumn, ahead of final recommendations next year. Being faced with pressure of various type, including financial, the final recommendations will I am sure be of interest to all and to some may be difficult to accept. That's the nature of a review though and sometimes difficult decisions have to be made.

The ongoing FBU dispute has resulted in more periodic strikes in support of their case related to retirement age and pensions. It's difficult to see where this will eventually go. All FRS's seem though, to be coping with the style of the action so far and it has to be a consideration for Chief Fire Officers and politicians alike who, because to the impact of the strikes, are able to look more closely at the resources they have, where they are placed and how they are used. Will this be a case of the industrial action, actually proving to be a test model for resource reduction or re-positioning?

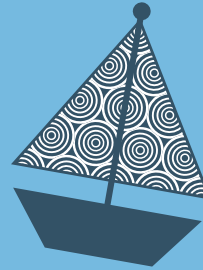
Elsewhere in the UK, reviews are also taking place. Locally the once planned complete merger of Wiltshire and Dorset is now being reconsidered, following a change of the Dorset Fire and Rescue Authority. The control rooms of East Sussex and of West Sussex have now been merged and is now located at Haywards Heath fire station.

Finally, I have just realised that our Association is now 5 years old, with the first members being recorded on May 2009 and the first edition of 'Stop Message' going out in September 2009. Our membership continues to grow with some 390 members. There are many more out there eligible for membership and you can always help by spreading the word. And, as always I welcome any article, letters, comments and photographs.

Until the next time...

Alan House

Uncle Albert's



We circumnavigated South Georgia anchoring off many places for FIDs to go ashore. There we large Elephant Seal colonies, Fur Seals and one of the worlds few nesting sites for the Albatross. As we now know South Georgia was invaded in 1982 and recaptured during the Falklands war.

It was now midsummer and time to sail back to Adelaide Island over a thousand miles south to where we had left in a hurry weeks earlier. Our voyage across Drakes Passage was uneventful except for bad weather all the way to the Bransfield Straits just north of Signy. We were heading for the Laubeuf Fjord 25 miles long by 10 miles wide, close to Adelaide Island where we were to cull 500 seals in two weeks, delivering half to Adelaide Island and half to Stonington base 200 miles further south. Both bases had 60 dogs, Huskies for sledge pulling. Each dog required one pound of seal meat a day on base or two pounds a day when working. Remember there had to be three years supply on each base.

We entered the fjord in brilliant sunshine ideal weather for seals to sunbath on the fast ice and ideal for the FIDs and any crew who wanted to go hunting. The ship cut a lead into the ice and was secured to a large steal peg driven into the ice. A mooring line was attached and secured back on the ships windlass. The seals were herded back to the ship where they were shot at point blank range. We culled 400 in the first week then had to move on to floating bergy bits where one or two seals were sunbathing. The seals were shot by two of the deck hands, who were crack shots with .303 rifles. The seals were gutted on the ice flow and hoisted aboard using the ships derrick's. The whole thing was carried out humanely but i was glad when it was over. We unloaded the seals at Adelaide Island and moved south to Stonington where both seals and general cargo were unloaded. We hung around at Stonington for a couple of weeks while the FIDs built an extension to the base hut. After a party and farewells we turned northwards to Adelaide Island to discharge general cargo and then back to Signy to meet up with the Shackleton. We were to carryout seismic survey in the Bransfield Straits. This entailed John Biscoe proceeding on different tracks in the straits and dropping the 1cwt. Charges of TNT. at intervals of five minutes fitted with time fuses of one minute. This needed close cooperation between the bridge, engine room and the after deck. The Shackleton was following 2 miles astern with hydrophones in the water picking up seismic echoes which were recorded on seismometers and marked on the charts. After a week we had completed the survey and exhausted our supply of TNT.

We set course for the Falklands to take on more cargo. Drakes Passage was again unpleasant with the Chief nowhere to be seen. We arrived in Stanley 3 days after leaving the Bransfield straits with Shackleton behind us. We now had a bit of time ashore.

Port Stanley had only two pubs and the British Legion club so getting away from your shipmates was difficult to say the least. I do remember the peat



Landing supplies at base

Sea Tales

the final voyage!



The Lemaire Channel



fires burning bright and warm making some people home sick. Also at this time, Dear John letters were arriving in the mail from UK. Mostly from girlfriends and new wives married on the spur of the moment shortly before we left UK. They were posted on the ship's notice board for comments to be attached by the crew, some of which were near the mark and hilarious.

After a week the Shackleton left. We would not see her again until UK. She left after lunch, moved up the sound, turned and passed us at 10kts. and only 40ft away from us. We were stood on our bridge wing to wave farewell. We were met with a salvo of potatoes, soft fruit, fire hoses and bare arses from the deck crew. A common occurrence when these ships parted.

The following day we departed for Stonington with more cargo. This would have been our last passage to the ice but was not to be. We arrived after four and a half days of

reasonable weather. ie. The weather didn't rise above force 7. No sooner had we arrived, the second cook went down with a grumbling appendix. We had doctor on board and one on the base but they did not have enough anaesthesia to perform an operation. They filled him up with antibiotics and we made a run back to Stanley. As soon as he landed we sailed again back to Stonington, bloody miserable again. It was now getting on in the season and we had to conclude operations as soon as we could. Fresh ice was now forming every day and we were keen to get to Signy to top up their fuel tank before turning north to Stanley. We discharged 150 tons of fuel, had a party, gave our fond farewells. We were on our way the following morning.

Two days out from Stanley the second steward punched the Chief Steward and was confined to his cabin. He was arrested when we arrived in Stanley and transferred to HMS Endurance. We saw him when we docked in Southampton in May 1968.



We had few days in Stanley and used the time to explore. Some 'Argie' reporters had flown a plane and tried to land at the back of Stanley but crash landed and were arrested by the Falkland Island defence force. Endurance sailed and left a survey launch and crew with us to do some soundings in the narrows. This gave the second engineer and myself the chance to visit and board SS Great Britain which was beached opposite us in the sound for many years. She was in a sorry state with a twisted keel and flooded with many holes in the hull. However she was salvaged in the 1970's and brought back to Bristol and put in the original dry dock where she was built. She took some years to repair. I have since visited her to see the results of the restoration which were excellent.

It was now half way through April and time to leave for home. We had a final evening at government house and left the following day for Monte. After a couple of days the weather warmed up so everybody shaved off their beards hoping to meet their lady friends again. Sun bathing became the order of the day with many suffering bad sunburn.

Lots of the old hands used a mixture of cooking oil and vinegar as sun block which proved useless for me. I got burnt and smelled like a chip shop. Some of the FIDs had haircuts and looked like they had been mauled by a panther. Copious amounts of hair creams were administered to disguise the disastrous hair styles. As we eased alongside in Monte. there were familiar faces to be seen, Port Health, Customs, Immigration and 'Uncle Tom Cobley and all' were there with their briefcases. Once aboard they disappeared

into the captain's cabin for an hour only to reappear with glassy eyes and bulging briefcases. We had no problems from officialdom while in port.

We took on fuel and provisions for the homeward leg. Dave and I made straight for the market, just outside the dock gate. We had lunch there two days running. A huge steak, salad and a couple of beers for two shillings old money. The beef in South America was to die for. Most of the FIDs and crew re kindled their relationships with the local girls and had a good time. The Chief was nowhere to be seen as usual.

All too soon we departed before lunch on the fourth day. Brilliant warm sunshine, girls crying on the quayside shouting "I love you", see you next time and back 'on the game' within the hour. At least everybody had three weeks to get over a nap-hand if they had caught the boat up. A naval saying from long ago. The passage home was wonderful, good weather all the way. The FIDs slept on deck again and everybody relaxed. The food was excellent, salads galore, silverside of beef cured with saltpetre and fresh fruit abounded. Even the cooks could not cock that up, could they. Long days were savoured, sunbathing, playing crib, ukkers, and liar dice. We had new films for the nights. The night sky was spectacular. Again flying fish were on the menu. Another crossing the line ceremony was instigated for the homeward bound doctor who had flown out to Monte. His stomach powders were no cure for Neptune's cocktail. He was a bit sheepish for a day or so but gradually recovered, even smiling.

Crashed Argie Plane



On leaving Monte we had stayed within 50 miles of the coast until we reached Recife . There was a 2kt. Northerly current assisting our progress. At Recife we altered course towards the Cape Verde islands off the African coast. The weather was superb and the ship again looked like a scrap yard with oil drums protruding from the FID's portholes . Indeed it was a magic time, dolphins were a daily occurrence riding our bow wave for hours, leaving at darkness and returning the following morning. Soon we were approaching the Canary Islands with much more shipping about. We passed the islands at night with their lights shining brightly in the distance. It is amazing how the smell of the islands penetrated so far out to sea. In times long ago it was often the smells that signalled landfall long before mariners could see their destination.

Two days later we were passing Madeira, then Spain approaching the Bay of Biscay. The Bay was like a pussycat. Dead calm with a large high pressure dominating the weather from Spain over Europe and the UK.

It was now that the FIDs started packing, known as The Channels the excitement of nearing home took hold. Engineers were always encouraged to increase shaft revolutions by the FIDs. Known as homeward bounders; we resisted the temptation. The last thing we wanted now were breakdowns. Soon we were rounding Ushant, the western gateway, to the English Channel. I came off watch at 4pm on Sunday May the 18th, wandered on deck to see The Needles some 10 miles ahead. We dropped anchor just off Netley in the early evening. We were home. Now came the task of disposing of all alcohol and cigarettes above the legal import limit. A party was soon organised and suffice to say there was no alcohol over the permitted amount when customs boarded John Biscoe the following morning.

We were soon cleared for entry into berth 28 in the old docks where we were met by family, dignitaries and even a local film crew. After saying goodbyes I went home for the night, returning the following day to sort out outstanding items for the defect list for John I Thorneycroft contractors. Three days later with all cargo and stores discharged we moved up to Northam for the annual overhaul. I stood by the ship until the end of June when I paid off. John Biscoe had covered over 32000 miles during the trip. She was sold off to a Turkish company in 1991.

This account has been written from diaries I kept at the time and written before political correctness took over our lives. The sayings and thoughts muted at the time of writing this tale were as it was and should be read as it was in 1967.

Kind regards, Uncle Albert.

And so, who is 'Uncle Albert'? See page 25.



Elephant Island



The Globe Pub



The start of a whiteout

Proceed to flo

Hambledon and Finchdean/Ro



The George Hotel

Following on from the article in the last edition of Stop message submitted by Keith Simmons, I thought I would add a few comments from my own files- sad person that I am!

During October, November and December of 1993, the South-East of Hampshire had 2.5 times the amount of amount of rainfall. Ground water levels rose accordingly and long-dormant springs started to flow in early January.

Between 30 December and 12 January HFRS had dealt with 240 separate calls to flooding of which 193 had resulted in flood water pumping. Of these incidents, quite separate from what was happening in the Meon Valley, incidents involving 2 pumps or more had been dealt with in Portsea, Lymington, Titchfield, New Milton, Portsmouth, (St Marys Hospital), Haying Island (3 separate occasions) and Emsworth.

On 4 January, HFRS sent resources to assist West Sussex with wide area flooding in Chichester and this support continued until 10 January with 5 pumps crews at the scene plus others at different times providing cover from west Sussex Fire Stations. On 7 January, 35 recruits plus instructors were also sent to Chichester to assist. Quite a start to newly joined recruits!

The totally saturated soil resulted in serious water run-off and surface water drainage systems leading into soakaways, ceased to function. The 'Lavant' streams flowed with greater quantities than any time in the preceding 5 years.

oding at...

Rowlands Castle January 1994

This had a massive impact on the areas of Hambledon and Finchdean/Rowlands Castle. The first signs of a problem in Hambledon was when the cellars of some properties starting to fill on Friday 7 January.

As usual, during the initial stages of calls from the public, HFRS officers were mobilised to assess the situation.

The first attendance by HFRS pumps into the locality was by B25 Horndean, on 7 January at 0428, to Pattern Cottage, The Old Iron Foundry, Finchdean, nr The George Public House, with water flowing from natural springs at Chalton. This followed an inspection by Station Officer Keith Simmons, at 0254, using a Landrover from B16 Havant, because of anticipated problems getting to the area. In requesting the attendance of what was the first pumping appliance he advised Control that the crew should take caution due to snow and ice. An indication of what the weather was like. On 8 January at 1325, the Inflatable Structure was requested due to inclement weather conditions and at 1351 'make pumps 2' was sent. This was followed on 11 January with 'make pumps 5'. At Rowlands Castle 2 pumps were at work. The Control Unit, 'X-Ray' was sent to Finchdean at 1544 on 12 January and remained there until 1634 On 26 January. The Canteen van, then crewed from Winchester was sent to Finchdean at 1645 on 10 January and remained there until 1630 on 26 January.

Operations continued until 1552 on 26 January. Finchdean is on the border with West Sussex and some of the operations were in fact conducted within the area technically under the responsibility of West Sussex Fire Authority.

On Sunday 9 January, the River Meon rose to unprecedented levels and flooded properties in Droxford, Exton and Meonstoke.

Pumping operations in Hambledon commenced on 11 January at 0740, with an attendance to 7 East Street, by C41 Droxford this quickly resulted in an assistance message to 'make pumps 2', followed by 'make pumps 3' at 0820. On 12 January at 0936, DO Phil Griffiths sent 'make Watertenders 6 for Light Portable Pumps. With 2 already in attendance, that brought an additional 4 to the scene. At some point, it



Duck Humour Hambledon

seems an additional pump was sent and on 15 January at 1555, 'make pumps 9', (not clear who originated this request. Operations continued until 1600 on 31 January.

For operational purposes, Finchdean and Rowlands Castle became one incident, in tandem with the separate ongoing flooding incident at Hambledon.

In addition to the requested appliances for their main pumps, a number of Light Portable Pumps were despatched to both locations, taking them from spares stock held at Workshops, the Training Centre and Div Spares.

The decision was made on 11 January to request Green Goddesses and equipment from the national Emergency Stockpile, which was then held at the Home Office Store in Marchington, Staffordshire. A request for assistance was made to the CFO Staffordshire, who provided drivers for 8 Green Goddesses to convoy the appliances to HFRS HQ, supported by a mechanic and mobile workshop. They arrived along with 6 TNT contracted articulated vehicles carrying 5 miles of 6" piping, 6" rolled hose and ancillary equipment at HQ at 1630 on 12 January.





The first 4 Green Goddesses in position at Finchdean and pumping at 0030 on 13 January, by which time, the C72 road to Dean Lane End, (part of Rowlands Castle), was under 20" of water in places. At 1332, the first phase of 6" pipe relay was working. The situation at Hambledon worsened and by midday on 13 January 2 Green Goddesses were working in Hambledon, in support of the HFRS pumps already in operation. A further 2 Green Goddesses had been sent to Rowlands Castle.

On Friday 14 January, the things were getting worse in Hambledon and 2 further Green Goddesses were loaned from the operations that were ongoing in Chichester. West Sussex had been sent 27 Green Goddesses, plus articulated lorries, full of associated equipment.

A dam was constructed using sandbags across the 'C50' road, East Street at the top of Hambledon village and by Friday evening there were two 6" pipeline in place taking water through the village, and during the evening of Saturday 15 January a public meeting was held in the Hambledon Village Hall. An incident control had also been established at The George Hotel and 'X-Ray' the HFRS Control Unit was at Finchdean. Arrangements had been made with the landlord of The George Hotel in Hambledon for the feeding of crews and the canteen Van and inflatable structure was in position at Finchdean. The arrangements at The George Hotel in Hambledon later went somewhat awry after a payment was made and the landlord 'disappeared'!

A third 6" pipeline was in operation and the road had been trenched by the Highways Authority across the B2150 at the junction of Lotts Store, to allow the hose to be taken below the surface. Construction of this trench took place over the period of 13 to 15 January, with every effort being made to maintain water flow and traffic flow along this regularly used route. However on 16th January it was necessary to close this section of road, with the exception of local traffic due to excessive traffic flow interfering with operations. This continued for some 2 weeks. A second trench was necessary on 19th January and eventually

there were five 6" pipelines plus several 70mm hoses leading to this discharge point. When the road was eventually re-instated it had been agreed to install pipework under the road to accommodate any future pumping operations. Whether or not this was ever done, I have no knowledge.

The situation in Finchdean worsened on Sunday 16 January and more HFRS pumps were committed. Sandbags were placed to divert water. That afternoon, the decision was made to request a further 6 Green Goddesses and 18 'Featherweight' portable pumps. At 0600 on Monday 17 January, 8 HFRS drivers and a Workshops mechanic, left for Marchington to collect the requested vehicles and equipment, including mechanical spares for the vehicles which were now working harder than they had done for many years. This second wave from the Home Office Store arrived at 1630 hours at HQ.

As with the case of the first issue, the drill yard at HQ became a scene of high activity with vehicles and inventory checks being conducted and temporary radios being fitted. The Green Goddesses being allocated 'Golf' call signs.

Collecting the Green Goddesses from Marchington and delivering them to the scene presented a new experience to many of the drivers who found themselves for the first time behind the wheel of a slow petrol driven, manual geared, utility design fire appliance without power-steering. Very different to the comfort of automatic gear boxes and power-steering! There was then another problem as pump operators were shown the controls of the single stage 900gpm pump, much to the consternation of ADO Mick Barnes, then the Emergency Planning Officer, (EPO), tasked with getting the Home Office vehicles in position. Remembering that the fire service by then had moved to metric measurement (Bar) and automatic pump primers, after briefing those taking over the pumps for the first time, Mick was faced with the question, 'excuse me guv, but what is a priming lever and what does PSI mean?'

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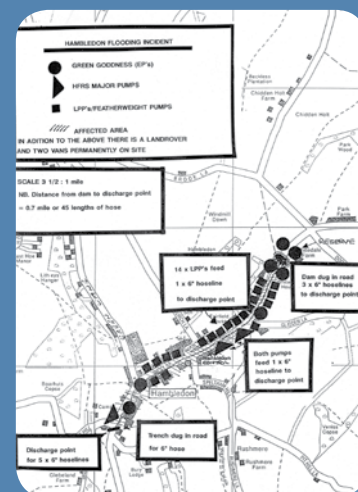


Photo - John Arnold



WRT JTP 437P and LPP working hard in Hambledon

Those that know Mick can only imagine his reaction! It was though another thing that had to be taken into account with the changeover of crews, as was the task of starting the 'Featherweight' pumps by means of the hand-crank handle. Quite an experience too on these pumps to see the manifolds glowing red in the dark!

A Landrover with trailer had also been withdrawn from the HO store for the purpose of maintaining the much needed petrol supply to the Green Goddesses and the 'Featherweights'. HFRS transport was also used for the same purpose. These were in great demand and were given the call-sign 'Tiger', in typical fire service humour, referring to the Esso advertising 'jingle' of 'putting a tiger in your tank'!

Typical also of the ingenuity of those doing the petrol runs from a very happy local garage, they cleaned out the stock of petrol gift vouchers and the stock of glasses, mugs or whatever the gift was at the time! Green Goddesses are very thirsty and when pumping consume some 6 gallons of petrol per hour and 'featherweight' pumps with their Coventry Climax engines, some 2 gallons per hour.

Although each Green Goddess carried 2 'jerricans' for petrol replenishment, there were insufficient to meet the refuelling needs and the military were able to loan 60 jerricans. HFRS Workshops also secured some extra, (ex-military surplus store, if I recall correctly) and sprayed them a different colour for at-scene diesel replenishment).

By 17 January, 10 HFRS pumps were in action supported by 5 Landrovers. A fifth 6" pipeline was in operation on Tuesday 18 January and by 21 January, all pumping was being done by Green Goddesses and portable pumps.

At Finchdean, there were 4 Green Goddesses at work plus 5 'Featherweight' pumps with 4 portable pumps at work at Dean Lane End and a Landrover as a contact point.

At Rowlands Castle, 2 Green Goddesses and 1 HFRS appliance, plus 2 portable pumps were at work. Five 6" pipelines discharged at Dean Lane End

In Hambledon there were 7 Green Goddesses, 6 working and (1 in reserve for immediate deployment to add to or replace within the relay) and 3 HFRS Pumps at work and at one point, a total of 16 portable pumps were keeping properties dry by feeding water into one of the 6" pipelines using in-line tee-pieces adapted by HFRS Workshops staff.

On 21 January HFRS advised residents that they would continue to protect people and property but that there was a need to scale down their involvement. Part of the exit strategy was to advise residents to look at taking care of themselves and that they might be approached by Selwoods regarding the provision of pumps in association with their insurance company. Wherever possible, Green Goddesses were used to replace HFRS appliances in the water relay.

On 24 January HFRS advised that they needed to conduct urgent repair and maintenance on those portable pumps still working to control cellar levels and gave notice that they were going to cease cellar pumping. Equipment would be left in place and used only if electrical supplies and living accommodation were in danger of being affected.

By 27 January, there was still a need to pump from the dam, but at a reduced rate and there were only 7 properties with cellars needing attention, with only 3 of these needing continual pumping. Throughout the cellar pumping operations it was important to keep water in adjoining properties at the same level so as to avoid water pressure damage.

The removal of all HFRS equipment from the scene at both locations was a major logistical task with hose and equipment cleaning continuing at Headquarters until 1600 on 1 Feb.

The dam was removed on 2 February, although the water did continue to flow along the C50 Worlds End Road, to a height of 6" in places, until 11 February.

At its peak over 100 properties were affected and HFRS was pumping between 5million and 10 million gallons per 24hour period.

At Hambledon, a total of 11 miles of hose was laid and at Finchdean 3 miles of hose. 6000 sandbags were put into position in Hambledon and a 2000 at Finchdean, with a reported 120 tons of sand being used. A total of 16 Green Goddesses were used between Hambledon, Finchdean and Rowlands Castle, (14 on direct loan to Hampshire plus 2 diverted from the loan issued made to West Sussex).

At Finchdean, a total of 1132 HFRS personnel were at some point in attendance of which 137 were officers and support staff. Likewise at Hambledon, 1476 personnel attended of which 136 were officers and support staff.

One local resident in Hambledon was taken to hospital reportedly having been overcome by fumes from the many pumps in operation.

One cyclist fell off his bike reportedly due to loose plates over the hose outside Hartridges bottled water company.

Whilst returning to home station after being the first pump on the scene at Finchdean, the B25 Horndean Watertender was involved in a RTA with a car, at 0955, causing serious damage to the rear of the appliance necessitating it being replaced with a Div Spare.

One of my new experiences was the use of a mobile phone. It became clear very early on in the operations that communication had to be improved and at first I was given, from the HQ Comms team stock, a 'thing' that took up part of the passenger footwell in my car. A so-called 'mobile phone'. It was not my idea of 'mobile'. A word in the ear of my trusty 'Staff Officer', Mick Barnes resulted in the new style Nokia mobile phones being purchased and being issued to key personnel. The worth of such phones at this incident paved the way for eventual wider issue.

Final cost was recorded as being £309k, which included the costs of having on loan the vehicles and equipment from the Home Office Emergency Stockpile. On the busiest day, 12 January, the daily cost of wages and feeding was £10k.

Looking at the various crew movements:

At Hambledon, every fire station in the county at some point attended the scene except D46 Totton. The station making the most attendances was C29 Eastleigh, (27 occasions), with D53 Redbridge following up, (21 occasions).

At Finchdean, quite a few stations did not attend but of those which did, C29 Eastleigh again was busiest, (34 occasions), followed by C30 Winchester and B23 Cosham jointly, (30 Occasions), followed closely by B24 Southsea, (29 occasions).

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*...38 torches, numerous
'Stanley' Knives, (Probably
used to cut open the
strapping on the rolled 6"
hose, but definitely handy to
keep in one's tunic pocket!)*

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D46 Totton made up for not going to Hambledon, by attending Finchdean, (5 occasions). C41 Droxford was the busiest retained station, attending Hambledon on 9 occasions, followed by B21 Hayling Island, (7 occasions).

Treating the two locations together, every station in the county was involved in bringing it to a conclusion, plus personnel from all 4 Divisional HQs and Service HQ.

We should not forget the major role played by Workshops staff who did an outstanding job throughout this period, not just by ensuring that operations at this location were maintained, but the many other incidents that took place throughout the county, the normal fleet servicing and defect requirements and the engineering demand that fell out of the longest flood relief operation that had ever taken place in the county. Many portable pumps and generators breakdowns due to the extended periods of use and some careless pump operating, (well that was certainly the view of Bill Carter in no uncertain terms, when impellers stopped turning due to the ingress of gravel!). Not forgetting also, the need to maintain the engineering technology of the 1950's that had been brought out of long-term storage and made to work longer and harder than perhaps some had ever done in their life in the Auxiliary Fire Service.

One of the interesting things after a large scale incident is to read the equipment losses list, (like the LPP that mysteriously went missing on the 'Mobil Petrel' tanker incident!). The list from Hambledon and Finchdean did not disappoint: From the Green Goddesses – 6 Hearth Kits! Really? Oh, and a complete temporary radio installation.

From HFRS appliances – 5 station entry Master Keys, (Mmmm, that'll come in handy!), 38 torches, numerous 'Stanley' Knives, (Probably used to cut open the strapping on the rolled 6" hose, but definitely handy to keep in one's tunic pocket!).





Lotts Corner before final Plating

A further Hearth Kit, 2 Grain Forks, a Can of Foam, 5 sprung loaded window punches, (probably in the same 5 tunics that had the Master Keys), Leather Blanket, pr Leather Gloves, (a fetish perhaps?), 50mm collar from HRG set, (something that is a must at flooding jobs).

The B24 Spare was basically stripped, having been set-in for 5 days, under the 'care' of various crews! An 'A' Div Spare was missing Bolt Croppers, Screwdrivers, and a PVC Welding Curtain?? A 'D' Div Spare was missing a standpipe, 2 Cans of Foam, a 5X Foam Branch, Drag Fork, AWG No1 Branch, and ... a Chimney Hose and Nozzle. Spare appliances always being an opportunity to make up equipment losses from other jobs of course. There was a chimney fire at 2130 on 24 January at! High St, Hambledon at during the ongoing pumping operations, dealt with on-scene personnel from Eastleigh with Stn Officer Geoff Rackham, so maybe, just maybe the chimney gear was not returned to the locker, but maybe not!

Colin Millar, the Operational Equipment Officer at Headquarters at the time submitted the lists and a report to me as 'ACO OS', suggesting that 'a full fire kit inspection might be required due to the number of missing items being unacceptable'. An equipment swop took place at D53 at 1000 on 14 March to try and get equipment back to its correct stowage.

It was not long after this that I declared an equipment amnesty to root out the various surplus equipment 'squirreled away' in station cupboard and stores ready to make up losses on station. I too was once a Station Commander and kept excellent stocks, (including moving it to my car boot on station inspection days), to avoid the dreaded equipment losses report! There were of course the infamous Divisional Staff Office stores that did not exist, but which somehow managed to be often used to make up losses without having to submit indents and equipment loss reports! The amnesty actually resulted in the return of equipment to the catalogue value of £20k. It followed my assurance to stations that the process for replacement of genuine losses had been made simpler and 'grown up' in attitude.

Prior to this incident, I believe that the last recorded account of the annual flooding of the area resulting in free-flowing water through the villages of Hambledon and Finchdean was during the winter of 1960/61 during the period November to April.

Flooding again occurred in November 2000, but HFRS had no involvement other than inspections and meetings with local residents and other agencies. The lessons learned from the 1994 floods and actions taken by responsible agencies, did not require any wide-scale response

The year 2000, over a 7 week period during October and November saw across England and Wales, the worst flooding since 1947 and in some places the worst ever recorded.



I wonder how the statistics quoted then relate to the floods that have been experienced in December 2013 and into 2014?

Other occasions when vehicles from the Emergency Fire Service Stockpile were brought into the county, other than when crewed by the military during FBU strike periods, were:

1976 – hot and dry Summer conditions resulted in 12 Green Goddesses and 8 Austin Gypsy 4x4 Reconnaissance Vehicles to be used by officers, being convoyed into the county from the Home Office Store located in Steventon, Berkshire. The first time that these ex-Auxiliary Fire Service vehicles had been placed back in action since being placed into long-term storage in April 1968 when UK Civil Defence was placed on a 'Care and Maintenance Basis'. I have to admit to having a great time in both vehicles!

The issue from storage of some 300 vehicles and associated equipment across the UK during this period, when the whole of the countryside seemed to be on fire, did awaken the thinking of those responsible for the amount of vehicles and equipment held in long-term storage and its future was once again under consideration. Before any decisions were made and changes enacted, the first national strike, called by the FBU, resulted in 1000 Green Goddesses being taken out of stores to be issued for use by the military which were tasked with providing fire cover in strike affected areas.

1995, (August to October) – hot and dry Summer conditions resulted in 12 Green Goddesses and 1 Landrover and trailer being loaned.

2000, (October to December) – predicted wide area flooding resulted in 6 Green Goddesses and 6 'Featherweight' pumps being loaned.

Alan House ■

Flood Gallery



*HampshireTC
Instructors and
Officers plus West
Sussex Officer at
Chichester*

*Hambledon before
the 6inch relay*



Clean up in Hambledon



Incident Control - The George Hotel



*Hambledon before
the Ginch relay*



Dam at cessation of operations



Equipment sorting HQ 26 Jan



*"I am telling you the
fish was this big..."*



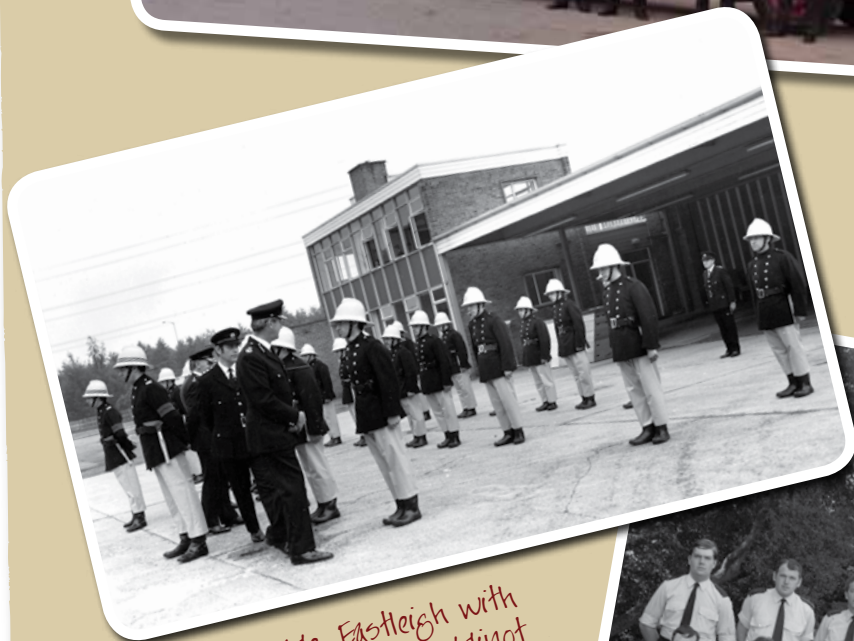
Lotts store

Scrapbook Memories

Some photo album memories submitted by Stop Message readers



Cosham Crew at HMS Victory
circa 1982



Passout Parade, Eastleigh with
Chief Constable John Hoddinot
as Inspecting Officer. Anyone
able to date?



R3 - 77



Petersfield Bedford PE, Droxford Bedford Wrt and A Div Spare Commer Wrt, (believed to be at Liphook) at the time of this unidentified incident, circa 1972

HFS Workshops converted Dodge Wrt, (Type A), from Eastleigh attending coach fire, circa 1955



Handover of new Volvo Wrt, Havant, October 1988

More on back page!



Past Times

Focus on West End Fire Station

Continuing with the theme of the fire stations of the Winchester Rural District Council Fire Brigade, (Alresford, West End, Hamble, Botley, Twyford, and Netley (Hound), Sutton Scotney), established in January 1939, under the Fire Brigades Act 1938, a new fire station was built in Orchard Way, West End to the same design as the Botley and Hamble stations. This station was officially opened on 8 May 1940. The previous fire station was a garage situated at the Parish Hall and on the opening of the new fire station, this garage became the home of the newly formed Auxiliary Fire Service, (AFS), formed under the ARP Act 1937, as part of the preparations for war. During the early war years a nucleus of wholtime firemen existed, supported retained members of the brigade and supported by the AFS unit. When taken over, the West End Fire Brigade had a 1929 Ford Motor Tender, MT 7567 plus hose. This was replaced in May 1939 by a

brand new Dennis 'New World' Motor Pump, DOR 560, which continued in service at the station right through the war and into the newly formed Hampshire Fire Service, being taken out of service in May 1961.

Due to the space limitation in the appliance room, the staircase to the upper floor was modified and a new external staircase provided in 1953.

The station did not have a drill tower until 1958.

At 1200hrs on 17 January 1996, West End fire station closed, together with Woolston fire station on the opening of a new fire station in Hightown. Sold to West End parish Council in June 1996, the old station is now used as a museum dedicated to local history.



Late 1995

Early 1950's with Dennis
delivered new in 1939



1950



West End AFS at Parish
Hall Fire Station 1939



Circa early 80's.
Bedford written off
in road accident
23.2.1987

HFRS Happenings



Response Support Vehicle



Heavy Off Road Tender



FLEET

The new Heavy Off Road Tender based on an Iveco chassis has now entered service at Rushmoor. The appliance has a three person crew cab, carries 1000 litres of water, a high pressure fogging pump and is fitted with a bumper mounted monitor which can be controlled from the cab. Ed – a 'HORT'?

By the time this report is published the three Response Support Vehicles should be on the run at Basingstoke, Cosham and Redbridge with the fourth allocated to Training Centre but will be used as a Reserve as and when required and the five Command Support Vehicles should also be on the run at Basingstoke, Rushmoor, Portchester, Eastleigh and Beaulieu.

Former Redbridge SEU HX56 RGU is in the process of being converted into a replacement Search and Rescue Unit for the USAR Team based at Headquarters. The bodywork has been removed and a new box body complete with tail lift will be fitted.

Five Light Rescue Pumps based on Volvo FLL chassis with a 3.8m wheelbase with a gross vehicle weight of 12 ton will be ordered shortly. Specifications are currently being drawn up for this new type of appliance, which will operate alongside the new Rescue Pumps recently introduced. More details in a future edition.

INCIDENTS

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.

14 May – Make pumps 8, ALP required, Avon House, York Road, Southampton. ToC 02:06, ToS 04:52. Fire involving building 20m x 25m of four floors of brick construction used as residential flats. Fire in flat 13 on fourth floor, spread to corridor. Flat 13 100% by fire, third floor corridor 100% by fire. Flat's 11, 12 and 14 50% by smoke and 10% by fire. 24 BA, 4 jets, 1 ALP, 135 ladders and PPV in use.

HFRS rescued two persons by ALP and two by ladder. Eleven persons treated by South Central Ambulance Service, one person to hospital. Attendance WrL WrT and ALP St Marys, RP and WrT Hightown, RP and SEU Redbridge, WrT Totton, RP WrT and MRV Eastleigh, WrT Cosham (SEU Support), and ICU Headquarters. Stand by moves WrT Hamble to Hightown, WrL Romsey to Redbridge, WrL Stockbridge to Romsey and WrT Botley to St Marys.

25 May – Make pumps 6, ALP and WrC required, North End Farm, North End Lane, Cheriton. ToC 21:08, ToS 04:06, Fire involving T shaped building of traditional construction over 2 storeys, 25m x 25m, used as domestic dwelling. Roof and 1st floor 60% by fire, ground floor 50% by water, salvage in progress, 4 jets, 5 hose reels, 25 BA, ALP in use. Attendance WrL Alresford, RP and WrT Winchester, WrL Bishops Waltham, WrT Droxford, WrT Sutton Scotney, SEU, ALP and support WrL Basingstoke, WrC and MRV Eastleigh, ICU Headquarters, Command Support crew Basingstoke. Stand by moves, RP Eastleigh to Winchester, and WrT Alton to Alresford. Reliefs RP Eastleigh, WrT Hightown, WrT Southsea and WrL Petersfield and RP Basingstoke.



St Peters Church, Ropley

19 June – Make pumps 12, WrC 3, St Peters Church, Church Street, Ropley. ToC 08:47, ToS 16:08. Fire involving parish church of traditional stone and timber construction 72m x 17m, 100% severely damaged by fire. Church tower approximately 15m high with cast iron belfry and 6 bells supported on a timber frame also severely damaged by fire and in danger of collapse. 4 BA, 6 jets, 2 CAFS jets. Attendance RP and WrT Winchester, WrL Alresford, RP and EPU Alton, WrT Overton, WrL Bishops Waltham, WrL Wickham, WrT Droxford, WrT, MRV and WrC Eastleigh, RP, WrT, SEU, WrC Basingstoke, RP Petersfield, RP Whitchurch, WrC Bordon, ICU Headquarters, Command Support Crews Rushmoor and Portchester. Stand by moves WrT St Marys to Winchester, WrL Rushmoor to Basingstoke, RP Andover to Overton, WrL Southsea to Alton, WrT Totton to Eastleigh.

4 July – Make pumps 6, ALP required, Thornfield Green, Blackwater. ToC 14:23, ToS 20:48. Fire involving block of 8

flats, 26m x 11m of brick and concrete construction, four flats affected by fire, 2 ground floor and 2 first floor, roof severely damaged by fire, 10BA, 3 jets, 1 hose reel, 1 ALP. Attendance RP, WrL and WrT Rushmoor, WrT Yateley, WrL Camberley and Farnham (Surrey FRS), ALP SEU, WrT and Command Support crew Basingstoke, MRV Havant, ICU Headquarters. Stand by moves RP Petersfield to Rushmoor, WrL Southsea to Alton, RP Alton to Rushmoor and RP Eastleigh to Basingstoke.

26 July, Make pumps 5 and HVP, Hampshire County Council, Blue Haze Landfill Site, Verwood Road, Ebblake, Ringwood. ToC 03:30. Protracted incident. Fire in the open involving landfill mixed waste, 2 acres 100% involved, numerous site excavators and water bowser in use, 50BA, 7 jets. Attendance – RP and L4T Ringwood, WrL and L4T Burley, WrT New Milton, WrLR Verwood (Dorset FRS), WrLR Ferndown (Dorset FRS) HVP Christchurch (Dorset FRS), WrC Wareham (Dorset FRS), WrL and L4P Fordingbridge, MRV Eastleigh, ICU Headquarters, Command Support crew Beaulieu. Stand by moves WrT Brockenhurst to Ringwood.

29 July – Make pumps 6, Land Rover's 5, WrC 2, Fire in the open, Monkshorn Farm House, Main Road, East Boldre. ToC 13:18, ToS 16:36. Standing crop, 100 hectares, 2 jets, 9 hose reels and beaters. Attendance – WrT Beaulieu, WrT and H4T Brockenhurst, RP and WrL Lymington, WrC Lyndhurst, L4P Hardley, L4T Burley, WrT New Milton (from stand by Lymington), WrT St Marys from stand by Lyndhurst), L4P Eastleigh, L4T Ringwood, WrC Fareham, ICU Headquarters, Command Support crew Eastleigh. Stand by moves WrT Botley to Lyndhurst, WrT Hightown to Lymington and WrL Southsea to Hightown.

29 July – Make pumps 5, Barn fire, Blendworth Lith Farm, London Road, Horndean. ToC 18:46. Fire involving barn, 30m x 30m, brick and corrugated construction, 150 tonnes of baled hay, 75% damaged by fire, 4 jets, 4BA, 4PPV. Attendance – WrT Horndean, WrL and WrT Waterlooville, RP Havant, WrC Fareham, WrC Bordon, WrT Cosham, SEU and support WrL Cosham, EPU Alton, MRV Eastleigh, ICU Headquarters, Command Support crew Portchester. Stand by moves, WrL Southsea to Cosham, WrT Emsworth to Havant.

30 July – Make pumps 6, 21 to 35 Elm Crescent, Netley View, Hythe. ToC 09:00, ToS 12:24. Fire involving a terrace of 8 dwellings, 40m x 8m, each of two floors under tiled roof. Number 25 roof and first floor severely by fire, number 23 75% of roof and 55% of first floor severely by fire. Number 27 roof 25% by fire, 40% of first floor damaged by water from burst pipe. Slight smoke damage to numbers 21 and 29. 20BA, 5 jets, 1 hose reel, 1 ALP in use. Attendance – RP Hardley, WrT Beaulieu, WrT Brockenhurst, RP and RSV Redbridge, WrL, WrT and ALP St Marys, ICU Headquarters, MRV and Command Support crew Eastleigh, WrT Cosham (RSV support), MRV Eastleigh. Stand by moves, RP Eastleigh to Redbridge, WrT Hightown to St Marys, WrT Botley to Hardley, WrT Portchester to Cosham.

GENERAL

The former paint shop and garage and building that was once used by Workshops on the site on the new Winchester Fire Station now has new residents. When the new fire station was built, some of the old Workshops were retained. The old paint spraying bays were converted into offices and the garage converted for use by the Road Safety Team.

Earlier this year the building was no longer being used for this purpose so the opportunity was taken in May of this year to relocate the some Police teams to the site.

The move is the latest in shared facilities between HFRS and Hampshire Constabulary. Community police stations have already been a great success in areas such as Redbridge, Stockbridge and Alresford.

In addition to the above collaboration between the HFRS and Hampshire Constabulary plans are being put in place for the Hampshire Constabulary Chief Officer Group and key associated support departments relocating the HFRS Headquarters in Eastleigh. Also being explored are the possibility of the HFRS and Constabulary sharing facilities at 15 additional stations including Hightown, Southsea, Havant, Gosport, Basingstoke, Ringwood, Lymington, Totton, Hythe, Hardley, Yateley, Horndean and Whitchurch. The Police have also taken occupation of an area of the stores building at the Headquarters complex.

Colin Carter – Guest Contributor

Other Happenings

A new risk for HFRS personnel has been identified – theft from major fuel pipelines (and possible resulting fire or pollution). Two major pipelines from the Esso/Exxon refinery complex at Fawley pass through Hampshire, transporting liquid fuels at high pressure. It seems that some members of the ‘good idea club’ have been attempting to steal product, unaware of possible resulting consequences!

The installation of the new state of the art call-handling and mobilising system has commenced within the recently refurbished control room. This is all part of a joint purchasing partnership with Devon and Somerset, Wiltshire and Dorset. Current predicted ‘go-live’ is end of 2014.

The Schools Education team have also been relocated from Eastleigh fire station to the Winchester site.

It has now been announced that following a successful bid for £1m to the Police Innovation Fund, the Hampshire Constabulary Chief Officer Group and key associated support department will be relocating to the HFRS Headquarters building. Making Hampshire the first joint Fire and Police Headquarters in the country. Plans are also being explored for further premises sharing opportunities at Hightown, Southsea, Havant, Gosport, Basingstoke, Ringwood, Lymington, Totton, Hythe, Hardley, lately, Horndean and Whitchurch. HFRS has also applied for Transformation Grant funding from the DCLG. And we thought Police Fire Brigades disappeared in August 1941, when the NFS was formed!

On 7 August The recently appointed Fire Minister, Penny Mordaunt announced the launch of an Independent Review of Firefighter Conditions, that will ensure the conditions of service that firefighters enjoy, continue to support their frontline work of preventing fire and protecting the public for years to come.

The review will be led by Adrian Thomas, an expert in the field of personnel management and staff resourcing. Mr Thomas will consult with fire and rescue authorities, firefighters, representative bodies and report back in 2015. He will consider whether the current terms and conditions are conducive to building the fire and rescue service of the future. It will look at national arrangements for agreeing conditions:

- in management practices and crewing arrangements
- the collaboration and integration with other emergency services
- the use of on call firefighters
- the clarity of process in the fair recruitment and remuneration of chief fire officers and fire officers

Snippets



The Fire Fighters Charity has announced that they have improved the flexibility of their rehabilitation services so that they can more conveniently fit into busy diaries. They are making their rehabilitation services more accessible and now run programmes 7 days per week and offer 4,7 and 10 day options at their three centres in Devon, Cumbria and West Sussex.

Rehabilitation which includes a range of physiotherapy services have gained a tremendous reputation for being highly professional and yielding excellent results. They are open to retired members of the service and their families and if you have had an injury or procedure such as hip or knee replacement you should

consider contacting them direct to see if they can help.

You are also reminded that, at very reasonable breaks it is possible for you to take rented accommodation at these centres, simply to have a holiday break. These are your facilities, provided by the charity set up to support you and your family. There is no shame in using what is available to you. 0800 389 8820 or take a look at www.firefighterscharity.org.uk

All revenue generated from these rental breaks goes directly back into the Charity.



Ahoy there!

'Uncle Albert' is that salty sea dog, Bob Amos, ex OiC Twyford and more recently, before his retirement a member of the HFRS Fire Safety team.



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 £4
plus 70p for postage
Lapel Pins: Cost £2.50
plus 50p for postage.



Moving on to Pastures New

Steve Evans

29/01/2014
Crew Manager
St Marys
31 years 3 months

Maddie Judd

01/02/2014
Administrator
Occupational Health
18 years 4 months

Vanessa Cole

01/02/2014
Workforce Planning Team
Headquarters
15 years 9 months

Jane Tatner

16/02/2014
Service Delivery Admin
Headquarters
16 years 10 months

Ian Gray

28/02/2014
Group Manager
Havant and East Hampshire
27 years 9 months

Mark Hall

09/03/2014
Retained Firefighter
Winchester
9 years 5 months

Paul Coates

01/04/2014
Fareham
Station Manager
Station Commander
28 years 9 months

Bob Ratcliffe

23/04/2014
HQ, Operational Delivery
Assistant Chief Fire Officer
34 years

Rachael Fowler

01/04/2014
Service Delivery Admin
17 years 9 month

William Yarnall

01/04/2014
Yateley
Firefighter
16 years

Dave Brewer

03/04/2014
Hightown
Firefighter
31 years 6 months

Ian Masters

18/04/2014
Southsea
Firefighter
23 years 3 months

Ian Smith

24/04/2014
Hardley
Firefighter
25 years 1 month

Mark Bassett

01/05/2014
Rushmoor
Firefighter
27 years 8 months

Steve Broomfield

01/05/2014
Hythe
Firefighter
34 years

David Stanbridge

01/05/2014
Bordon
Firefighter
10 years 8 months

Lee Rudolph

03/05/2014
Rushmoor
Firefighter
23 years 8 months

Paul Murphy

18/05/2014
Winchester
Firefighter
16 years

Simon Giles

20/05/2014
Hythe
Firefighter1
19 years 4 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:

John Pullinger

On 10 May 2014

Aged 79

John served as Firefighter at Bishops Waltham until his retirement in May 1979

Bob Wateridge

On 27 June 2014

Aged 77

Bob served at Kingsclere until his retirement in October 1991

Memories of Bob

I'm writing to say a few words about the sad death of an ex-member. Fireman Bob Wateridge, who served at A09 Kingsclere for 20 years and who passed away peacefully on June 28th following a long illness. He was proud to serve with Hampshire Fire Brigade. He was also a member of the factory fire brigade at Lansing Bagnals in Basingstoke where he worked.

Bob was a well known face throughout the village and even after retiring from fire service he never stopped his interest in the goings on at the station. If he was about when a call came in you would see him hot foot up to the station. He would run across the yard with an arm in the air shouting, "Get going lads, I'll shut the doors!" Even though, in the last few months, he couldn't get out as much, he wanted to know if the station had been out or if anyone new was starting.

Lots of people will miss him and there will be many stories about him. Like the evening his wife Val sent a Dundee cake down the station on drill night to have with their cup of tea. It was only a short walk to the station from where Bob lived, but somehow, only half the cake made it! Also the Sunday lunchtime chimney

fire, where Bob opened the up branch down the wrong stack and washed out the Sunday roast in the Rayburn.

Bob used to have a scanner so he could listen in on brigade activities. Val said sometimes he would be laid in bed and suddenly jump up. "I'm off Val, it's a pumps 6". He knew that with any in big job in the Basingstoke area that A09 would possibly be going. He'd sometimes be sat in the pump waiting for the others to turn in.

There was the evening when Val asked him if that smoke coming from the ridge tiles of the neighbour's house was alright. He looked up, took a good look and was gone out the door and the shouting to Val to phone control. By the time the others had got to the station he had the doors open and he was sat in the pump waiting ready to go.

The biggest incident he attended was the Churchill Plaza high rise office fire in Basingstoke. Although he didn't ride with A09, one of Eastleigh's pumps was sent to standby at Kingsclere and Bob went down the station to make them a cup of tea. He and another member of Kingsclere then made up Eastleigh's

crew to 6 when they were sent on to the job. He never missed one of the biggest shouts in Basingstoke and probably one of his last before he retired.

I remember this incident well as I had to pass it on my way to college. There was hose, kit and burnt debris everywhere. I saw Kingsclere's pump, but I never saw Bob there. I even passed the canteen van and he wasn't there, and that was one of his favourite things. He said there's nothing like a bacon sandwich at 3am from the canteen van or even better, sausage, chips and beans at a large heath fire! The Hampshire canteen van he said, was an institution!

The family were grateful for the use of the PMA coffin drape. This together with Bob's old yellow helmet made a fitting tribute which would have made him very proud.

Russ Cook



Medal and IFE Presentation 25 September 1986



Recruits Course R3/86