

STOP MESSAGE

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



www.xhfrs.org.uk



‘Water on’
Hazel Road, Woolston
7 March 1994

THRIFTY THINKING!

CAREFUL BUYING



TRUE economy begins with careful buying. *The woman with the basket* has a vital part to play in home defence. By saving food you may be

saving lives.

Look in the larder before you set out for the shops, and then plan your purchases.

Study the food chart reproduced in this leaflet and remember—*something from each of the four groups every day*. If the shops have not got one of the foods you want, choose another from the same group.

Watch the shops and take advantage of seasonal foods. Some of the seasons are all too short, so we must not miss them.

Listen to the wireless for announcements about the supplies of various foodstuffs.

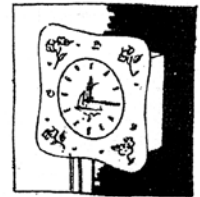
Perishable foods are always a problem for the housewife. It is not wise to take a chance with them, no matter how great a bargain they may seem. It is safest to buy only as much as you know you can use without waste.

CAREFUL COOKERY

We waste food just as much by cooking it badly as we do by throwing it away.

War-time cookery should be simple cookery: elaborate dishes waste time and fuel.

To guess either quantities or time is too risky. Use measures and watch the clock.



It is important not to lose any nutriment by *over-cooking* food. If food is over-browned in cooking, this means waste. Over-cooked fat is also waste.

Boiling vegetables in a lot of water is waste. Much of their goodness is poured away down the kitchen sink, and it wastes fuel too.

Shred your vegetables finely, put them in a pan with, say, a teacupful of boiling water (just enough to keep the pan from burning). Add a little salt, and cook with the lid on. Never add soda to vegetables: it is quite unnecessary. Any liquid that remains in the pan

after dishing up the vegetables should be saved for soup.



Steaming is another economical method of cooking vegetables.

Save the outer leaves of cabbage and cauliflower: they are very nourishing. Use them for soup if they are too tough for serving as a green vegetable.

Peeling potatoes means waste. A lot of nourishment is lost if you peel and throw away the skins. Wash them well and bake them in their jackets. Try eating the jackets too. You'll be surprised how good they are. Or, if it is more convenient, steam or boil them in their jackets.

In these times of squeeze on the budgets, some helpful hints from World War 2 on helping to make the money go further.

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: Make pumps 8. March 7 1994. One of the many fires that have occurred over the years at the old Whites Shipyard site in Hazel Rd, Woolston, Southampton. A large number of small businesses and workshops in old confined buildings. The whole yard was the scene of a disastrous fire in June 1922 when most of the original shipbuilding yard was destroyed by fire.



STOP MESSAGE



Welcome from the Editor



Reflecting on the events 2011 to date, the fire and rescue service has featured in a number of headlines. There can be no question that the fire and rescue services, along with the other emergency response services are facing difficult times with budget pressures, the like of which have not been experienced in recent times.

These pressures which, in reality, appear to be resulting in real cuts, will change the structure and delivery potential of all public services across the UK and, for the fire and rescue service, in a manner perhaps not seen since local government boundary reorganisation, (amalgamation) in April 1974.

I see many reports from around the UK discussing or detailing cuts in personnel, including operational staff, crewing levels, the number of vehicles and the number of fire stations. Locally, I am advised that the results of a staffing review will be announced in the near future, detailing how the future structure of the HFRS will look and the implications for staff in all areas of the service. Difficult times ahead for some and I am sure that we who have served in the past would wish all good fortune.

The Government initiated project to introduce Regional control rooms has failed and has been scrapped at a huge cost to the tax-payer. This has left many fire and rescue services with the dilemma of having control rooms creaking with outdated and vulnerable technology. This in turn has led to some now looking at voluntary joint ventures to provide a control room facility and, inevitable, has also led to voluntary talks of amalgamating some Services. Far from a unified approach to providing a service to the public, I fear a mixed bag of schemes in the future. It always used to seem so simple!

Once again the HFRS Urban Search and Rescue Team personnel have been deployed as part of the international response to the natural disaster scenes in New Zealand and in Japan. These guys do an incredible job, as volunteers and, over and above their core duties.. The deserve all of the congratulations and thanks that they receive. I felt immense personal pride whilst in Australia and watching the events unfold in Christchurch, when I saw the HFRS team on the tv screen alongside the other international teams. We should all be proud of them and hope that they will never be the subject of cuts imposed by financial pressures.

Until the next time.....

Alan House

Bears in the Forest

No doubt everyone reading this article will be well acquainted with the wide variety of non-fire incidents the Fire and Rescue Service becomes involved with from time to time and which go under the general banner of special services.

Ranging from serious life threatening accidents to the less urgent and sometimes amusing task, special services can tax the wit of the most experienced firefighter whilst also being some of the most interesting of jobs. I believe the first special service I attended was to a very large building close to the city centre in Salisbury. I'm still sworn to secrecy but I can reveal that it involved a pump, a turntable ladder and a Christmas tree!

Soon after I arrived at Lyndhurst fire station on 13 April 1977 I was introduced to a type of special service I had never come across before. These involved assisting television and film crews with various jobs on film sets around the New Forest area. I don't know how

many stations in Hampshire had involvement with this sort of work but Lyndhurst certainly had its fair share during the time I served there, presumably because of the attraction the area had for TV and film companies.

In the main we were employed in making rain which could mean anything from a light shower to monsoon conditions, sometimes assisted by a wind generator.

At other times one or two firefighters might be in attendance with fire extinguishers at a large mansion at the request of the building's insurers, concerned at the quantity of electrical equipment, including powerful lighting, which seems to abound on film sets.

Some of the film sets provided us with real fires when occasionally we would be required to deal with fires in grass and heather which were started by pyrotechnics conjured up by what seemed to be affectionately known in the trade as the 'flashes and bangs department'. I use the term pyrotechnics but in fact some of the flashes and bangs were quite substantial explosions, one occasion being when a Spanish film crew blew up an old London taxi near Stoney Cross one evening. The force of the explosion seemed to take everyone by surprise as debris rained down over a wide area. There appeared to be very little English spoken on that set but the general meaning of some of the words uttered immediately after the explosion were clear enough.



Our presence was summoned by frantic shouts and a waving of arms as everyone else ran for cover. Another explosion incident was staged at Somerley Estate near Ringwood when a bridge which had been painstakingly constructed across a river disappeared before the camera in an instant amidst a fireball and a cloud of smoke.

an idea of the era we are talking about). Someone already there, who was dressed in a head to toe fur coat, insisted on seeing the appliance back but as soon as we identified the individual as Rowan Atkinson we thought better of it and I did the job myself. For this special service we had taken with us as much training foam as we

spraying foam around in the New Forest would cause questions to be asked in the House. The afternoon was spent at Canterton Manor near Cadnam and I recall the cast as being generally friendly people and somewhat curious about the job of a firefighter. I particularly remember Rowan Atkinson as being a genuinely funny and sociable individual.

Something that always amazed me was the way a film crew could take something very ordinary and produce an entirely different effect on the screen. An example of this involved creating an operating theatre in an empty hotel swimming pool in Brockenhurst. The scene was shot over a long period of time while the pool was progressively filled with water but on the screen the scene took about 1 minute. This sketch involved another funny man, the late Dave Allen.

During the early eighties the New Forest became host to a TV crew filming Enid Blyton's Famous Five series, much of the filming taking place at Rhinefield House and around Exbury. It was during one afternoon at Rhinefield when a certain young actor kept forgetting his lines and after numerous takes and a great deal of wasted time someone noticed the smell of alcohol on his breath. As it turned out, at lunchtime this young actor apparently decided this was a good time to find out what whiskey tasted like, encouraged by members of the film crew. The actor eventually fell asleep and needless to say, he didn't appear in any further scenes that afternoon. A great deal of this series was filmed in and around the Forest, Keith



“ As soon as we identified the individual as Rowan Atkinson we thought better of it! ”

One misty autumn morning Keith Causey and I took the water carrier down to Rhinefield Ornamental Drive to assist the 'Not the Nine o' Clock News' team (which will give

could get in the lockers and cab, the idea being to cover a large area of trees and undergrowth with 'snow' to resemble an east/west German border cold war scene. Nowadays,

Bowers recently telling me that he attended one filming session on Highcliffe Beach for this series.

Also during the early eighties the former Southern Television (remember them?) produced a children's series called Brendon Chase, again much of it being filmed in and around the New Forest. The story revolved around some children who had run away from a public school and ending up living with a hermit. Somewhere in the story a bear named Hercules appeared, something to do with a circus I seem to recall. The two year old bear was kept securely tethered except when it was required for a scene when it would be held by strong fishing line so as not to be visible on the screen.

I spent one day on this set and during the lunch break the camera crew amused themselves by filming the bear holding a can of Hofmeister lager. During filming, Hercules managed to escape from the fishing line and, finding itself free made off across the heath in the direction of Emery Down. The police were notified and armed police officers mobilised to the area because of safety fears but fortunately the bear's minder found it before it was found by police marksman. While the whole thing seemed funny at the time, the bear's minder later told me that it had been a very dangerous situation. Never let it be said that bears have not roamed loose in the New Forest!

The only occasion I recall when members from Lyndhurst fire station were actually part of the cast was during filming for a drama series called 'Spearhead' that was on TV around autumn 1977. This series revolved around the activities

of the army based in Northern Ireland at the time. The scene in which the Lyndhurst crew took part concerned an incident at a railway bridge on the Brockenhurst to Sway road. For the part 'Northern Ireland Fire Authority' stickers were placed over the Hampshire signs on the side of the water tender and crew members were issued with yellow fire helmets, surely the first Hampshire firefighters to wear them as this must have been at least three years before we handed in our black helmets. Being required as part of the duty crew back on station I didn't take part in this escapade but just imagine, had I been there it could have heralded in an entirely new career for me!

A quite different and unusual special service occurred in Lyndhurst one day during the early eighties. It was a hot day in May and we had spent the morning at a large plantation fire near Christchurch. This was in the days when a six pumper was a large fire! I recall this day for a number of reasons, not least because it was the only time I bent a fire appliance, fortunately causing comparatively minor damage.

By mid-afternoon we had finished cleaning up and re-stowing only to be mobilised to assist the local police. We arrived at a semi-detached house that had a hole in the roof, our task being to recover a large piece of ice that had fallen from the sky and crashed into a first floor bedroom. My recollection is that the ice was about three feet long by eighteen inches diameter. The Civil Aviation Authority took an interest in this incident as the ice was assumed to have fallen from an aircraft. I heard little else

about the incident afterwards but it still crops up in Arthur C Clark TV programmes from time to time.

Being a rescue tender station Lyndhurst also had more than its share of the more common special services such as RTAs (I think they are called road traffic collisions nowadays) and also quite a number of animal rescues. Initially a Landrover served as the rescue tender and although this vehicle always did the job adequately it was over-laden, slow and had poor stowage. Things improved dramatically on 22 July 1980 when the first of the 7.2 litre V8 engined Dodge Powerwagon rescue tenders went on the run at Lyndhurst. I know some adverse comments about spares and servicing issues were levelled at these vehicles but from an operational viewpoint I thought they were a good piece of kit with their wider range of equipment, improved stowage and also their speed which reduced attendance times considerably. The Lyndhurst appliance was capable of 115mph on the flat approaching Picket Post on the A31 and 125mph downhill at Bratley Arch – allegedly – not that anybody at Lyndhurst would have contemplated exceeding either Brigade or national speed limits!!

Ken Davis - Ex SFB & D Division



Brains of Britain

The following is a collection of actual answers to questions heard on various shows submitted by Ann Bone



BEG, BORROW OR STEAL (BBC2)

Jamie Theakston: Where do you think Cambridge University is?
Contestant: Geography isn't my strong point.
Jamie Theakston: There's a clue in the title.
Contestant: Leicester

THE WEAKEST LINK (BBC2)

Anne Robinson: Oscar Wilde , Adolf Hitler and Jeffrey Archer have all written books about their experiences in what? Prison, or the Conservative Party?
Contestant: The Conservative Party.

LATE SHOW (BBC MIDLANDS)

Alex Trelinski : What is the capital of Italy ?
Contestant: France .
Trelinski: France is another country Try again.
Contestant: Oh, um, Benidorm.
Trelinski: Wrong, sorry, let's try another question. In which country is the Parthenon?
Contestant: Sorry, I don't know.
Trelinski: Just guess a country then
Contestant: Paris.

BBC NORFOLK

Stewart White: Who had a worldwide hit with "What A Wonderful World?"
Contestant: I don't know.
Stewart White: I'll give you some clues: what do you call the part between your hand and your elbow?
Contestant: Arm
Stewart White: Correct. And if you're not weak, you're...?
Contestant: Strong.
Stewart White: Correct - and what was Lord Mountbatten 's first name?
Contestant: Louis
Stewart White: Well, there we are then. So who had a worldwide hit with the song What A Wonderful World?
Contestant: Frank Sinatra ?

Over to you!



There must be some wit out there who can drum up a caption for this photo. Your offerings gratefully received and printed in the next edition.



Mystery thatched roof fire.

Anyone recognise it? Probably in the 1950s and having sailors helping with the task of stripping the roof, perhaps in the Fareham/Gosport area?

Is that a fireman out of fire kit at the bottom? Can you imagine such a thing being permitted today??

Letters



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

Dear Editor

At the recent gathering at fire and rescue headquarters for a very fine hog roast, you made an appeal for stories to be considered for the magazine, you may be interested in the following:-

Meeting Derek Wynne reminded me of a training exercise he and I were involved with in approximately 1985, i'm sure he won't mind me telling the story.

I was an Occupational Health Nursing Officer at HM Naval Base, Portsmouth and had been married to B Div Administrator Allan Craven for about a year.

I turned up for work one morning to discover that I was to be involved in a crane rescue exercise. As heights don't worry me I thought it would be an excellent way to spend the morning. I was dispatched to the allocated dockyard crane ready for the exercise and to meet the fire crews.

I arrived and was instantly recognised and greeted by Derek. He gathered the fire crews around me in a circle, (they all towered over me), and proceeded to introduce me.

He started off by saying, "this is the dockyard nursing sister", and then elaborated, "she is married to Allan Craven our divisional administrator. Mr Craven looks after us, especially our pay queries, therefore we must take great care of her as we don't want to upset him. I am going to select a good man to follow her up the ladder".

He checked I knew the correct way to climb a ladder and the exercise began.

I started to climb the very tall crane, admiring the view, but not looking down. Imagine my surprise when having reached the top of the crane I looked down to see who was following me. I discovered that the selected good man following me up the ladder was none other than..... Derek Wynne!

I hope this has been of interest to you and look forward to seeing you at one of the meetings.

best wishes

Sally Craven

Dear Editor

Thank you for the latest edition of 'Stop Message'. Seeing the Chief on a bicycle reminded me of driving the personnel carrier with a relief crew from Redbridge Hill. We were at sway for several hours.

Colin Matthews, ex SFB, D Div and C Div.

Ed: Must have been a serious job to prompt the city gates and allow SFB crews out.

Dear Editor

On 5 November 1973, a fire occurred in Courts furniture store in Fareham. The HP was used as a water tower and deluged the first floor. Pumps came from all over the place with Sub Officer George Haggard in charge of the Gosport appliance.

Divisional Officer Harland told George to 'get in' the 'Braemar Grill' which was next door and, still had its lights on, even though it was locked up. After much banging on the door, George told a member of his crew to 'smash the door', which he then did. As the last piece of glass hit the pavement, the owner appeared at the back of the restaurant! The nearby bus shelter had a full height advertising poster on the end of it saying 'Come Home to a Real Fire'!

John Cox, Alicante, Spain

Ed: what John did not know when he sent in this letter and photo is that Fareham is featured this Edition on the 'past Times' pages.

Editor,

One lovely summer's evening in the early 1980s at Southsea, we got a single-pump call to the rear of Lennox Road to investigate a sighting of smoke. I was riding "I must follow them."

We got there and I pulled myself up to look over a brick wall and saw ex-PCFB CFO George Brunner tending a garden bonfire.

"It's okay LF," he said. "Just put back an Alarm Caused."

"Yes Sir!"

It's funny. He became a DCFO in the new HFB and never gave me a direct order but in retirement he did!
Dennis Wills.



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



Life In The Fast Lane

Reading Roger Green's article on his Riley in the last "Stop Message", I became aware that his closing sentence was directed at me. Quote. "What about an update on that MG special?" He was referring to my car, and as I'm somewhat inundated for articles on it from many sources, I thought one more article wouldn't hurt. Well Roger you will be pleased to hear that it's finished and running. The pictures shown with this report are the car at the centenary of Kop Hill near Princes Risborough in September 2010.

I bought the car in 1973, which is amazing when I think about it. I was originally after a W.O Bentley, which is the marque which won Le Mans 4 times in the 1920s.

They were then as now way out of my budget, so when a friend told me about his brother's car which was for sale as he was emigrating to Canada, I went and had a look at it. It was in pieces in a shed, but I liked the look of the engine and the radiator. I therefore parted with £150 and bought it. I subsequently discovered its history and was lucky to be introduced to its creator, a Mr Keith Salmon, who gave me his photographs of the car whilst it was in his ownership.

These pictures were subsequently used to recreate the new body work. The car was first built in 1938/9 and was tested at The Brooklands Race Track, but the war intervened and the car was interned for the duration.

After the war Keith used the car in a lot of club competition. He designed it for speed hill climbs and it competed at all the hill climbs and speed trials that exist today and quite a few which now do not. It also went to a few race circuits, Goodwood for instance, but it is not really suited to them, as it has a relatively low top speed of 85 mph, but accelerates very quickly.

I have surprised quite a few modern cars by leaving them behind at the traffic lights. You're never too old to misbehave! After purchasing the car I joined the Fire Service. Then I started on my career, got married, rebuilt 2 houses, had kids, got divorced, built a new house from scratch, so the poor car always took a back seat. When I retired I was determined to finish the car which was about half built. It had become a bit of a joke amongst my friends, who ribbed me about when they would see it running. In 2005 I entrusted

the engine rebuild to a Morgan expert in Fareham, who then said he would help me rebuild the car and body. Therefore finally in 2007 it ran under its own power for the first time since about 1970.

My joy of finally driving the car on the road knew no bounds, and I would be found most weekends driving through the country lanes in the Meon Valley. In 2008 I changed the SU Carburettor needles as the old ones were worn, but the old girl refused to start no matter what I did. Frustrated I put the old ones back in but to no avail. Over that winter I decided to polish the aluminium bodywork and have the wings painted.

The car now looked fantastic, but still did not run. In 2009 the car appeared in the November issue of 'The Automobile', in Michael Wares Article, "Back On The Road". I tried a number of people to try and get it running but in the end I went back to the Morgan expert who understood the engine better than anyone.

Why I didn't go to him first I'll never know, because he had it running in a few days back in April. I used the car all summer in my local carnival, shows and in September I took it to the centenary celebration for Kop Hill Climb, near Princes Risborough. For 2011 I'm trying to get it ready for proper competition, as Kop was demonstration runs only. This means buying all the necessary clothing, helmet, overalls, gloves, boots, undies etc. This stuff is not cheap so you can guess what I asked Santa for? I've been stopped by the Police 3 times now, all because they want to know what the car is. It's still unnerving when they do it though. I'll keep you informed about my competition experiences when the car finally makes it back onto the hills. Watch this space.

Alf Tudge



Technical details:

Chassis. *MG SA, siderails cut with large tubes welded in to make a ladder frame.*

Front Suspension. *Lancia Lambda c.1927. Independant sliding pillar with integral coil springs and hydraulic shock absorbers. This incorporates the steering.*

Rear Suspension. *Ford Pilot torque tube axle, narrowed suspended on 4 coil springs, held in bridge frame, and located laterally by a "Carden Block", and track.*

Engine. *MG 18/100 Tigresse 1930. 2468cc straight six, single overhead cam, dry sump, 2 x 1 1/2 inch SU carburettors. 110bhp at 4000 rpm. One of only 25 units produced by MG. Only 5 Tigresses were made. 2 survive. My engine has only ever been in my car.*

Gearbox. *MG 4 speed crash, close ratio. Remote change which makes it revere pattern from the normal H change. It incorporates a yale key lock which enables it to be locked in neutral as a security device.*

Radiator. *Amilcar c 1927. (French Sportscar)*

Bodywork. *2 (very tight) seater, open, no hood. Aluminium on ash frame. Made in 2006 using photographs given to me by the original creator.*

The car has a short wheelbase, and accelerates quickly, which makes ideal for hillclimbs but not for circuits. It can be turned into a corner with great gusto and the front end sticks, but the rear will tend to step out.



From Fireman to Feuerwehrmann

In 2007 after leaving Hampshire, having served at Winchester for over 18 years I moved to a small village in the heart of Mecklenburg-Vorpommern. To be exact, to the old school house in Groß Grenz. I had just recently renovated the outside of this lovely house., when I had a knock at the door.

Standing there was the Guv'ner from the local fire station.

'Hello' he said 'I have heard that you used to be a firefighter in England'.

'Yes', I replied 'that's correct,

It just so happens that the fire station is about 20 meters from my front door.

'Would you like to join us'?

He had not even finished the sentence and I was back with all my memories from Hampshire.
GREAT!!!

I phoned HFRS Headquarters and got all my previous records sent over.

Passed the medical-no probs. Did a BA refresher. I was IN!!

What a shower of! An old converted VW Ambulance with a brand new Rosenbauer LPP. Uniform from the 1930's and Everywhere!

Phil Griffiths would have had a fit...

No discipline, no organisation. But I thought, 'beggars can't be choosers', I have got to make the most of what we got. The good thing is that the Guv'ner, Maik Langer had recruited a few young



lads from the village and the new team was made.

So then it was training, training, training and, after three years. We have now got a top trained and disciplined BUNCH!

In 2010, after a little training, we entered the local LPP drills. Where in previous years we had always come virtually in last place, over two rounds of competition we won it with discipline speed and tenacity with a time of 30.04 seconds. The next best time being 38 seconds.

I was so proud to be part of that team. (I had a little tear in my eyes!).

The whole year we were waiting for a new appliance for initial attack and just before Christmas we picked it up. Now the work can begin.

James Dykes (Dyksie) Germany



Memories

Some photo album memories submitted by Stop Message readers

Blue Watch Eastleigh 1965

Back Row L to R: Fireman Terry Osman,
Fireman 'Dinger' Bell, Sub Officer
'Lofty' Hooper, Leading Fireman Paul
Wiseman, Fireman Dick Lindsay

Kneeling, L to R : Fireman Cyril
Yaldren, Fireman Doug Kingsbury



Dink's, long serving station cook
at Redbridge, on her retirement
in August 1981 with, L to R Sub
Officer 'Dell' May, Leading Fireman
Mel Bailey, Fireman Bryan Shields-
Probett, Fireman Phil White

Portsmouth City Fire Brigade Competition Team circ 1969

L to R: Malcolm Pike, Pete Mason, Ted Pearn, Ian (Herbie)
Hall, Mick Munford, Roger Green





Phyllis McGregor 's Retirement 1980



Farnborough Air
Show Stn 1964
Christchurch (right)
and Alton Landrovers
with roofs removed.

THE YOUNG ONES

Continuing the theme of digging through the archives to find photos of our members in their early years, here is another selection of 'the young ones' for you to remember and perhaps make comment about!



Recruits at Surrey -
September 1963

Back Row: left: Geoff Winkworth,
3rd from right, Paul Schafe
Front Row: left Colin Ward, 2nd
from right Terry Hawke

Chris Knight R1/74



John Davenport R2/75



Paul Moss R2/77



Paul (Willy) Baker
R2/76



Phil Crisford R2/77



Terry Lane - June 1974

HFRS Happenings

Fleet Update

Havant is once again a Land Rover station having received Y536 ROR from Waterlooville. Replacing the L4T at Waterlooville for a trial period is the former Redbridge Nissan Navara Small Fires Unit HX57 FMU.

There has been a slight change in the allocation of the new Volvo pumping appliances mentioned in the last edition. Winchester will now receive a Rescue Pump and a Water Tender as will Andover. St Marys will receive a pair, a Water Tender Ladder and a Water Tender whilst Rushmoor and Basingstoke will now receive a Water Tender Ladder.

Work is progressing well on the next eight Rescue Pumps at Emergency One and delivery should commence in February. Provisional allocations are Redbridge, Hightown, Southsea, Basingstoke, Rushmoor, Alton, Ringwood and Lymington.

The new Mercedes 519CDI Small Fires Unit went on the run at Redbridge in December.

And finally, appliances leaving the HFRS fleet include R367, 368 and 369 TRV and S177, 178 and 179 KPO all are Volvo FL614/Saxon appliances which have been returned to the leasing company under leasing agreements.

Incident Update

30th October – Fire involving barn and contents, Bourne Court, St Mary Bourne near Whitchurch. ToC 04:08, Attendance WrL Whitchurch, WrL WrT Andover, WrT Overton, WrL Kingsclere, WrT Sutton Scotney, SEU Basingstoke, CSU Headquarters, MRV Eastleigh, FoWrC Eastleigh and Basingstoke, WrT (B) Basingstoke (Command Support). Stop message 11:28, Fire involving barn, 30m x 10m, 100% by fire. Fire spread to three adjoining building measuring 30m x 10m, 8 BA, 1 hose reel, 1 10.5m ladder. Stand by moves, WrT Romsey to Andover and WrT Alton to Whitchurch. Relief crew at 09:00 WrT St Marys plus day crew Andover.

31st October – Fire Aleha Cuisine Restaurant, Commercial Road, Southampton. Fire involving

premises of mixed commercial and residential. Attendance WrL WrT SEU St Marys, WrL Redbridge, WrL WrT Hightown, WrT Botley, MRV Eastleigh, CSU Headquarters, WrT Eastleigh (Command Support). Stop message 06:20, Fire involving restaurant and residential property, 10BA, 3 jets, 2 hose reels. Stand by moves, WrT Hamble to Hightown, WrT Droxford to St Marys and WrT Totton to Redbridge.

5th November - Fire involving a row of three terraced houses in Gurnays Mead, West Wellow near Romsey. Attendance WrL WrT Romsey, WrL ALP Redbridge, WrT Totton, WrL Lyndhurst, WrL MRV Eastleigh, SEU St Marys and CSU Headquarters. Relief crews WrL Lymington, WrL St Marys, WrT Ringwood plus night watch for WrL and ALP Redbridge and WrL Eastleigh. Stand by moves.

11th November - Fire involving thatch cottage, Cherry tree Cottage, Woodgreen near Fordingbridge. ToC 00:41. A detached thatched cottage measuring 11m x 7m was severely damaged by fire for the second time in three years. Attendance WrL FoWrC Fordingbridge, WrL

and WrT Ringwood, WrLR x 2 Salisbury (Wiltshire), WrLR Cranborne (Dorset), WrT Burley, WrT New Milton, SEU St Marys, FoWrC Lyndhurst, CSU and Welfare Unit Headquarters and ALP Redbridge. Stand by moves saw WrT Lymington at Ringwood. Relief crews at 06:00 WrL Stockbridge, WrL Bishops Waltham, WrT St Marys, WrT Brockenhurst and WrT Totton. Relief crews at 10:00 WrL Fordingbridge, WrT Hightown, WrT St Marys (Day watch) and WrT Basingstoke.

26th November - yet another thatch roof fire involving a property in the village of Bradley between Alton and Basingstoke. The incident involved a detached property, one third destroyed by fire four hose reels, two jets and forty BA used. Attendance WrL WrT Alton, WrL Alresford, WrL WrT SEU and FoWrC Basingstoke, WrT Odiham, WrL Winchester, WrT Bordon from stand by at Alton, WrT Tadley from standby at Basingstoke, MRV Rushmoor and ICU CSU and ECU Headquarters. Stand by moves, WrT Petersfield to Alton, WrL Hartley Wintney, Whitchurch and WrT St Marys to Basingstoke. Relief crews, WrL Fareham and Southsea, WrTs Hayling Island, New Milton, Grayshott, Andover, Wickham and Romsey.

12th December - the thatch roof season is in full swing, the third in just over a month. HFRS Control received a call to a roof alight at 41 Kingsclere Road in Overton at 15:59 and the PDA of WrT Overton, WrLs Basingstoke, Kingsclere and Whitchurch were mobilised along with the FoWrC from Basingstoke, a Command Support crew from Basingstoke and the Command Support Unit from Headquarters. Sutton Scotney's WrT was mobilised to stand by at Overton. At 16:08 pumps were

increased to 8 which saw WrT Sutton Scotney, WrT Basingstoke and WrL and WrT Andover mobilised along with the Incident Command Unit from Headquarters, MRV from Rushmoor and the SEU from Basingstoke. Stand by moves saw WrL Stockbridge at Andover, WrT Hightown at Whitchurch and WrL Alton and WrT Fleet at Basingstoke. At 17:07 Stockbridge were redirected to standby at Whitchurch and WrLR from Amesbury (Wiltshire FRS) replaced them at Andover.

At 17:48 pumps were increased to 12 and mobilised to the incident were WrL Stockbridge, WrL Aton, WrT Fleet and WrLR Amesbury. WrL Romsey was then sent to stand by at Andover and WrL Rushmoor to stand by at Basingstoke. 20:59 - Stop message from GM Norgate, A domestic thatched property 12m x 5m consisting of two floors, 40% of thatch roof destroyed by fire, 3 jets, 3 hose reels, 40BA, Rope Pack in use, Damping down and turning over.

9th January - The first multi pump incident of 2011 and it is another thatch roof incident, this time at a pair of properties named Keepers Cottage and Bromleys in Popham. Control received the first call at 00:11 and mobilised the PDA consisting of WrL, 2 x WrT and FoWrC from Basingstoke, WrT Overton and Command Support Unit Headquarters. At 00:24 Watch Manager John Amos Green Watch Basingstoke made pumps 8 bringing WrT Sutton Scotney, WrL Whitchurch, WrT Alton and WrL Kingsclere, SEU Basingstoke and ICU Headquarters. Rushmoor retained attended as the Command Support crew. Stand by moves saw WrL Winchester and WrT Odiham to Basingstoke, WrL Andover to Odiham and Winchester Retained on standby at home station. A

further make up at 00:45 increased pumping appliances to 12, WrL and WrT Winchester, WrT Odiham and WrL Alresford were mobilised. Beaulieu and Portchester were mobilised as the additional Command Support crews. Stand by moves at this stage were WrL Hartley Wintney and WrT Tadley to Basingstoke, with WrT Cosham joining them at 02:16 and WrT Romsey to Winchester, joined at 01:54 by WrL from Southsea. The Emergency Catering Team were requested at 01:08 followed shortly after at 01:14 the request for a second water carrier which was mobilised from Bordon. A six pump relief was requested at 02:30 and WrT Rushmoor, WrT Cosham, WrT Eastleigh, WrT Hightown and WrLs from Andover and Southsea attended. A second relief strategy was implemented at 07:30 and WrTs from Droxford, Bordon and Alton along with the WrL from Stockbridge. The stop message was sent at 09:26, Stop message from Group Manger Foye, a building comprising of two dwellings, first dwelling Keepers Cottage, ground, first floor and roof severely damaged by fire. Second dwelling Bromleys, roof and first floor 70% by fire, first floor 40% by fire, 48 BA, 5 jets and 4 hose reels.

Colin Carter – Guest Contributor

Past Times

Focus on Fareham Fire Station

The first Fire Brigade was formed in Fareham in 1888. On the formation of the Hampshire Fire Service on 1 April 1948, the fire station, built in 1911 was located in West Street, (flanked each side by a gents and a ladies public convenience!) In fact, part of the station first floor was originally a flat for the caretaker/cleaner of those facilities. The doors had to be widened in September 1952 and in 1956 the existing Town Clock was replaced on the front face with the master clock located in the DO's office.

The training, hose and siren tower was located behind the station in Market Place, replacing the original hose drying and siren poles.

That station, and the offices located at the nearby Flying Angel premises, were relocated in August 1972 to the site of the current fire station to provide a modern station and new B Division HQ. This site was originally a Civil Defence Centre.

Fareham Station 1955



**Fareham Station 1949
Prior to the doors being widened**



**Fareham Rescue Tender 87 HOR
issued July 1966**



**Courts Fareham
5th November 1973**



Fareham Station 1974



**CFO George Clarke presenting
20 year medals at Fareham**



**Fareham Tower -The Market,
behind the fire station**

From the AGM

PMA Chairman's Report October 2010

Some 18 months ago I attended the first meeting of the Past Members Association steering committee, looking back I can now reflect on what's been achieved and the progress made.

The PMA has been formally set up and is functioning on a day to day basis. We now have 282 members made up of retirees from all sections of the Fire Service in Hampshire, Southampton and Portsmouth. We are still recruiting and will push hard in the future to try to locate and encourage more of our ex Retained colleagues to join us.

We have produced a constitution to formalise what is done and ensure stability for the future. This includes putting our finances on a sound footing to receive grants, subscriptions and pay for our activities. Our accounts are audited annually with details published regularly at our committee meetings.

We now enjoy our very own website www.xhfrs.org.uk which has many headings and links into other useful websites. We can provide information, points of contact, health advice, advertise to include

discount bargains, announce functions, events and dates of interest to all who are on email or care to browse the website. For those not computer friendly we also have introduced a telephone cascade arrangement for urgent notification matters.

We have our very own magazine, which is posted to members and which we hope is an interesting read for all. You can remember the stories and pictures of the past or read on how colleagues have travelled the world, or learnt new pastimes and share in their news. You can even write to the editor and make any views known.

The Association now has its own Chaplain, flag and bearer, a coffin shroud, which sadly has recently been used, our own PMA badge and ties. We are also looking to provide in the future a network for support and advice for members and family, which can be activated should the need arise. This is not to replace, but work with The Fire Service Charity or Ben Fund as we knew it.

We have enjoyed during the past year many well supported events, such as the Hog Roast, (which now appears to be our annual reunion), days out to

London and the theatre, trips to Bath and the Christmas markets and a Christmas dinner function at a local hotel. This is in addition to our club nights at the Phoenix club bar for social suppers, race nights and quiz evenings. We even had our own golf competition, which will be repeated next year. We have access for members to participate in HFRSSA sporting activities and we maintain contact with their Executive Committee.

To conclude I think we have had a most successful 18 months, but, this would not be possible without the help of your committee. In particular, I would like to thank Alan House our Secretary, for his tireless enthusiasm and work in getting the PMA up and running and as Editor of the magazine. The Membership Secretary, Barbara for her work in keeping our computer records up to date. Also, the Treasurer and Webmaster to name just a few of the team, who keep everything in order and allow us to function efficiently in a true Fire Service manner.

Andy Anderson
Chairman

Following the AGM your Committee is as follows

Chairman - Andy Anderson

Secretary and Magazine Editor - Alan House

Membership Secretary - Barbara House

Treasurer - Phil Griffiths

Webmaster - Eddie Winter

NARF Representative - Chris Lunn,

Retained Membership - Graham Bartlett

Chaplain - Terry Lane

Committee Members - Mick Barnes, Malcolm

Eastwood, Phil Webb, Eric Hounslow, Graham Reeve,

Carole Hobbs, Ann Bone, and Peter Cowmeadow.

Snippets

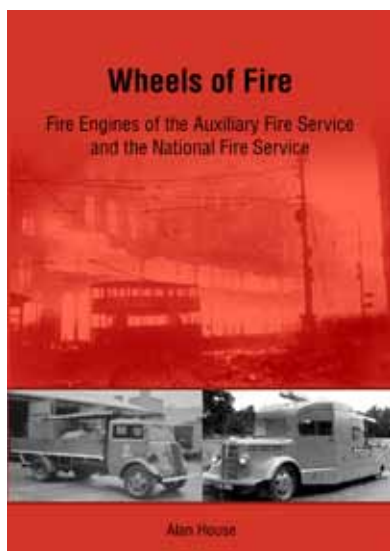
To whom it may concern

It happens in all walks of life and I am sure we are all familiar with the comment "Oh, it isn't our department, try so and so".

It reminds me of the story of 4 characters - Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was asked to do it. Everybody was sure that Somebody would do it. Anybody could have done it, but in the event Nobody did it and Everybody got angry about this because this was really Somebody's job. Everybody thought that Somebody would do it, but Nobody realised that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when actually Nobody had asked Anybody.

Submitted by Phil Webb

Wheels of fire



Now Available A new book written by Alan House, retired Deputy Chief Fire Officer, Hampshire Fire and Rescue Service. The provision of vehicles and equipment for use by the fire service during and immediately following World War Two presented many challenges.

This book highlights the problems, the innovations and the variety of vehicles placed in service to defend the nation from the ravages of fire caused

by air raids, from the early days of the Auxiliary Fire Service through to the standardised era of the National Fire Service. 596 Pages - 910 Photographs Price £22.00 (+ £5.70 p&p if sent by Royal Mail) Cheques to be made payable to 'Hampshire Fire and Rescue Service' Proceeds to The HFRS Heritage Collection which includes the HFRS 'Final Salute' Firefighter Memorial Available from Alan House

New PMA ties

New PMA ties 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.

Cost £5 – postage extra, unfortunately, (70p)



Moving on to Pastures New

Name	Date	Station/Location	Length of Service
Peter Walsh	30.09.10	Crew Manager Emsworth	25 years 3 months
Pete watson	31.10.10	Group Manager, Fareham and Gosport	24 years 1 month
Jeff Carpenter	02.11.10	Retained Firefighter, Brockenhurst	24 years 1 month
Jan Clausen	01.11.10	Retained Firefighter Havant. (Previous wholetime service)	32 years 4 months
Joe Boswell	21.01.11	Firefighter, Redbridge	21years (total)
Peter Norman	18.02.11	Retained Watch Manager, Grayshott	35 years 10 months
Brian Nash	28.02.11	Station Manager (Control)	45 years 10 months
Brian Falconer	01.03.11	Retained Crew Manager, Hythe	30 years 1 month
David Marsh	21.03.11	Retained Firefighter, Stockbridge	10 years
John Davenport	31.03.11	Support Services Supervisor	36 years

We wish everyone listed every success for the future



Turning the clock back to the 1950s, this Dodge GXM 552 started life as a WW2 NFS Mobile Dam Unit, which was converted to a HFS design by bodybuilder Carmichael and then issued to Lymington in December 1953, having first served at Lyndhurst in its original Home Office spec design.

Final Salute

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

Charles Leach

on 29 October 2010

aged 84

Charlie retired as an Assistant Divisional Officer until his retirement in September 1983.

Phylliss McGregor

on 12 November 2010

aged 95

Phyllis served as a Leading Firewoman, firstly with the Portsmouth City Fire Brigade and then the Hampshire Fire Brigade until her retirement in 1980.

Frederick Hammond

on 22 January 2011

aged 84

Fred served as a Fireman at Cosham Fire Station until his retirement in May 1977.

Paul Hanson

On 14 February 2011-03-23

aged 39

Paul, who was a serving Firefighter at Romsey, tragically died at home having served at the station for just over 2 years.

Alan (Ginger) Wellman

On 11 March 2011-03-23

aged 66

Alan served as a Firefighter at Basingstoke until his retirement in June 1990

Stewart Cutler

on 8 November 2010

aged 64

Stewart served as a Leading Fireman at Droxford until he left the service in July 1991.

Thomas Atkins

on 25 November 2010

aged 97

Tom served with the Southampton Fire Brigade until his retirement in June 1957.

John Evans

On 9 February 2011-03-22

Aged 96

John served with the Hampshire Fire Service having joined the Southampton Fire brigade pre-WW2, and then with the National Fire Service. He was for many years the Divisional Officer in Charge of 'D Division' based at Lyndhurst Div HQ, before becoming Deputy Chief Fire Officer, immediately leading up to amalgamation and prior to his retirement in April 1974.

Ray Wilkins

on 21 February 2011

aged 63

Ray originally joined the Southampton Fire Brigade and left the service as a Leading Fireman, serving at Redbridge in March 1977, to join the Esso Refinery Fire Department.

Raymond webber

on 11 November 2010

aged 85

Ray served as a Leading Fireman with the Portsmouth City Fire Brigade until he left in 1962.

David Flitter

on 27 December 2010

aged 66

Dave served as a Fireman at Fareham Fire Station until his retirement.

Arthur Rowe

On 25 February 2011-03-22

aged 86

Arthur served as a Fireman with the Portsmouth City Fire Brigade until leaving in 1953.



Christmas bash



December 2010