

# **STOP MESSAGE**

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



[www.xhfrs.org.uk](http://www.xhfrs.org.uk)

## **Church Fire** **Romsey Road, Eastleigh** **21 July 1985**



# Brains of Britain

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



## UNIVERSITY CHALLENGE

What was Gandhi 's first name?  
Goosey?

## BEACON RADIO (WOLVERHAMPTON)

**DJ Mark:** For 10, what is the nationality of the Pope?

**Ruth from Rowley Regis:** I think I know that one. Is it Jewish?

## GWR FM (Bristol)

**Presenter:** What happened in Dallas on November 22, 1963?

**Contestant:** I don't know, I wasn't watching it then.

## PHIL WOOD SHOW (BBC RADIO? MANCHESTER)

**Phil:** What's 11 squared?

**Contestant:** I don't know.

**Phil:** I'll give you a clue. It's two ones with a two in the middle.

**Contestant:** Is it five?

## PHIL WOOD SHOW (BBC GMR)

**Phil Wood :**

What 'K' could be described as the Islamic Bible?

**Contestant:**

Er... ..

**Phil Wood:**

It's got two syllables . . . . Kor . .

**Contestant:**

Blimey?

**Phil Wood:**

Ha ha ha ha, no. The past participle of run . . .

**Contestant:**

(Silence)

**Phil Wood:**

OK, try it another way. Today I run, yesterday I . . .

**Contestant:** Walked?

Are you reading this magazine and are not a member? Why not join the Past Members Association and receive your own copy? Membership costs just £10 per year.

Magazine contributions sought and gratefully received.

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Front Cover: A serious fire in a church in Romsey Road, Eastleigh on 21 July 1985. The church had been basically derelict for a number of years. Now converted into apartments.



## STOP MESSAGE



# Welcome from the Editor



The current economic climate, it seems, continues to have its impact on the fire and rescue service across the UK. In Hampshire the staff still await the outcome of a staff review which inevitably is focussed around a reduction in overall numbers across and at all levels of the Service. The proposal is that there will be in the region of 60 posts removed phased over the next 4 years, representing a 15% reduction in staff costings.

The Emergency Catering Team will be disbanded at the end of July and the restaurant no longer has a chef, as the decision has been taken to cease hot meals. An extension to the life of vehicles and a review of all frontline vehicles will be considered. It is stated that at this time, there are no proposals to close any fire station. Interestingly, following 7 plus years work to establish a joint regional control room and the subsequent cancellation of the project by the Government, with fire and rescue services north and east of Hampshire, there is now a proposal to work together with those to the west – Dorset, Wiltshire and Devon and Somerset, (the latter now being one joint Service), to procure a common system that could provide support to one another.

Retained personnel are experiencing a number of changes, some of which result in a number of stations 'off the run' daily, sometimes as many as 10 to 15). Anyone wanting to take a leave period, say for one afternoon, or a drill night, now has to be off the run for a complete 24 hour period and cannot respond even if they are available. They are no longer permitted to ride with three riders, even to small outside fires of the type which are responded to in some areas of the county with the Small Fire Unit crewed with 2 riders. This is seen by some to be a strange situation and removes the possibility of a response to small incidents in speedy manner. At 2 retained stations, Fleet and Ringwood a pilot is in operation to send their Landrover only, (crew of 2), to small fires in the open. The ex-Redbridge purpose-built Small Fires Unit has been issued to Waterloooville for the same pilot.

At certain times, up to 3 wholetime crews may placed on 'second line availability' with those resources being used for other tasks, although they could be placed back in service within 1 hour.

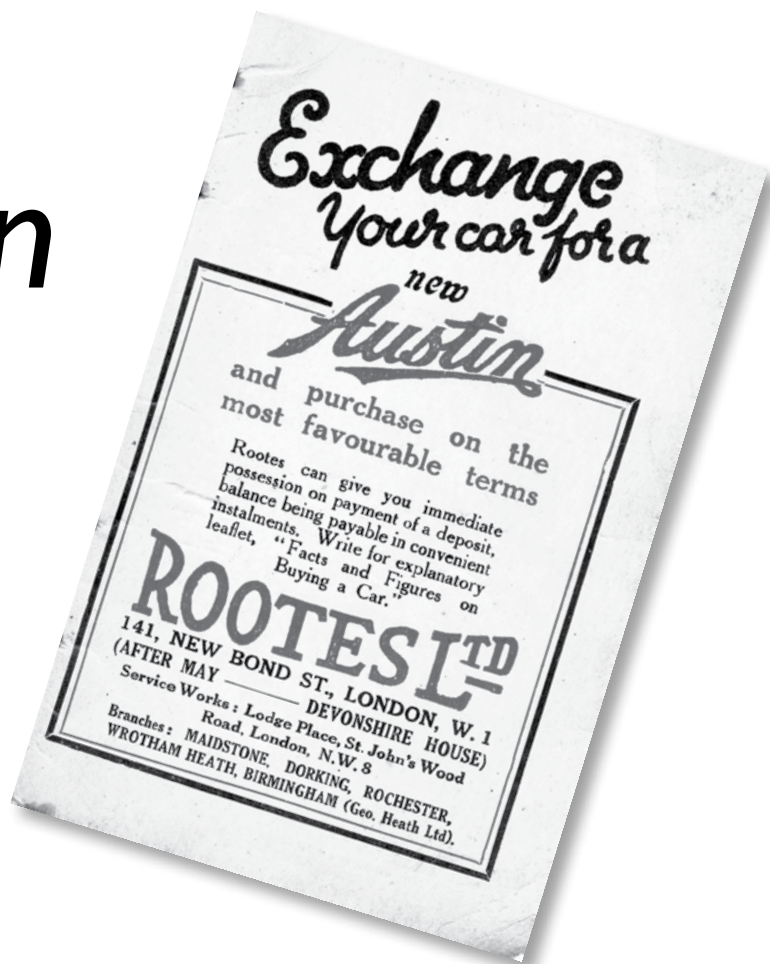
Some changing and uncertain times for all those currently serving and I am sure that we would all wish them well over the coming period, with hopefully the high level of service that Hampshire residents have enjoyed over many decades, still being maintained.

Until the next time.....

Alan House

# 1926

**A selection of pages from a booklet produced in 1926 published by the National Safety First Association, with the assistance of the Royal Automobile Club, The Automobile Association and The Commercial Users Association. Issued free of charge to Registration Authorities for distribution with driving licences. Full of useful tips and advice for motorists of the time.**



### I.—ROAD SENSE.

Road sense is the art of anticipation and intuition which enables a driver to do the right thing under all varying conditions. It can only be acquired by practical experience aided by study.

Road sense implies such a perfect knowledge of the CODE set out at the end of this pamphlet, some of which is elaborated on other pages, that the corresponding correct action when driving is automatic.

Road sense demands imagination, courtesy and commonsense, a spirit of "Give and Take" and true sportsmanship.

Road sense produces safety and good-fellowship on the road.

**Cultivate Road Sense,** learn to read road conditions, and so to anticipate danger and to act correctly.

## CORNERING CORRECTLY.

Never cut a corner on the wrong side of the road when your view is impeded ; you may inconvenience or endanger other road-users.

Remember that you cannot turn so sharply when the camber of the road is against you, which is the case when taking a right hand bend.

When turning at road junctions either right or left-hand into another road keep well into your proper side of the road.

At an increasing number of dangerous turns a WHITE LINE is painted on the roadway. ALWAYS KEEP TO THE LEFT OF THIS LINE. It is an invaluable and silent warning of the way to corner correctly.

Sound your horn at corners where view is restricted; but do not assume that your horn has necessarily been heard, and regulate your speed so as to be able to pull up if your course is not clear.

### OVERTAKING—Cutting in, etc.

It is dangerous to overtake at corners, bends, cross-roads, arched bridges or humps on the road, in fact, ANYWHERE without a clear view, and ample space. When in doubt—WAIT. It is especially difficult to estimate accurately the speed of a vehicle approaching in the opposite direction. It is, to say the least of it, discourteous if by pulling over to the right to overtake another vehicle you compel traffic coming from the opposite direction to slow down hurriedly to avoid a collision. You, yourself, to get clear may "cut in" on the vehicle which you are overtaking and compel it to check suddenly, even if nothing worse happens.

"Cutting in" is one of the greatest dangers on the road. It is generally due to unnecessary and selfish haste, which is proof of bad manners and poor driving, and is discountenanced by every courteous driver.

As a general rule, sound your horn before overtaking. If you do not receive in return the "overtake" signal, don't assume necessarily that your warning was heard, or that it is safe for you to pass. Beware of accepting the signals of anyone, other than the driver, in the vehicle which you are overtaking.

If pulling out of your line of traffic to overtake, don't forget to give the hand signal to following traffic.

When being overtaken, it is courteous to give the "Come past me on my right" signal, **provided you can see the road ahead is clear**—and to give plenty of room to the overtaking car, even slowing up if necessary. Treat others as you would wish others to treat you.

As a general rule, pass refuges and other fixed obstructions on the near side thereof.

Avoid overtaking in narrow village streets.

## 2. COURTESY.

Always drive as you would wish others to drive.

"SAFETY FIRST"—the most important rule of the road.  
Drive carefully, considerably and courteously.

IT IS DANGEROUS AND DISCOURTEOUS:—

- To take corners on the wrong side.
- To cut in or to cut things too fine.
- To assume that the road is clear.
- To overtake at corners, bends, crossroads, road junctions, just before street refuges, or ANYWHERE without the certain knowledge of a clear road.
- To turn into or out of a road except DEAD SLOW.
- To drive so that you cannot pull up clear of any possible danger.
- To assume your warning signal is heard if no notice be taken of it.
- To descend hills too fast.
- To force your way through groups of persons boarding or alighting from tramcars.
- To drive too close to, or too fast past other road users.
- To leave a vehicle on a bend, or anywhere where it may be an obstruction to other traffic.
- To reverse unless you KNOW that all is clear.

IT IS COURTEOUS AND CONSIDERATE:—

- To keep well to the left.
- To overtake only after making sure that the road is clear, and after giving warning.
- To listen for warning signals from the rear, to signal on overtaking traffic, if the road ahead is clear, and having done so, to let it get clear.
- To use your horn with discretion.
- To exercise special care in passing all animals.
- To give way to traffic approaching from the right, without, however, ignoring traffic on the left.
- To draw up at the near-side of the road WITH the flow of traffic and not against it.

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## XI.—SUMMARY OF THE CHIEF POINTS A MOTOR DRIVER MUST KNOW.

- You MUST:—
1. Keep to left when meeting, or being overtaken by, other vehicles.
  2. Overtake other vehicles on the right. N.B. Overtaking on the left is only permissible in emergency and when consistent with safety. Tramcars may be overtaken on either side.
  3. Never obstruct the highway, nor wilfully hinder free passage of other traffic.
  4. Give audible warning of approach whenever necessary.
  5. Stop on signal or request of constable in uniform, or person in charge of horse.
  6. Secure car against being started, if left unattended.
  7. Carry your driving licence when driving. Renew it every twelve months from date of issue. Produce it to constable on demand. Never lend it to anyone else.
  8. See that your vehicle carries correct registration marks, properly visible.
  9. Carry proper lights during hours of darkness. (See page 18).
  10. Know speed limits (see page 17).
  11. Have efficient silencer (exhaust cut-outs are illegal). Stop engine when car at rest, except in traffic or for adjustment if defective.
  12. Stop in event of accident, and give name and address of driver and owner on demand. Give name and address if accused of dangerous driving.

### ADDITIONAL POINTS FOR COMMERCIAL MOTOR DRIVERS.

13. Have efficient brake on the trailer and carry person competent to apply it unless trailer brakes (i) are automatically applied when either brake on the motor car be applied or (ii) the motor car brakes. Carry an identification plate, identical with that on the motor, on the rear of the trailer.
  14. Evenly distribute and properly secure the load. Vehicles must not be overloaded.
  15. Take care not to emit smoke or visible vapour.
  16. Avoid remaining stationary on bridges and in order that no breach of the law may be committed do not bring your vehicle to a standstill within 10 feet of the abutment.
- FAILURE TO CARRY OUT ANY OF THE ABOVE  
RENDERS YOU LIABLE TO PROSECUTION.**
- If you wish to be numbered amongst the safe drivers on the road, carefully read and carry out the rest of the simple advice contained in this booklet, and summarised in the Code which follows on pages 21 to 24.

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## 3. CONTROL.

Always keep yourself and your vehicle in safe driving order.

- Be completely master of your vehicle.
- Don't drive if you are not physically fit to do so.
- Frequently inspect your vehicle.
- Always keep brakes and steering in faultless condition.
- Keep all your lamps in good order.
- Never leave a vehicle unattended unless it is fully secure.

## 4. ANTICIPATION.

Always anticipate danger.

- Don't imagine that people—especially children—or animals can always be trusted to do the sensible thing.
- Be prepared for anyone else on the road doing the wrong thing.
- Beware of pedestrians stepping suddenly off the footway.
- Don't drive fast past schools or through populous places.
- Be specially careful when driving on tramlines and on greasy or cambered roads.
- Don't apply brakes suddenly or violently except in cases of extreme emergency.
- Learn how to correct a skid.
- Beware of following other vehicles too closely—especially trams.
- Beware of vehicles suddenly turning out of their line of traffic.
- Always remember that Main road traffic has NOT right of way over other traffic.
- Always carry on your car or sidecar an efficient fire extinguisher properly charged.

## 5. KNOWLEDGE OF SIGNALS.

Learn, give and obey the recognised traffic signals.

- Don't slow down, stop, turn, or cross to the wrong side of the road without endeavouring to show your intention to following traffic by giving the recognised signal in ample time.
- The mere giving of a signal does not entitle you to obstruct other traffic.
- Always look out for the signals of the driver of the vehicle in front of you.
- Always look out for, and promptly obey, police signals.
- Always pay attention to road warning signs.

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# Don't take risks

by simply asking for petrol.  
It isn't fair to your engine.  
Fill up with Pratts, the  
original guaranteed spirit—  
it ensures

GREATER MILEAGE  
CLEAN CYLINDERS  
MORE POWER  
ECONOMICAL RUNNING

Pratts



# PRATTS

Uniform Reliable



Members of the Ypres Fire brigade and the Corps after The Last Post ceremony.

# Corps of Drums

**The Hampshire Fire Brigade Corps of Drums were first formed for a one off performance in 1984 for the official opening of Headquarters by HM The Queen. The Corps was established by the late Roy Earl who was OIC of St Marys Fire Station at the time. The original members were made up of White Watch St Marys . Following the opening Roy wanted to continue with the Corps. Some members were keen, others were not and so new members were sought, which is when I joined having played a drum as a boy in the Army Cadets.**

Over the next few years we played at passing out parades and carnivals and became very well known. Roy became Chairman and I think Mick Davis was the secretary. Later I took over as the Secretary and even later took on the roll of Chairman.

In 1986 as a young temp leading fireman in the staff office at HQ I was tasked with organising a trip to Belgium and Holland. We had been seen by an officer from The Hague at a pass-out parade and he had requested that we attend an event being organized by his brigade in the summer. We had already been in contact with the fire brigade in Ypres and we were invited to visit them. In those days I had the late DO Alan Pascoe and the

late ACO David Pain as my bosses as well as SDO Ted Pearn who was given overall responsibility of the Corps.

We set off for Dover, the exact date escapes me but it was June or July of 1986. The group consisted of myself, Roy Earl, Gary Babey, Tony Campbell, Alistair White, Dave Yaldren, John Cawthorne , Brian Younghusband, who was our lead drummer, a chap who was not in the brigade but was ex-army and played a mean glockenspiel but whose name escapes me and another whose name I cannot recall who moved away from the area shortly after the trip. Then we had Bill Bates as our official photographer We stayed overnight at a fire station in Dover before setting off the

next day to Zebrugge and then on to Ypres, This Belgian town, as most people will know has one of the largest war memorials in Europe called the Menin Gate, which displays the names of 50,000 men who were never found or who are buried from the Battle of the Somme . We were proud to march through the town of Ypres playing tunes such as 'A long way to Tipperary' and 'Pack up your troubles'

Myself and Roy Earl then laid wreaths on behalf of the HFB and the Royal British Legion. Members of the Ypres Fire Brigade played The Last Post and Reveille. This ceremony is traditionally performed every night at 7pm and has been ever since 1914 by members of the local fire brigade, originated as they the only men left due to most other men being in military service

The following day we were off to The Hague and had arranged to meet some firemen at 11.am on a motorway. At precisely 11am we rounded a bend and there they were in a car with flashing lights waiting for us and they led us to The Hague Headquarters. We were treated again to some very good hospitality and later taken out on the town by a couple of the firemen who spoke English. There beer is much stronger than ours and I think that is probably enough said about that.

The next day we attended their event and marched around the arena playing some well known tunes

In 1990 I was promoted away from the area and was not able to attend practice so often so, I eventually resigned as Chairman. The Corps did continue for a while together with another adopted group of pipers and drummers, but in the late 90s was finally disbanded.

I have some good memories of the guys who represented the brigade on parade and the great times we spent together.

Dave Brown



Buglers of the Ypres Fire Brigade at The Menin Gate



The Corps of Drums with Dutch Fire Officer



Performing at the show in The Haque.



# The Battle of Agincourt

**English pluck defeats French hauteur - 25th October 1415 - St Cirispin's Day**

The English, having had a good weekend away to France despite the weather, were returning to Calais having achieved little beyond catching dysentery when they discovered their route home blocked by a large army of Frenchmen.

Both sides set up camp and glared at each other through the rain. Come the day of the battle, the rain had stopped and the english took up their position at one end of a muddy field. Showing a bit of ingenuity, henry v had ordered sharpened stakes to be placed in the ground facing the French.

The French King, expecting a walk over and acting with characteristic insouciance sent forward his mercenary Genoan crossbowmen (Italians), but in a bid to save time, he did not allow them to take their protective pavaises (huge wooden shields to protect them whilst they reload) with them. In consequence the crossbow strings became soaked

by the rain as they were neither covered nor easily removable.

However to keep their bow strings dry the English longbowmen had simply removed them and placed them on their heads beneath their metal helmets (hence the source of the phrase 'keep it under your hat')

Due to both the wet strings and fact that the crossbow is a weapon with a short 'stroke' or string movement, the crossbows were hopelessly out ranged.

Bogged down, unprotected and out-ranged the Genoans were shot to pieces in the middle of the muddy field.

The French knights, the flower of the French nobility, in an undisciplined move charged up

the middle of the field and in their excitement trampled over the crossbowmen who were running from the hail of English arrows.

The charge would have been magnificent but for the mud, the bottle neck in the field that caused the knights to bunch up and the fact that there were arrows raining down on them.

Amazingly, the knights struggled through the mud, injured horses and corpses and reached the English line of stakes where English men at arms together with the common infantry (armed with poleaxes, spears, swords, hammers and a very english weapon, the billhook) generally hacked the French Knights to pieces and so it was that the French Knights broke resulting in a great English victory.

Interesting trivia! According to popular legend the, vulgar palm uppermost, two finger salute comes from the gestures of longbowmen at the battle of Agincourt. The story is told that the French intended to cut off the arrow-shooting fingers (middle and index finger) of all the longbowmen after the English had been beaten. This would save keeping and having to feed the prisoners, but the English having won the battle showed off their two fingers still intact, in the well practised gesticulation that we are familiar with today.

There is however an alternative story which suggests that one of the names at the time for shooting a longbow was to “pluck yew”. Given that longbows were made of yew (can you see where this is going yet?) And that as the bowmen walked past the captive French, they taunted them by saying, “we can still pluck yew!” and this fairly soon evolved into the wonderful insult that we know today.

“Moral: the English, even when they are outnumbered, suffering from disease and low supplies and poor weather can still knock the stuffing out of the French.”

However whilst the first story does have some credibility, the second is most probably apocryphal, but it has a certain edginess which suits the English style of punning humour!

Malcolm Waterman



“The Battle of Agincourt, 25 October 1415”  
42” x 48” oil on paper on panel  
Donato Giancola

# 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

I am sending you this photo of C Division HQ staff, taken on the retirement of ADO Terry Hawton in 1988, (I believe). I hope 'Stop Message' readers find it of interest.

Cheers  
Dave Joyce , Barnstable, Devon



Dear Editor, When Mr Ashill was the Chief of Hampshire Fire service, it was decided that because so few men were passing the annual Sub Officers exam, a college course for a selection of suitable candidates may improve the situation. Ten men were selected and attended a new course at Eastleigh Technical College for a full-time one year course, tailored specifically for the fire service and known as the ETT Course.

The course that I attended with those in the photo, ran from September 1968 until July 1970. There were no holiday breaks and we had to return to our stations at the end and carry on as usual. However by June the Service had arranged a visit to Lisbon, Portugal, accompanied by DCFO Jim Flemming and the college lecturer My Kennedy. We stayed in one of the fire stations and were taken to see all manner of activities, such as a watch change that

involved all oncoming and off-going personnel, brigade driver training, a fire station with a medical surgery, fires and even an evening at a bull-fight!

On our return we all had to attend Headquarters, (then in Winchester), and give a full presentation of our activities to senior officers and the Fire service Committee. I thoroughly enjoyed the course and went on to pass the Sub Officers exam, so the course proved to be a success for me.

John Cox



## **Educational and technical Training Course 1969/70**

Back Row L to R: Cyril Andrews, John Cox, John Hollingdale, Tom Leach, (Southampton FB), John Barrett

Front Row L to R: Peter Moss, Mick Whitfield, (left shortly afterwards to join the police), Dennis Hancock, Alan (Tojo) Campbell

Editor

Several comments on some of the articles in the last edition of Stop Message:

Page 9 is either Matapan Block or Plate Block HMS Collingwood either 71 or 72. Matapan block was the first to catch fire at about 1030 on a Thursday morning, as a young fireman I was on the first pump on B17 WrT to a large three or four storey accommodation block covered in scaffold.

Workmen on the flat roof had been laying roofing felt, had gone for tea and left a propane fuelled torch burning which fell onto the roof and burnt its way down into the roof space.

The OiC which was Jock Brown decided we would go up the outside so pitched a 35' Ajax wooden ladder to its full working height and then we used the scaffold to go the last few feet to the roof. (not a 'technical line team' in sight).

We then hauled a line of hose aloft to start firefighting but the roof began to move, we were got out of what could have been a problem by seeing the head iron of Gosport's 135' appearing over the top of the scaffold. We made a rapid decent to the ground.

The rest of the day was spent fighting the fire down floor by floor. BA teams had been committed but withdrawn as it became too dangerous to work inside the structure. One team had a narrow miss when an RSJ twisted off its hangers and fell near them.

The building posed a huge fire stop problem as there was no fire effective separation between floors, large numbers of voids and unprotected services through walls and floors.

Tea was available during the day and towards 4pm Jock went in search of food, being ex navy he knew his way around shore establishments so about 30 minutes later we were sitting down to steak and chips in the ratings mess hall.

The Portsmouth evening News called the incident 'The Battle of Matapan' and the picture in Stop

Message I think was entitled something like 'Reinforcements Arriving'.

Page 11 Courts Fire

To add to my friend and Fareham colleague John Cox's letter the first Gosport appliance in attendance at Courts was actually myself as OiC of Gosports WRL 118.

White Watch was on nights at B18 with myself as SuB O and we had either been on another job or were going to standby at B17 for the initial call to Courts when half way up the Fareham Road make p' 6 came over the radio.

We went to blues and two's and were on our way before Control diverted us to the incident.

Initial action on arrival was to help others evacuate the flats alongside Courts and above the Braemar Grill and Abbey National Building Society.

After that we were directed to make entry into the back of the building and begin firefighting. At about midnight we were released and started back for Gosport when we picked up a call to Stubbington for an RTA persons trapped. On arrival we found a pregnant lady trapped in a car and spent the next couple of hours dealing with that.

On return to Gosport and sorting all the kit we sat down at about 0330 to our curry supper which had been simmering for most of the night and was guaranteed to keep the cold at bay.

In Past Times on page 23, the two Leading Firemen getting 20 year medals are on the left Retained LFm Goffin and LFm Tom 'Jock' Brown.

Philip Griffiths ex-HFS B18 and B17

Ed: It was indeed HMS Collingwood in 1972, Make Pumps 8. Probably many more pumps today, with the mobilising procedures in place. A further large fire took place in at the Collingwood blocks on 15 October 1976

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



# Sailing Challenge

## Hampshire Past Members win the MJ Quinn UK Firefighters Sailing Challenge 2011

The eighth running of the UK Firefighters Sailing Challenge (UKFSC) racing series took place on the testing waters of the Solent between 26th and 28th April 2011. Being a 999 community event this years Challenge was contested by 25 crews of 8 people each representing members of the emergency services from around the UK. The UKFSC 2011 also attracted major sponsorship from Liverpool based MJ Quinn Integrated Services Ltd, a well-established and successful multi-disciplined services operation with over 25 years' experience in the industry.. As a result the title of the event was changed to MJ Quinn UK Firefighters Sailing Challenge to reflect this.

Day one saw crews collect their F40 yachts from Sunsail at Port Solent. The series requires that all competing crews, who are of mixed ability, use identical yachts prepared to ensure an equal competitive standing. On leaving Portsmouth the UKFSC's committee boat set the fleet a race course that would ensure that competitors, and particularly the novices amongst them, would gain through their qualified skippers a familiarity with the yachts and their location in a relatively safe environment. This three and a half hour passage race would also be used to separate the

fleet into three groups that would compete for class trophies that would be awarded at the end of the next day.

The race course set took us from Spit Sands Fort out around the Nab Tower and a return to the central Solent via several marks towards Cowes which was to be the base for its overnight stop. The wind at Chichester was showing in the region of 22 knots so the race officer prudently ordered no spinnakers and mandatory lifejackets. Sadly on this race the wind simply stayed at a maximum of 10 knots but it allowed crews to get used to the new F40's chartered from Sunsail. This first race was won by the yacht skippered by London Fire Brigade's Dave Sharman.

Late in the afternoon competitors made their way to the Cowes Yacht Haven where, having moored their yachts, crew's were able to renew old acquaintances and meet with new entrants. The event regularly attracts competitors from fire, police and ambulance services as well as personnel from airport fire stations and mountain rescue teams. Crews gathered for the first of two evenings at the Cowes Event Centre where they were entertained by members of the Joke Klub



whilst they enjoyed their evening meal. The UKFSC raises funds at these evening events which it contributes towards charities and good causes. Over the course of seven years over £35,000 has been raised and distributed in this way.

An early start was made on day two of the event in order to accommodate five 'round the cans' races set for the day. Although the wind was a bit fluky over the central bank it was generally steady at around 15 knots and with short racing and with half the fleet using spinnakers the racing got really serious. All skippers and crews were to be commended on their behaviour as there was only one OCS and no collisions throughout the event, although the committee boat did get worried on a couple of occasions with boats finding that small gap between the committee and the next boat! The winner's spoils in these races were shared amongst yacht crews of 'Hampshire Fire-1', 'Met Police' and 'West Yorkshire-1'. Late in the afternoon crews returned to Cowes.

The MJ Quinn Gala Evening saw the winners of the Class Trophies announced. This allows crews to compete for recognition of achieved when compared to their peers and is run outside the competition for the event's principle trophies. The three course meal was followed by the event raffle of prizes donated by supporting business community and an auction of those prizes considered to be particularly special. These included a 40 inch flat screen TV, a balloon ride

for two, a five day yacht charter in Gibraltar and a pair of boxing gloves signed by the Ukrainian world boxing champions Wladimir and Vitalii Klitchko. In all £3,198 was raised towards the charity giving fund in just under an hour.

On Thursday, the third and last day of the event, two more long races were set by the committee boat. These races consolidated the position of those seen as favourites the day before. Again Hampshire skipper, and event organiser, Mick Stead showed last years winner Roger Glass and contender Nick Harding that he and his crew were a force to be reckoned with gaining a third place in the first race of the day and a first place in the second. On the completion of the last race crews returned to Port Solent for the event's closing ceremony and prize giving. Hampshire's Chief Fire Officer John Bonney presented trophies to the following to mark the merit of their achievement:

**First Fire team placed –**

Mick Stead (Hampshire Fire 1)

**Second Fire team placed –**

Nick Harding (London Fire 3)

**Third Fire team placed –**

Dave Sharman (London Fire 2)

**Best Non Fire team placed –** Roger Glass (Met Police)

**Best White Sail team placed –**

Mark Rowden (Hampshire Fire 2)

**Best Sponsors team placed –**

David Redman (MJ Quinn)

So there you have it, Hampshire wins the major trophy. But before you start to think that this is a young person's sport you need to be aware that the winning crew of eight included four retired members of HFRS. These included Skipper Mick Stead, Eddie Winter, Barry Marsh and Martin Finch. Not a bad result for some old guys then!

The UK Firefighters Sailing Challenge 2012 will run between Tuesday 24th April and Thursday the 26th. Anyone interested in participating should contact the event organisers by email via [info@ukfsc.org.uk](mailto:info@ukfsc.org.uk)



# 29th Race Across America

**Last year, Graham Dance and Gareth Dridge, both serving HFRS Firefighters entered into the 29th cycle race across America (RAAM).**

To successfully complete the event they needed a dedicated back up team and a Crew Chief to organise it. As I had retired the previous year they decided that I obviously had “time on my hands” and volunteered me to take over the role of crew chief. It was my responsibility to liaise with the race organisers, book all the compulsory safety equipment and briefing sessions and to raise our profile to achieve maximum sponsorship benefit. Easy???

To start off, I contacted local media stations, and newspapers that initially showed an interest in following the event but Sir Steven Redgrave (the Olympic rower) also had a team entered and they became the UK media spotlight for RAAM. This was not going to be a simple task.

Why RAAM? The official line:

RAAM is more than a bike race. It is about ordinary people being great. It's about realizing dreams, a journey of the heart and soul. It's about being the toughest of the tough. It's about camaraderie, teamwork, and the incredible RAAM family. It's about taking the stage for a charity or cause that matters, to raise awareness and funds. It's about the vastness, richness, beauty, and generosity of the United States of America and the people who live here. It's a lifetime experience never to be repeated. The Race Across America endures due to its amazing effect on the human consciousness and for its incredible feats of willpower, inspiration, and heart.

The Race Across America, unlike other famous races, like the Tour de France, is not a stage race.



**Start:** Oceanside, CA - The Oceanside Pier., June 12th.

**Finish:** Annapolis, MD - The City Dock. June 18th - June 21st.

**Route:** More than 3,000 miles across the United States.

**Divisions:** Solo and Two-Person, Four-Person, and Eight-Person Teams.

The race is one stage, live to the very end. Once the clock starts on the west (Pacific) coast, the clock doesn't stop until each racer reaches the finish line on the east (Atlantic) coast. RAAM is 30% longer than the Tour de France and racers finish in half the time with no rest days. The race format is essentially a time trial, a race against the clock. There is no drafting or taking shelter from the elements. Temperatures during the race can vary between -9 and +54 degrees C. It's an all out challenge.

Our 2 firefighters entered in the 2-person category of the race, riding in a relay format taking it in turns to ride in shifts of between one and three hours. One bike must be on the road 24 hours per day. The riders trained 1000 miles per month, which increased as we neared the race deadline. This was essential as the route is over 3000 miles long, goes through 14 states, climbing over 100,000 feet. Teams typically cross the country in 6 to 9 days, averaging 350 to over 500 miles per day.

The racers entered came from an international field of professionals from all walks of life. Among them are Olympians and professional athletes, but, by far, most were just ordinary people. They range in age from 18 to over 70 and each has their

own reasons how they came to the race.

More than half of the racers use RAAM as a platform and event to raise funds for various charities. In each of the past five years, racers raised more than \$1,000,000.

The Race Across America is an event so staggering that merely to finish is, for most, the accomplishment of a lifetime.

We were the only team of firefighters entered out of 79 teams from 17 countries around the world. All the team self funded the event to ensure maximum sponsorship benefit for our chosen charities The FireFighters Charity and The St Richard's Hospital Charitable Trust.

Bikes and cycling equipment were hand made and supplied and sponsored by VELOCITY BIKES, Portsmouth.

Back-up RV (Motorhome) was sponsored by HFRS Sports and Social Association.

Chris Lunn

To be continued. . .

# Memories

Some photo album memories submitted by Stop Message readers

Portsmouth Fire brigade Wives Club, presenting a cheque for the Ben Fund at Clarence Pavillion, Portsmouth 14 May 1976. Left to right Doreen Ratley, Terry Garside Ethel Knight, Sheila Bundy, Penny Hare, Norma O'Connor.



Members of the Control Room staff demonstrating how a control room operates at a show in Basingstoke Memorial Park 4 May 1987. L to R Les Simmons, Jo Wells, Jane Waterston, Brian Nash, John Arnold. John is obviously swearing allegiance to something!

The Docks Fire Station crew, circa 1973? L to R Ron Parsons, George Wall, John Bishop (looking very smart in his SFB 'Full Lancer'tunic), Pete Curl, Brian Stephens, 'Morry' Smith. As you can see, its not actually true that the fireboat crew were really pirates!!





Reading the teleprinter tape in Fareham Fire Station, West Street, 22 July 1970. For those that remember, the tape is reading 'station on two Jays and the time was 1404. Crew obviously have just returned from having lunch back at their homes. Very civilised!

Recruits Course - 1973



Motorcycle Fire at Week - 1962

# 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!



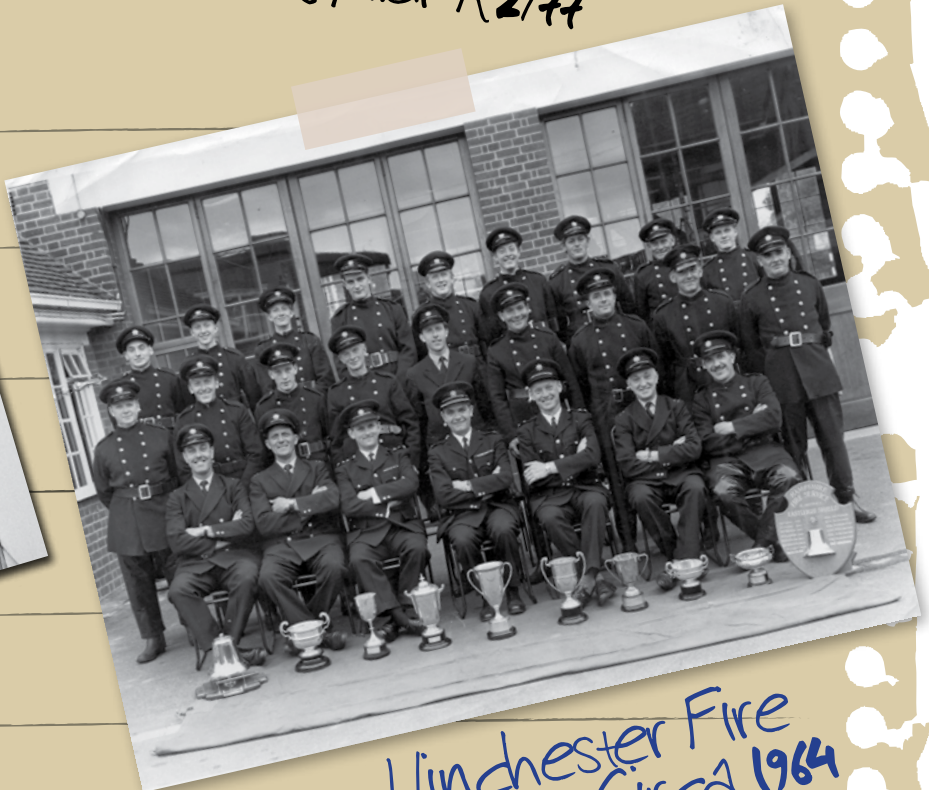
Alan Jenvey R3/77



Colin Millar R2/77



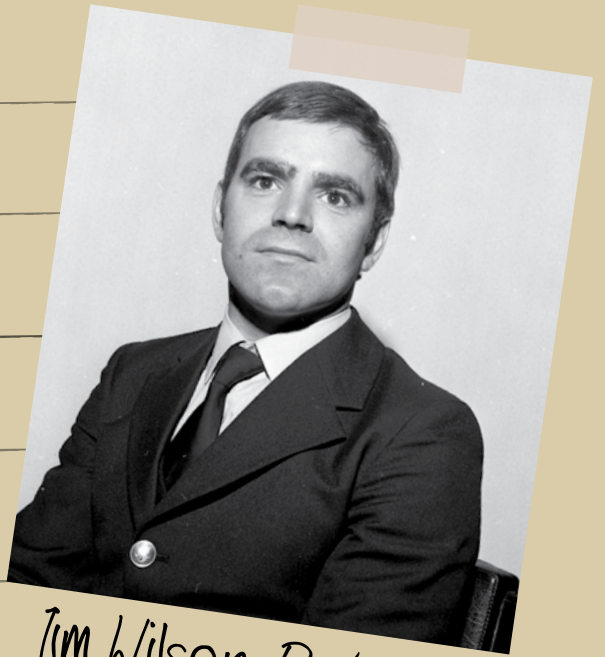
Dave Knights  
June 1974



Winchester Fire  
Station Circa 1964



Ron Cox 1973



Jim Wilson R4/75




Steve Harris R3/74



Walter Dixon March 1977



Recruits Course R2 77 (from Paul Moss)



New CAFS Rescue Pump  
issued to Andover

# HFRS Happenings

## Fleet Update

As reported in the last edition of Stop Message, eight 'Rescue Pumps' are currently at the Fleet Maintenance Centre, being fitted out prior to allocation to Redbridge, Hightown, Southsea, Basingstoke, Rushmoor, Alton, Ringwood and Lymington. It is envisaged that a further seven will be ordered during this financial year and then, due to the current financial situation, there may be a break of two years with no pumping appliances purchased. Tenders will shortly be invited for a replacement Aerial Ladder Platform, a Land Rover and possibly, two Small Fires Units.

## Incident Update

Although an over the border incident the attendance starting on the 2nd May to Swinley Forest, Forrester's Way, Crowthorne, Berkshire is worth mentioning. Like many fire and rescue services across the south of England, Hampshire played a part in assisting neighbouring

Royal Berkshire with this massive forest fire. The easiest way to record Hampshire's involvement is by listing which appliances attended on each day.

2nd May, WrL & L4T Hartley Wintney, WrT & L4T Fleet, WrT Rushmoor, WrL Basingstoke, WrL Whitchurch, FoWrC Basingstoke, ECU Headquarters (in attendance till Thursday 5th May).

3rd May, WrT & L4T Rushmoor, L4P Andover, WrL Southsea, WrT Basingstoke, L4Ts Liphook and Alresford. Request for full HVP deployment, L4P Hardley, L4T Ringwood, PM + HVPU Hardley, PM + Hose Box Hythe, PM + Hose Box Ringwood, WrTs Tadley, Yateley and Odiham, WrC Bordon, L4Ts Rushmoor, Hartley Wintney and Fleet.

4th May, WrL Kingsclere, WrTs Fleet, Tadley, Droxford, Alton, WaterlooVille, St Marys, Eastleigh, Overton, Petersfield,

Rushmoor and Basingstoke, H4T Bordon, MrV Rushmoor, WrC Fareham, L4Ts Fleet, Liphook, Rushmoor, Stockbridge, Alresford, Hartley Wintney, L4P's Andover, Basingstoke and Hamble.

5th May, WrLs Kingsclere and Southsea, WrTs Wickham, Grayshott, Rushmoor, Basingstoke, Hightown, L4Ps Fordingbridge and Hardley, L4Ts Stockbridge, Havant, Fleet, Alresford, Hartley Wintney and Liphook, FoWrC Basingstoke, WrC Fareham, Lyndhurst and Bordon.

6th May, WrLs Fordingbridge and Whitchurch, WrTs Basingstoke, Portchester, Tadley, Eastleigh, WaterlooVille, Romsey, Hightown, St Marys, Basingstoke, Rushmoor, Brockenhurst and Horndean. L4Ts Fleet, Alton, Rushmoor, L4Ps Andover and Hamble, FoWrC Eastleigh, WrCs Fordingbridge, Lyndhurst and Bordon.

7th May, WrL Liphook, WrTs Botley, Fareham, Overton, Emsworth, Petersfield, Hayling Island, Hightown, Basingstoke, Sutton Scotney and Wickham. L4Ts Hartley Wintney, Ringwood, Fareham, Fleet, Burley and Rushmoor, L4P Andover.

8th May, WrLs Bishops Waltham and Eastleigh, WrTs Cosham, St Marys, Basingstoke, Grayshott, Beaulieu and Southsea. WrC Lyndhurst, L4T Alton and L4P Hamble.

The stop message was sent at 20:11 on the 8th May, From DCFO Baars, (Royal Berkshire), mixed forestry of 300 hectares, 55% damaged by fire and forestry clearing operations, 18 jets, 21 hose reels, 2 HVPU, 6.5km water relay from open water supplying 3 lines, 1 water relay of three pumps from 21" town mains, 4 hydrants, 4 FRS water bowzers, 3 Forestry Commission water bowzers, 4 portable dams, 8 LPP, 10 HVPU, 10 various off road pumps, 1 Forestry Commission AWHI large mulcher, 1 tractor mounted mulcher, 3 360 degree slew excavators, 2 tractor mounted excavators, 1 USAR module 4. This remains a protracted incident, reliefs required until further notice.

Crews from the following counties attended, Royal Berkshire, Hampshire, Surrey, London, Oxfordshire, Buckinghamshire, Wiltshire and Gloucestershire. London attendance included crews from Soho!!

3rd May. Fire, Thorold Road, Bitterne Park, Southampton.

ToC 02:43. Fire involving buildings under construction. Attendance PDA WrL WrT St Marys, WrL Hightown mobilised at discretion of Fire Control, 02:50 pumps 4, WrT Hightown, SEU St Marys, ICU Headquarters, Command Support Van Eastleigh, 02:51 Pumps 6, ALP required, WrL & ALP Redbridge, WrL Eastleigh, MRV Eastleigh, RP Winchester (CAFS appliance).. Stop message: Fire involving 2 buildings, first building of traditional construction, 20m x 30m 80% by fire, second building also of traditional construction but new build 30m x 20m, 60% by fire, 6 jets, ALP monitor, 10 BA.

3rd May. Thatch Roof Fire, Southleigh Road, Warblington, Havant. ToC 20:46. Fire involving roof of thatched cottage. PDA WrL WrT Havant, WrT Emsworth, WrT Cosham, WrC Fareham, ICU Headquarters, RP Winchester (CAFS Appliance), Command Support Van Portchester. Pumps 8 WrL Southsea from stand by at Cosham, WrT Waterlooville, WrL Cosham, SEU Cosham, Command Support Van Eastleigh, Pumps 12 WrL WrT Hayling Island, WrT Horndean, Stop message: Thatched roofed property of two storeys 18m x 6m, 100% of roof destroyed by fire, first floor 70% by fire, ground floor severely damaged by smoke and water, 6 jets, 2 CAFS jets, 2 hose reels, 80 BA, crews detained a further 2 hours damping down.. It should be noted that RP Andover also attended as an additional CAFS appliance. Ed: 'CAFS – Compressed Air Foam System',

seen by some to be the answer to future firefighting operations and perhaps a reduction in pumps and crews needed at incidents. Time will tell!

The next station earmarked for redevelopment is Basingstoke. Possible plans suggest that the station be rebuilt on its existing site at West Ham Close.

A trial started in April in the Southsea and Cosham areas of Portsmouth to stop sending crews to automatic fire alarms (AFA) in a bid to cut costs. A Fire Safety officer will be sent alone to an AFA as part of the trial in order to counter the "significant drain on resources" caused by false alarms. Previously an appliance and crew would be sent to every AFA, with 3,500 false alarms being experienced across the county each year.

If a fire was reported then an appliance will be mobilised as normal. Appliances will still be sent to schools and buildings where people sleep, such as care homes, hotels and hospitals. The Fire Safety officer will attend the AFAs in non-domestic premises during weekdays between 0900 and 1700.

Colin Carter – Guest Contributor

September 1950



# Past Times

## Focus on Winchester Fire Station

Following the arrival of a manual fire engine, Winchester Fire Brigade was formed in 1838, with the appointment of an Engineer and 24 firemen. The following year the newly formed Brigade and its equipment was housed in the old city Bridewell, which had been converted into a combined police and fire station as part of The Guildhall.

The Brigade, as it grew, and moved through the horse drawn and then the motorised fire engine eras, moved to the purpose built North Walls fire station in 1937. The station served the City of Winchester and surrounding areas until the final turnout from the station on 24 February 2011, to the new site in Winnall.

September 1950 - Note two way traffic!





**Winchester, during the era of the National Fire Service.**

Note the removal of the name above the doors, as part of the general removal of place names around the country, in readiness of any invasion by German forces during World War 2. The vehicles behind the personnel are the Dennis purchased by Winchester City in 1926 as a pump escape but later converted to a pump and an Austin Towing Vehicle. The station NFS designation was 16BZ1 as shown on the temporary sign above the doors. (Fire Force 16, B Division, Sub Division Z Station 1)



**Winchester Fire Brigade - 1894**

**Circa 1963**



Winchester, being fairly centrally located in the county would often have 'Specials' issued to serve county wide in addition to the usual firefighting vehicles.



**Rescue Tender built by HCB Angus on an american Dodge chassis. Issued September 1980 and removed from service May 1994.**

**Austin (part hand-operated, part powered), 60 ft Merryweather Turntable Ladder, fitted with a front-mounted Barton pump. Originally built for the NFS and subsequently given by the Home Office to the county in September 1949.**



**The only TL operated by the Hampshire Fire Service prior to amalgamation with Southampton and Portsmouth in April 1974. It was removed from service in September 1965. A replacement, ERF Metz, (HOT 100 L) was not issued until June 1973. Pictured left on delivery and pre-registration**

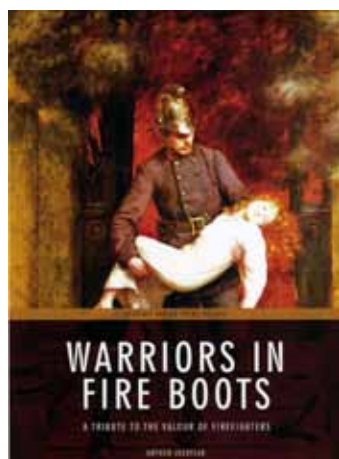


**Commer Control Unit, issued in August 1968. Originally built as a Civil Defence Corps ambulance.**



# Snippets

## Book Review



'Warriors in Fire Boots' tells the stories of some of the men and women of the fire service who through time have performed their duties in a dedicated and courageous manner, and at times have lost their lives in doing so. Going back to the Victorian era the author describes some of the everyday

bravery of members of the fire service and how those acts of bravery have been recognised.

Written by Arthur Lockyear, a retired Sub Officer from the Tyne and Wear Fire and rescue service, this book of 317 pages is a worthy addition to any book collection. Published by Jeremy Mills Publishing. ISBN 978-1-906600-54-9 Price £14.99

### PMA ties and Lapel Pins

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

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



### A Message from Terry Lane, Chaplain to the HFRS PMA



I would just like to begin by saying how privileged I feel to have been asked to become your chaplain. For those of you who don't know me, I served as a fire fighter for 25 years on Red Watch, at Redbridge Hill, having

joined the Southampton Fire brigade in 1974, just prior to amalgamation. I was Ordained as a Church of England Priest while still serving. I do need to say at this point, that if it wasn't for the support that I received from all the members of the watch, it would never have been possible.

I left the Fire Service in 1998 after an injury and spent a year working with terminally ill children before joining the Prison Service as a chaplain, serving at HMP Kingston for two years followed by five years at Parkhurst and finally five years at Winchester. Over the years I have had the pleasure of conducting marriages, christenings and sadly funerals for fire service friends and colleagues since leaving the fire service. I have stayed in touch with former colleagues, some, only a few, are still serving.

My role as chaplain to the Past Members Association, is one of being there for you should you ever need someone to talk to. My role is not to try and sell religion or to try and convert anybody but just to be a listening ear and a support when needed to people of all faiths and those of no faith. It is also to give advice on various issues such as bereavement, or any welfare issue that may arise. I'll just be another member of the team, but one who can carry out Services if required.

I would also like to stress that everything that is shared with me will be totally confidential.

Once again thank you for this opportunity of becoming your chaplain.  
Terry - [terry.lane@xhfrs.org.uk](mailto:terry.lane@xhfrs.org.uk)

# Moving on to Pastures New

**Tim Brewer** 30.03.11 Hydrant Technician, Service HQ, (Previous wholetime service) 13 years 3 months

**Robert Stanley** 31.03.11 Retained Firefighter, Waterloooville, 29 years 10 months

**Andrew Bowley** 01.04.11 Retained Firefighter, Liphook 22years 11 months

**Steve Cook** 04.04.11 Technician, Fleet Maintenance Centre 13 years 5 months

**Fred Brown** 08.04.11Area Manager, (Detached to Maritime and Coastguard Agency) 32 years

**Andrew Dowden-Smith** 10.04.11 Crew Manager, Cosham, 17 years 6 months

**Tom Jones** 07.04.11 Station Manager, New Forest Group 28 years 6 months

**Paul Christopher** 19.04.11Crew Manager, Eastleigh, 26 years 3 months

**Paul Murray** 03.05.11 Watch Manager, USAR Team, Service HQ 30 years

**Jean Williams** 30.04.11 Secretary, Service HQ 22years 8 months

**Bob Bates** 30.04.11 Station Manager, Control 37 years 2 months

**Peter Gulliver** 13.05.11 Retained Firefighter, Burley 20 years 6 months

**Samuel Ash** 18.05.11 Business Education, Service HQ 21 years 4 months

**Neale Hesselmann** 19.05.11 Retained Firefighter, Fareham 13 years 10 months

**Jamie Rolfe** 22.05.11Crew Manager, Fareham 11 years 8 months

**Hugh Poore** 26.05.11 Retained Firefighter, Sutton Scotney 7 years 6 months

**Eric Barker** 30.05.11 Watch Manager, Arson investigation Service HQ 32 years 10 months

**Bob Streeter** 31.05.11 General Duties Assistant, Training (Previous wholetime service) 11years 0 months

**David Ince** 05.06.11 Retained Firefighter, Hardley 22 years 2 months

**Christopher Davis** 06.06.11 Retained Firefighter, Fleet 7 years 6 months

**Paul Hadfield** 17.06.11 Firefighter, Basingstoke 31years 5 months

**Cynthia Foster-Key** 18.06.11 Station Administrator, Basingstoke, 34 years 1 month

**Eunice Deuchar** 19.06.11 Service delivery Admin Service HQ 10years 1 month

**Perenna Powell** 04.06.11 Occupational Health, Service HQ Annexe 5years 4 months

**Robert Lane** 27.06.11Retained Firefighter, Liphook 17 years 1 month

**Lin Winter** 30.06.11 Central Services Administrator, Service HQ 19 years

**Cyril Sankey** 30.06.11 Retained Watch manager, Sutton Scotney 29 years 5 months

**Bob Fairchild** 30.06.11 Watch manager, Basingstoke 36 years 2 months

**Bob Wythe** 21.07.11 Area Manager, Community Safety, Headquarters 33 years

We wish everyone listed every success for the future

# Final Salute

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

**Jim Haines**

**On 22 March 2011**

**Aged 84**

Jim served at Hythe Fire Station until his retirement as Station Officer in September 1981

**Desmond (Ted) Heath**

**on 11 April 2011**

**aged 85**

Ted served at Horndean Fire Station until his retirement as Sub Officer in charge in March 1981

**John Watterson**

**On 22 April 2011**

**aged 60**

John served at Basingstoke Fire Station until his retirement as a Leading Fireman in 1986.

**Den York**

**On 25 April 2011**

**aged 79**

Den served as a Fireman at Lymington Fire Station until his retirement in 1986

**William (Bill) Chadwick MBE**

**On 3 May 2011**

**Aged 94**

Bill served with Hampshire from 1960 as Assistant Chief Fire officer until his move to Wiltshire as Chief Fire officer in 1967. He had previously served with the Oldham Police Fire Brigade, the National Fire Service, rejoining the newly formed Oldham Fire Brigade in 1948 as Third Officer, before his first move to Wiltshire in 1956.

**Trevor (Pete) Sadler**

**on 15 May 2011**

**aged 70**

Trevor served at Emsworth Fire Station until his retirement as a leading Fireman in June 1994

**Peter Coward**

**on 29 May 2011**

**aged 86**

Peter served with Hampshire from June 1961 until his retirement as Divisional Officer (Fire Prevention), based at Eastleigh, in January 1977. Peter began his career in Manchester.

**Terry Pattison**

**on 12 June 2011**

**aged 72**

Terry served with the Southampton Fire Brigade and Hampshire until his retirement as Divisional Officer, (Divisional Commander) C Division Headquarters, Eastleigh in July 1993. Terry had also served as officer in charge of Lyndhurst and St Marys before becoming the Commandant of the Training Centre and then the Deputy Divisional Commander of D Division at Redbridge Hill prior to taking charge of C Division.

**Malcolm Whitehouse**

**on 20 June 2011**

**aged 73**

Malcolm joined Hampshire in April 1972 following service with Walsall Fire Brigade. He firstly served as Station Officer (Senior Instructor) at the Training Centre, Assistant Divisional Officer in charge of Basingstoke Fire Station, Divisional Officer, Deputy Divisional Commander of A Division and A Division Headquarters, Basingstoke before becoming the Divisional Commander. He retired in January 1993

**Norman Best CBE**

**On 24 June 2011**

**aged 87**

Norman was, for over 20 years, the Chairman of the Hampshire Public Protection Committee, (later The Fire and Rescue Authority). He started his political career with Southampton City Council in 1967 and served as both Sheriff and Mayor of the City. He also became Chairman of the Hampshire County Council and was later made an Honorary Alderman. He was a huge supporter of the Service and did a great deal to further its aims during his long association.



# New Fire Station



Photo courtesy of HFRS

The new Winchester Fire Station, built on the site of the old Workshops at Winnall and which went operational on 24 February 2011. Opened by Dame Mary Fagan, The Lord Lieutenant of Hampshire, on 27 April 2011. Two of the old Workshops building were retained at the back, one for general storage and one converted for road traffic collision extrication training.



Photo courtesy of Colin Carter



Photo courtesy of HFRS