

STOP MESSAGE

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



<https://xhfrs.org>



**White Watch, 'Central', tackling a difficult HGV
entrapment, Charlotte Place Roundabout, Dorset Street,
Southampton 1973**

INSIDE



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*Regent Oil Company, oil
distribution terminal fire.*

LONDON TO BRIGHTON

*The PMA's first visit to the London
to Brighton veteran car run.*

PAST TIMES

*Focus on Andover
Fire Station.*

Interesting Facts

FACTORISH

In the 18th century, you could pay your ticket to the London zoo by bringing a cat or a dog to feed the lions



SOURCE: factorme.com/interesting-facts/monopoly

FACTORISH

Pablo Escobar cheated at Monopoly with his kids, hiding extra money ahead of time where he planned to sit



SOURCE: factorme.com/interesting-facts/monopoly

FACTORISH

Flamingos can drink near-boiling water



SOURCE: factorme.com/interesting-facts/flamingo

FACTORISH

"Hello" didn't become a greeting until the telephone arrived



SOURCE: factorme.com/interesting-facts/hello

FACTORISH

The Harvard University Library has several books bound in human skin



SOURCE: factorme.com/interesting-facts/harvard

FACTORISH

A teaspoon of honey is the life work of 12 bees



SOURCE: factorme.com/interesting-facts/honey

FACTORISH

Women's voices have deepened 23 Hz over the past five decades (due to gender equality)



SOURCE: factorme.com/interesting-facts/women-voices

FACTORISH

The very first game of basketball was played with a football



SOURCE: factorme.com/interesting-facts/basketball

FACTORISH

Prehistoric Britons used human skulls as cups



SOURCE: factorme.com/interesting-facts/skull-cups

FACTORISH

400 million years ago, the Earth was covered with giant mushrooms that were 8 metres tall



SOURCE: factorme.com/interesting-facts/mushrooms

FACTORISH

The oldest known customer complaint was written on a clay tablet 4000 years ago in Mesopotamia



SOURCE: factorme.com/interesting-facts/complaint

FACTORISH

Trees can send secret warning signals to other trees about incoming insect attacks



SOURCE: factorme.com/interesting-facts/trees

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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Fm Alan House and Fm Mick Barnes using the oxy-acetylene torch off the ET. Fm Nigel 'Smudge' Smith, Fm Ron Cox and Fm Graham Pike in shot, along with Stn O Roy Rood and DCO Les 'Smokey' Cummins and yes, that really is Smokey inside the cab!



**STOP
MESSAGE**



Dennis F27 Metz 100ft Turntable Ladder WCR 213, 'Number 9', issued new to Southampton Fire Brigade September 1959 and served at 'Central' (St Marys), until sold in December 1977.

Note the use of the term 'Department'.

Southampton was one of the very few to use this, from 1948 until, 'Brigade' was re-adopted in 1965. A joy to drive, if you remembered the gate on the gear box was the opposite way around to the norm!

Welcome from the Editor

Well what a year it has been so far. We are now certainly in a different world since I sat and put together the last magazine.

It takes an event like this pandemic to place perspective on many things, not least the value of good health, how fragile world economies can be, those things we take for granted – like shopping; how easily the world supply chains can be affected; how fragile the aviation and travel industry can be; how relying on manufacturing by other nations can quickly dry up and affect us, - will we see some of this come back to the UK, I wonder? or, once things are back to normal, will we simply forget?

Most of all though we all come to realise just how much we all rely on those with the skills and dedication to keep us safe. Not mentioned much in the appreciation rightfully given are own colleagues who kept the fire stations and fire appliances in a continual state of readiness and who never know what situations they are facing when they turn out through the station doors.

Hats off to all those on the frontline, but with some obvious bias, a huge clap and a large dose of appreciation for everyone, no matter what role they play, in keeping the Fire and Rescue Service at a state of readiness and responding to provide protection to us in the community.
Nice job Folks.

Until the next time...

Stay Safe - Stay Well.

Alan House

AVONMOUTH

On 6 September 1951 a fire broke out at the Regent Oil Company oil distribution terminal at Avonmouth. The Regent terminal consisting of 15 acres was part of a larger distribution site covering 120 acres. At its height the fire was spread over 3 acres and involved a number of storage tanks containing millions of gallons of petrol, gas oil, aviation fuel and benzol.



The first call to the Fire Brigade was received at 1456 and simply stated 'Fire in tank, Royal Edward Dock. No indication of the scale of the fire or detail of the product involved. It was later established that the tank of origin contained gas oil during a transfer operation from the tanker 'Fort Christina'. The initial explosion took the lives of two employees working on the tank. A Fireman on the Fireboat 'Endres Gane' at its moorings in the docks witnessed the explosion and also called the Brigade.

The onsite operatives started to shut off tank valves (later it was found that one valve was forgotten on a tank containing petrol which was being transferred into a fuel barge!). On the adjacent Cleveland Petroleum Company site, sprinklers and drenchers were turned on to protect their three nearby tanks.

Bristol Fire Brigade mobilised a Pump Escape, Major Pump, Foam Tender, Fireboat and Wireless Car. (Ed – a 'Major was really what evolved into a Watertender. Southampton used the term Major Pump right up to amalgamation in 1974). On arrival, crews found that the fire had spread to involve five other tanks, with four of those being overhead tanks and one of which exploded as crews were attempting to complete a line of hose which had been started by site employees. An assistance message was sent back for more resources and the Fireboat commenced to charge a 6" steel dry water main installed as part of the fire plan for the site. Fixed pumps in

the Port of Bristol Authority pump house were also started to charge a 10" salt water fire main. A portable canvas dam was set up at an outlet from the charged 6" main to enable a trailer pump, (Ed – this was of WW2 vintage), to supply two No 10 hand-held foam making branches.

The fire spread rapidly and very soon 4 large storage tanks and 4 overhead tanks were on fire and two others were threatened. As crews worked to increase the foam attack and cooling jets to protect adjacent tanks, the call for reinforcements was sent resulting in appliances and crews from 24 other Brigades being mobilised. A second Fireboat, normally kept in the Bristol City Docks was moved around to assist with operations on the evening tide. By early the following morning, despite valiant efforts, two more tanks were involved, endangering the pump house feeding the water main.

By 0430, there were indications that the spread of fire was being controlled but at 0450, an explosion occurred in one of the tanks containing petrol, dislodging the roof and spreading its content in a rapid escalation of fire and forcing crews to abandon their appliances and equipment. All escaped and accounted for with the exception of one member of the Exeter Fire Brigade who was later found on the foreshore with back injuries.

Re-focussing their efforts, crews by 1000 had regained lost ground and were able to commence a concentrated foam and water cooling attack using 26 no 10 foam making branches and 30 cooling jets.

During the rest of the day, steady progress was made despite frequent re-ignitions through the foam blanket which needed constant attention. It proved almost impossible to get close to one of the burning tanks due to the intense heat and so three 40ft lengths of 3" steel pipe were adapted for use with the foam branches and effectively extend them to apply the foam from a further distance.

The final flames were extinguished at 0450 on the 8 September after some 38 hours of firefighting. The new hazard came from the concentration of petroleum spirit vapour which then existed across the site.

The fire destroyed some 2.5 million gallons of stored oil and spirit in 12 tanks, which were not independently banded, permitting free flow of burning product from ruptured tanks. A common drainage system consisting of two ditches also ran across the site providing a route for burning product. During WW2 tanks on the site had been fitted with foam applicators to enable foam to be applied into the top of tanks. After the war, these had been removed and replaced with two product line injection inlets to be used to back feed into the tanks, via each having a threaded No 10 foam making branch, located outside of the site pump house. This of course proved to be totally inadequate and was greatly criticised. Before any foam could be injected to any one tank, it would have been necessary to enter the zone and operate valves at the base of affected tanks.

This fire changed the thinking of fire protection for such sites. At its height, the fire had 30 Fire Brigade pumping appliances at work out of the 60 which ultimately attended the incident, with over 300 personnel. The east side of the site was bounded by a railway track and this was used to bring foam compound to the site and from which fire crews carried the cans to the point of application. In this post-war period, many trailer pumps were still in use and these two had to be manhandled into position.

The difficulties of on-site communications between crews was highlighted with this being an era with very limited numbers of 'walkie-talkie' radios. Also highlighted was the accountability of personnel across a large area of operations and the fact that the adoption of reporting on scene as manned appliances without a listing of personnel forming the crew. Although Brigades had been asked by the Home Office to maintain a listing of special appliances, stocks of foam and equipment etc in adjoining Brigades, the incident showed that this needed to be extended over a wider area. The age-old problem of repatriating equipment after a large incidents showed itself, with inadequate markings, especially in identifying that from reinforcing crews. Something that has still not been fully resolved! I imagine the amount of equipment lost or written off was significant too.

Crews attended from the individual Fire Brigades of: Bath, Berkshire, Birmingham, Cardiff, Devon, Dorset, Exeter, Gloucestershire, Gloucester, Glamorgan, Hampshire, London, Middlesex, Monmouthshire, Newport, Oxfordshire, Oxford, Plymouth, Shropshire, Somerset, Warwickshire, Wiltshire and Worcester City and County. It seems also that an Army Fire Service crew from Hampshire also attended. 48,000 gallons of foam compound was used with 2,559 gallons of petrol and 280 gallons of diesel used for pumping appliances plus, 800 gallons of lubricating oil (engines not so efficient in those days) and 100,000 feet of hose.

A significant incident, by any standard and one with many lessons resulting in improvements within the petroleum industry and changes within Fire Brigades, for fires of this type and wide area mobilisation of reinforcements.



Ken Davis related to me a story he had been told by 'Wizzle' Pearson, that well known and fondly remembered character (wholetime) from Lyndhurst. Apparently, he was at the Hampshire Fire Service HQ at North Hill House, Winchester one evening when the DCO told him to get back to Lyndhurst and load the flat bed lorry with canned foam because HFS was expecting an assistance call from Bristol Fire Brigade. Wizzle did this and then drove the vehicle to the fire. He told Ken, "I was somewhere near Bath without a clue how to get to Avonmouth but as I approached a road junction a pump approached from my right. I guessed it might be going to Avonmouth so I tucked in behind it and sure enough it took me right there".

Ken reflected "I bet Wizzle would still have found an excuse if that pump had taken him and a couple of hundred gallons of foam compound to a chimney fire"! Ken is so correct; those who knew 'Wizzle' will no doubt smile. A quiet, giant of a man, who knew all 'the angles', having a huge range of experience. A 'come with me nipper' sort of a guy who could always show you another way of doing something. He only ever served at Lyndhurst, having originally joined the pre-WW2 New Forest Rural District Council Fire Brigade, with Lyndhurst being the Headquarters station. He just knew how to use a gearbox draw every last bit of speed out of any vehicle he drove. Interestingly, during that long period of time when 'Firemen' had to retire at 55, he was one of a select few all stationed at Lyndhurst who, because they had been with the New Forest RDC Fire Brigade, were permitted to continue until they were 60 due to their original employment conditions.

Alan House



London to Brighton Veteran Car Run 2019

Sunday 3rd November 2019 saw the PMAs first visit to the London to Brighton veteran car run. Sadly we didn't fill the coach but 35 intrepid members prepared to brave the forecasted inclement weather. They need not have worried, the weather was wonderful, with the forecasted rain only appearing whilst we were on the coach. As we alighted the sun came out - it was all down to careful planning!

Our first stop was at Hassocks Garden Centre where we enjoyed a hearty breakfast before most of us went to view the veteran cars..... I say most of us, because several of the ladies (led, I'm told, by Julie Cowmeadow) stayed in the Garden Centre perusing the extensive displays - Julie did suggest we have another trip to the same Garden Centre and ignore the cars - Philistine !

Many of us took the short half mile walk to Clayton Hill where we were within 2-3 feet of the cars as they struggled up the incline. Some didn't quite make it and passengers were ejected to lighten the load, running up the hill or giving a push where necessary. Several intrepid cyclists on Penny Farthings struggled up the hill but few actually reached the summit under pedal power.

There was an enormous range of cars, mainly fuelled by petrol but some still running on steam, most of the manufacturers of these early cars have disappeared but there were several large Mercedes showing off their power as they overtook the smaller cars on the hill.

Around 1.30 we re-boarded the coach and drove into Brighton alighting on Marine Drive (just above the finish line). Here we could see the cars close up and see the drivers and their passengers celebrating their arrival, champagne flowed - sadly not for us. We made do with fish and chips under the arches and at 4.30 we boarded the coach for a leisurely drive home. Listening to the comments it was clear that everyone had enjoyed themselves. For most, this was their first visit.

In closing, I pay tribute to the 80yr old Canadian participant who sadly lost his life when he took a wrong turning on to the M23 and his 1903 Knox Old Porcupine was in collision with several vehicles.

Phil Webb

Photos from Robin and Nicola Furniss



Fire Service Flags

In the last edition we took a look at the flags of the United Kingdom. So what about flags used by the Fire Service through time?

The first, and indeed the only time, that the Fire Service has had an officially approved national flag, was during the era of the National Fire Service, (NFS).

On 18 August 1943, to commemorate the second anniversary of the formation of the NFS, the official flag, which had been personally approved by His Majesty the King, was flown for the first time. The Home Secretary, Herbert Morrison, unfurled the new flag at a review parade held in Hyde Park, London, consisting of representatives of all NFS Fire Forces, including Firewomen and members of the Canadian Corps of Firefighters. Music was provided by the combined NFS Bands of the London Region.

On the same day, The Home Secretary attended the inaugural luncheon the newly created NFS Benevolent Fund, (NFSBF), later the FSNBF.

The flag was of a design, formally registered with the College of Arms, having the Union Flag incorporated into the upper left quarter ('Union Canton') with quarters 2 and 3 in red with, at the lower fly end of the flag, a navy-blue quarter on which was emblazoned the badge of the NFS.

At the same time as giving approval to the official NFS flag, the King also gave his approval for an official flag to be flown on fireboats, having been discussed for the first time in August 1942. The flag was based on the 'Blue Ensign' with the NFS emblazoned centrally on the right half of the flag. The Admiralty agreed that the flag would serve as a general identification flag for fireboats. It was flown from the flagstaff or the gaff of the main mast.

Although officially unfurled the month prior at the ceremonial parade, the new NFS flag and the fireboat Blue Ensign were then first flown officially, across NFS establishments, on Battle of Britain Sunday 26 September 1943.

A flag for the 'Civil Defence Services' was also approved by His Majesty the King. It was similar in design to the NFS flag, but with yellow being used in place of the red quarters, was also flown for the first time on this day.

As with so many things devised by the NFS, very detailed instructions were issued regarding the flying of the flag.

The flag was to be flown daily between 0900 and sunset, providing that facilities for this purpose were available at:

Regional Headquarters (where situated in separate premises from those of the Regional Commissioner).

- Fire Force Headquarters.
- Divisional Headquarters.
- National Fire Service College.
- Regional and Area Training Schools.

The flag could also be flown at special events such as displays and competitions.

In some Regions a short ceremony was adopted for the daily hoisting of the flag with personnel parading before the flagpole. Flags were to be lowered at sunset.

Various size building flags and fireboat flags were available depending on the height of the building/flagpole or the length of the boat.



The Standard of the past Members Association



The Fireboat Ensign of the National Fire Service



The Flag of the National Fire Service



The new Fire Service College flag being unfurled at Wotton House, Dorking on 27 July 1951, after the College was moved from its home at Saltdean,

The NFS ceased to exist at midnight on 31 March 1948 and so there was no longer a national official flag. However, in October 1949, the design for an official flag to be flown at The Fire Service College, (at this time still located at 'Saltdean', near Brighton) was submitted for approval.

This was based on the design previously approved for the NFS, but with an adapted badge incorporating the Royal Cipher, and the words 'Fire Service College' in red and silver. Formal approval by HM The King was granted in December 1949 and registered with the College of Arms.

The College at Saltdean closed in April 1951, and was relocated to Wotton House, near Dorking, where the flag continued in use.

The Royal Cipher on this flag was modified on the death of The King and the subsequent coronation of the current Queen.

HM The Queen then granted permission for a new Fire Service flag, to be flown at the new Home Office 'Fire Service Training Centre', which was opened on 30 September 1955 at Washington Hall, near Chorley, Lancashire.

This new establishment was used to train Royal Air Force Class 'H' Reservists who would be used to assist the crewing of AFS Mobile Columns in time of war. The flag, of similar design to its NFS predecessor, bore the crown and star with 'ER' in the centre and it flew alongside the Royal Air Force flag at the establishment.

The 'Fire Service Staff College' at Dorking, Surrey, and the 'Fire Service Technical College' (later 'The Fire Service College') at Moreton-in-Marsh, Gloucestershire, adopted the same design for their official flag, until the College has passed into commercial ownership in 2012. On ceasing to be Crown property, the use of the approved 'ER' flag passed into history.

The new College flag simply has a design representing the eight pointed star with a red ring and the words 'Fire Service College' and in the centre, in black, a laurel leaf design as used in rank markings for Divisional Officer (Group Manager) and above.

Today, there is no flag that is representative of the United Kingdom Fire and Rescue Service. Pleasingly though, a number of Fire and Rescue Services have adopted their own flag and, additionally, there is a noticeable increase in the use of ceremonial Standard Bearers at local or national parades and events.

The Fire Brigades Union in their Centenary year of 2019, created their own ceremonial Standard as part of their celebrations. Standards are most prominently displayed at the annual parades organized by the Firefighters Memorial Trust, which has its own Standard and, which is increasingly are becoming the keepers of many Fire Service traditions and ceremony.

It is perhaps a view reasonably articulated, that the Trust is in fact the of the only existing representative flag of the UK Fire and Rescue Service, in that their Standard bears the Coat of Arms, officially granted when the Trust was incorporated by Royal Charter in 2010.

The HFRS Past Members Association does of course have its own Standard, which is proudly displayed on suitable occasions and, when we have an available Standard Bearer. The Standard incorporates the badges Southampton, Portsmouth and Hampshire.

1976 and all that...



Ringwood Forest 1976



Andersons Adhesives, Alton 1976

Those who served during the summer of 1976 will often referred to that period in the way that military campaigns are remembered. It was, without doubt, one of those memorable periods in anyone's career. A testing time for the Brigade and those who spent so much time responding to incidents, with a huge amount of learning for everyone involved. As a young Sub Officer I can say, rightly or wrongly, that I loved every minute of the experience and my knowledge and awareness was greatly developed.

Always in the back of my mind from this period was the number of times, in particular, you heard on the radio 'HX from 03, (then Farnborough), 'Watertender mobile to... Sub Officer Chandler, 6 riders' – normally followed shortly after by 'Assistance Message, Make Pumps...'. Remember, Farnborough was a Day Manning station so the Turnout fees adding up must have brought a smile to those responding at the time!

As June progressed so did the number of fires. Longmoor Ranges were the scene of a serious outbreak on 10 June and 600 military personnel being brought in from Bordon and Longmoor camps to support fire crews from 13 fire stations under the command of Divisional Commander Harold Stinton. According to one newspaper report, Southampton was one of the hottest places in the UK with a temperature of 96F being reached.

On 29 June a serious blaze in a Dutch Barn was brought under control by 6 crews under the direction of Divisional Officer Vic Cavill when faced with a water shortage to protect surrounding property and equipment, pumps were set into the open sea and relayed to the scene.

On 5 July it was reported that the Hampshire Fire Brigade had one of its busiest days with 149 heath and forest fires being attended in addition to 83 other fires. At one point, one appliance from Romsey was moved to standby at

Basingstoke. One of the biggest fires of the day was at Silchester Common.

On 8 July it was reported that during the month of June, Hampshire crews has attended 2,141 calls within the county or into adjacent counties with 1,100 of these calls being woodland and heath fires. This was an increase of 460 calls as compared to the previous June. After an incident involving heathland at West End, one newspaper reported that 'the firemen found the charred undergrowth almost ankle deep with old bottles and bits of broken glass, which apart from anything else, the firemen could have cut themselves to pieces'!

On 11 July a serious fire developed in Ringwood Forest with six miles of forest and heath being affected, closing the Bournemouth spur road as the fire jumped the road. The newspaper reported that 30 fire appliances were involved around the area. Other road were also closed at times.

(Ed- I was there and experienced, for the first time, some serious 'crowning' through a large section of pine forest when we were underneath. An 'interesting' experience. As Divisional Officer Vic Cavill muttered at the time 'that's not good, maybe we need to reposition'! Vic was a very calm, experienced and competent New Forest based officer. The fact that he was a little perturbed made this young Sub O at his side listen and look around!)

The CFO, Archie Winning made an appeal on 21 July to farmers and asked them not to burn stubble in their fields during the dry and hot period. **(Ed- do you remember the days of many calls to stubble field fires out of control?).**

On 23 July amongst all of the heathland incidents a serious fire occurred in a large thatched roof property, Carpenters Cottage, Dock Lane, Beaulieu after a period of extensive renovation.

On 1 August a 40 acre heathland fire threatened thatched properties at Latchmoor, Brockenhurst and crews did a great job in preventing these properties becoming involved. With all of the fires being attended around the county, tragedy struck on 9 August when retained Fireman Gordon Tulk from Andover, on his way to the fire station fell from his cycle and hit his head on a lamppost and sadly died the next day in hospital from his injuries. 'Gus' as he was known was one of 4 family members serving or who had served at the station.

Amongst the many heathland fires being attended fire broke out at Andersons Adhesives, Mill Lane Industrial Estate, Alton on 16 August.

This developed into a serious fire in a local family run factory and warehouse involving products used in the manufacture of adhesives plus paint and plastics resulted in 10 pumps and a HP attending to bring it under control. Eight members of the Brigade were taken to hospital after being overcome by the products of the fire – 6 from Alton and 2 from Petersfield, with 2 from Alton being detained overnight. At one point a 5000 gallon storage tanks containing adhesive emulsion burst. The back wall of the building was blown out as a result of several explosions.

For the on duty operators in the Control Room, the fire meant that for several hours, at least 12 fire appliances were fully committed. In that time, dozens more calls poured in and it was necessary the move remaining forces around the county to provide cover.

The end of year statistics for the Brigade showed that over 20,000 incidents had been attended. That was an increase of over 6000 calls on the previous year of 14,156. This new record figure included 9000 heath and forest fires which was over double the number attended the previous year. There had also been a noticeable spike in road traffic accidents (440), special service calls (1,017), chimney fire (1,413 and false alarms (3,734). The total of calls actually handled by Fire Control handled to deal with those incidents was recorded as being over 33,000.

The activities of the Brigade and the Control Room in particular, were vividly captured by Peter Smith, the well known reporter from The Hampshire Telegraph (later The News), on Thursday August 19:

'The county's woodlands are more black than green. Its skies are more often stained by black smoke – palls than blue. Hundreds of firefighters are sent out daily to tackle numerous fires and the county-wide operation is run from a single small room located on one floor of a multi-story block that serves as the Hampshire Fire Brigade Headquarters in Winchester. Inside a small group of people – a close-knit team, play a constant game of life and death chess, using the whole of Hampshire as a giant chess board and fire engines as the pawns.

Opening the door to Hampshire Fire Brigade's control room you can hear the county burning...for a split second buzzer sounds, a telephone is snatched from its receiver – 'Fire Brigade – Woods on fire you say – which road? – an anxious member of the public reports a new blaze.

Control Room operator Ted Rushmoor is still extracting the exact address for that fire, coming in from Havant, when the fire-call buzzer sounds again.

At another console, Len Fry, from Romsey takes another receiver from its holder – 'Fire Brigade – woods on fire, yes madam, near the Basingstoke motorway. By now the first fire call is taken. The address is passed across the room to the far side where Barry Mabbett punches the teleprinter keys, sending out the address to the station. In Havant, the bells go down and the fire engine turns out for Havant Thicket – already, the firefighters can see the thick black smoke staining the sky.

In the Control Room, the process has already been repeated two more times. Basingstoke in the North and Fordingbridge in the New Forest have both been turned out.

As each appliance leaves its station, confirmation is sent to into Winchester on the teleprinter. Each move is then repeated on the radio.

'In attendance' shouts the officer-in-charge of the Havant fire engine and the counter that represents his appliance is moved accordingly on the giant map board in the Control Room across to adjacent incident status board that is used to record every move and situation.

To the layman there seems to be chaos in this noisy room. The radio booms out – 'Zero- One in attendance' and then 'Four-Seven in attendance'.

'Two more calls for the West End shout' says Les Simmons and his thought turn momentarily to the West End station. When he is off duty from the Control Room, he is the Sub Officer in charge of the part-time firefighters there.

Les is one of four operators in the Control Room that day who all work as retained men, when they are off-duty. Len Fry now taking a call about a coach fire in Romsey gets his fellow retained firefighter, Lionel Williams to use the street map for the area to pinpoint the coach's position for the men.

By now there are dozens of separate fires burning in the county and more are coming in. The county's children are on holiday and they love playing with matches.

The county's farmers are determined to carry on stubble burning. The drought stretches on and on. Woodlands are dry, parched and unending fire risks, just waiting for that carelessly disregarded cigarette.

Whatever causes the fire to start, each one is eventually processed through this room and in a few moments that an operator might have pondered all this in his mind, more calls have come in.

At the military ranges in the north of the county, where the Brigade have been in action every day this month, comes in another dreaded call – immediately followed by another more urgent shout on the radio.

From 'One-Six' at Havant Thicket, Make Pumps 4' is the message and Christine Scanlon taking it, knows this is the day's first big call.

Christine, from Waterlooville, one of the Brigade's two women Control Room Operators, came from Portsmouth City Fire Brigade on amalgamation two years ago. She knows that the officer on the fireground needs three more engines to back him up, immediately.

The Operators can only imagine what is happening, a wall of fire sweeping through the fir trees and they know those reinforcements are vital.

In one move, part of South-East Hampshire is devoid of fire cover as Havant's second pump is ordered, together with one from Cosham and Emsworth is sent on.

For Slim Starks of Sutton Scotney, the duty Control Officer in charge, lies the responsibility of maintaining fire cover for the entire county. He must bear in mind that around Havant the area is now thinly covered – but there is now a new problem.

On the fire consuls, still more calls are coming in – sheds on fire near a Portsmouth block of flats, another gorse fire crossing the main road near Petersfield – but it is the direct line from Dorset Fire brigade that occupies his mind.

'We have a 20-pump fire, request 5 pumps from Hampshire' comes the urgent request from Dorset, clearly being swamped by their own fire blitz. Five pumps must be stripped away from the New Forest. Two of the nearest fire engines which would have normally responded are already out on fires. Slim chooses the next five to go. The teleprinters chatter. The bells go down and tired firefighters who have had no respite from forest fires for months, answer the call again.

It is the concerted teamwork, under the command of Assistant Divisional Officer, Brigade Mobilising Officer in the Control Room that enables the growing mass of fires to be

covered. On the master control board, the messages from the radio, constantly feeding its staccato information into the room, are plotted.

Liphook's firefighters radio in that at long last they have finished with their fire – 'Mobile to home station' and you can almost hear the relief in their voices.

But, Christine Scanlon breaks in – 'HX to One-Three, wait'. 'HX to One-Three, proceed to'. And Liphook' firefighters with klaxon bam-bams are on their again.

The Control Room is now working at full peak. A garbled sound on the radio means that so many officers are trying to get their message back, they are all talking at once. Christine patiently sorts them out and takes the messages. In the New Forest a Land Rover crew asks for talk-through to talk through to another appliance on the fireground. For a moment, the Control Room gets a mental glimpse of one of the blazes – 'the fire is getting away from us, we need another Land Rover on our side of the fire.

By now, more than 20 of the county's stations are out firefighting. Larger and larger areas of the county are being stripped of fire cover. It heightens to a routine; a regular, almost monotonous flow of constant emergency.

A new fire-call, locate the address, teleprinter the address to the station, monitor the fire on the radio, plot every move on the status board, hope it's not a big one ... nonstop.

So many stations are now empty on the New Forest that the next move instigated from the Control Room, is for Redbridge from Southampton to standby at Ringwood fire station.

For the same reason, on the previous day, Havant were sent to Liphook and Cosham were sent to Aldershot for the day, when the North of the county was stretched. On that day, Cosham's firefighters to their surprise ended up tackling outbreaks of fire in Farnham, Surrey.

Suddenly in the midst of the grass fires comes a call direct on the fire line from Portsmouth naval Base – 'fire on HMS London'. Paul Daly turns out four fire engines from Southsea and Copnor and the officers. Throughout the day, the Control Room also keeps a second by second check on every one of the Brigade's 100 on-duty officers.

This time, Southsea's Station Officer is available on the radio in his car and he is sent. The duty Divisional Officer is sent on from his home. Once again the counters are moved on the boards to show status of those mobilised. The fire is out when the firefighters reach the ship and soon all 4 appliances and the officers are back available on the radio.

But, at Havant Thicket, things are getting worse. 'Make Pumps 6' and the teleprinters chatter to send more fire fighters to the scene. Horndean and Waterlooville are sent



Bratley Arch, A31, New Forest 1989



Bratley Arch, A31, New Forest 1989

Cosham are sent to stand by at Havant. It is a constant chess game.

New fires multiply. At Warsash comes - 'Make Pumps 6', with Slim choosing Wickham, Titchfield, Gosport and West End to send. Before the present drought, one 6 pump fire would be a major event in any one day. Now, it is lost among the mass of fires.

The watches change three times a day and details of each fire in progress must be passed to each person coming on shift. Then, at the day's bigger fires, in the New Forest, at Havant Thicket and at Warsash comes the request for refreshment at the scene. It is the Control Room's responsibility to find the contacts, organise food and drink and for the biggest incident – in the New Forest, the Brigade's purpose-built canteen van (based at Winchester), must be manned and sent on.

From the North of the county, a crew radios in that their appliance has broken down – remember, the Brigade's fleet of fire engines has been working at an unprecedented level for months. Another Control Room duty is to contact the Brigade Workshops and turn out the duty mechanic.

During the continuous hammering over the past weeks, Slim's watch dealt with one day when 230 calls were answered with another 250 repeat '999' calls being answered for those same calls.

The last sound as you leave the room is the same sound of Hampshire burning incessantly.... 'From One-Three at Whitehill, make Land Rovers 3' on the non-stop radio. 'Yes Madam, we are on the way ...', as another caller is reassured. The droning chatter of the teleprinters calling out more fire engine and the short burst of the emergency buzzer, as the inevitable next call comes in.

And the next day it is all dismissed as a statistic. 'Hampshire Fire brigade dealt with 147 calls yesterday' is the bare statement from the Brigade press office.

Nearly every firefighter in the county moved. Every fire station was called out at least once. Every call was answered.

Already, the Brigade's entire record-breaking total for 1975 of 14,157 calls has been passed, hundreds of fires ago.

This year, one watch became the talking point within the Brigade by breaking the 100 calls in one day barrier. Now, weeks go by with fire calls never dropping below 100 calls a day.

Tomorrow, no doubt, there will be another 100 calls for the Control Room to process. Another 100 crises to solve as the team keep Hampshire from burning'.

Not on the same scale, but the summers of 1981 and 1989 also had crews running around dealing with some serious heathland fires. In May 1981 600 acres burned for 2 days in the New Forest and again in the Forest, in September 1989 a serious and rapidly spreading fire closed the A31 at Bratley Arch and threatened two service stations and two cottages. At its height, 20 pumps, 4 water carriers and 12 Land Rovers were at the scene, plus a Coastguard helicopter which landed on the closed A31 and was used to overfly the area to assess the spread and resource needs. Three additional Water Carriers from the Wessex Water Company were also on scene.

Even this year as we started to see significant 'wildland fires' elsewhere, there was little activity in comparison to the way that Summers used to be in Hampshire. Better land management, better luck or less arson – who knows, but always something that could happen in a County such as this.

Alan House



Portsmouth City Fire Brigade Emergency Tender,
Ford/HCB Angus, XBK 433L, 1972

Remembering - In Your Time

So, each of you will remember 'back in the day' facts and trivia. Here is the chance for you to share something to stir the memories of others or, to amaze those who never knew of such a thing. Your chance to record that, YES, it really was like this or really DID happen this way.

Hopefully a submitted memory will prompt another in someone else who can add a comment or start another thread. The challenge to me will be to try and find a photo to illustrate the memory.

Here are some to kick things off:

We used to ride up to SEVEN on an appliance – FIVE only to a chimney fire.

Chimney fires were a regular feature for all stations from October to April. High numbers being attended and, statistically warranting their own attention by means of 'Fire Prevention' leaflets. There was a time when the County had chimney response vehicles. The original Land Rover L4Ps attached to some stations were equipped with 'chimney kit' and could respond on their own – actually you could ride 5 on a L4P; three in the front and a 'buddy seat' on each side just inside the rear door. Seat belts? Don't be daft! Today, there are firefighters on Hampshire fire stations who, through no fault of their own, have never been to a chimney fire! One

suggestion made to me was that the risk assessment for tackling from the roof would present problems. Not for me to comment!

The County stations all had sirens for calling out the retained, those on Day Manning and those on-call off-shift at wholtime stations. Doubling as air-raid sirens, their continuous tone would start up and sound for a minute, with stations often turning out as the siren died to a growl. Actually, as a kid I would run or ride my bike to the wooden fire station close to my home in Brockenhurst to watch the Dodge Wrt turnout or, on occasion, the spare Austin ATV and Trailer Pump turnout. Watching those Firemen run or cycle into the station must have sparked something within me I guess. If we were lucky, one of the Firemen would tell the kids where the fire was and we could go and see. More often than not they would not tell us or say it was somewhere completely different so we would not try and follow.

At the same time, those on call had bells fitted by the GPO (General Post Office) in their home or often, place of work, which would ring in thirteen (loud) bursts during the minute of activation. Those responding would be out of the door with the first tremble of the very loud bell, leaving the family to endure the remaining minute. It could not be switched off – but most had a sock or something similar to place between the striker and the bell to prevent waking the kids or



Commer/HCB Watertender, on delivery trade plates in 1951. Believed to be JAA 676, Lyndhurst

annoying the neighbours! I am probably not alone in saying that the particular tone of that bell remains with me to day and when the one in the museum is sounded, it still makes me react. I bet I am not alone in reflecting that responding to the wail of the siren really did add something to the excitement and anticipation of the turnout.

There was just something about racing to the station, by foot, car or bicycle (and I have done all three) with that sound in your ears. The doors of the station banging open as you arrive, perhaps the Bedford or the Commer starting up. The reach for the Tally, which was your 'ticket' to ride on that call – one for the OIC, one for the Driver plus 5 other crew members (unless it was a chimney) and the 'W' tally for the 'Watchroom Man'. Reading the long ribbon of teleprinter tape and the pump leaving with the single Lucas revolving blue roof light and, to the 'tinny' sound of the Lucas electric two-tone horns and perhaps the hand-operated bell. Air horns did not appear until the early 70s. Southampton had a mixture of hand-rung, hand cranked and electric bells and as far as I know so did Portsmouth. Southampton liked the Bosch electric two-tone horns giving a very 'continental' sound before going over to Fiamm air two-tones. I am not sure about Portsmouth, but maybe someone will enlighten us. Again, I would say that, responding in a pump to the sound of the roof-mounted traditional 'fire engine' bell is a fond memory and again, I bet, others feel the same.

The 'Watchroom' was an official role given to the 8th man in (or 6th man on a chimney call) whose task was to remain

on the station for 15 min after the pump had responded, preparing the turnout sheet for signature – memory hazy here, was it an FGA1? Those responding would sign a 'T', those not riding would sign an 'A' and the Watchroom, a 'W'. A 'W' would be paid the same fee as a 'T'

Being instructed by Divisional Driving Instructor, 'Knocker' White from Lyndhurst, in the D Division Spare - Commer WrT, in preparation to take what was then the new HGV driving test. I was examined by Stn O Vic Cavill, who advised that I was the first in the county to take the new test. (Officers took on the role of HGV examiners for many years). My first 'blue light' drive was to a chimney fire in Park Close, Brockenhurst.

Guy Fawkes Night nearly always guaranteed at least one call and when on duty at Central Station, with the Southampton Fire Brigade, numerous calls throughout the night. My first night shift in Southampton was November 5. I thought I had died and gone to heaven! The second night was still busy, including a 5 pump fire involving a shop in Woolston and a call to a ship. So busy was Nov 5 in the city that crews on overtime rode spare appliances until late evening.

So, over to you, send me in your memories, especially the ones about how things were done, which may surprise many today.

Alan House

HFRS Incidents

Update

Previous reports have referred to certain pumping appliances as IRC's (Intermediate Response Capability) and EC's (Enhanced Capability) whilst the more familiar WrL and WrT still exist, for now. All future appliances will be designated either 'Rescue Pumps' (RP) or 'Light Rescue Pumps' (LRP), all WrL and WrT appliances will be phased out. The two-tier approach will become the norm now that the 'First Response Vehicle project' has been scrapped.

The first of the new specification LRP's have started to arrive from Angloco*. Ten in total are expected and will be allocated to Basingstoke, Rushmoor, Havant, Fareham, Gosport, Southsea, Winchester, Andover, St Marys and Hightown.

Tenders will soon be invited for the supply of 27 Light Rescue Pumps and 6 Rescue Pumps for delivery over a two year period commencing August 2021.

**Editor – These will be first pumping appliances, which have not been built by Emergency One since 1999. Nice to hear that HFRS is moving back to more easily understood definitions and back to just two types, one all of the WrLs and WrTs have gone.*

Editor - The eagle eyed amongst you will note that I have not included incidents from 6 July 2018 through to January 2019, in order to catch up with things. If anyone wants the incidents for this period, just email me and I will send them to you. There were 15 notable incidents of 4 pumps or above during this period. Are we seeing an increase in larger incidents? Not necessarily, but perhaps a different approach to tackling them, couple with available pumps and the number of riders on those pumps. The days of '7 riders' have long gone! Also, look at the number of incidents where a Water carrier is being requested. Again I take your eyes to the distances some crews are now travelling to incidents, including first attendance due to ongoing crewing challenges. Similar challenges across the UK.

2 January 2019

Make Pumps 8, WrC 2, Total Automotive Care Ltd, Furszehill Farm, Sheepwash Lane, Denmead. Fire involving several commercial buildings consisting of car repair business and furniture restoration business approximately 90m x 70m, single storey of metal and asbestos sheet construction, 100% by fire, 1 stable block approximately 4m x 28m, 80% by fire, 2 CAFS jets, 2 ground monitors, 2 hose reels. Attendance RP and WrL Cosham, WrL and WrT Waterlooville, RP Havant, WrT Portchester, IRC Southsea, WrT Horndean, RP and WrC Fareham, WrC and CSV Eastleigh, EPU Romsey. Stand by moves WrT Droxford and RP St Marys to Fareham, WrT Emsworth to Havant and WrL Wickham to Cosham. Relief crews WrT Droxford, WrL Waterlooville, RP St Marys and CSV Rushmoor.

19 January 2019

Make Pumps 6, Fir Grove Manor Cottage, Firgrove Road, Eversley, Hook. ToC 16:27. Fire involving domestic property 12m x 6m, 100% by fire. One male casualty to hospital suffering from smoke inhalation, 3 jets, 1 hose reel. Attendance WrL x 2 Camberley (Surrey FRS), RP, IRC, WrT and CSV Rushmoor, WrT Fleet, WrL Wokingham and WrL Bracknell (Royal Berkshire FRS). Stand by moves WrL Wokingham Road Reading (Royal Berkshire FRS) and IRC Basingstoke to Rushmoor.

2 February 2019

Make Pumps 8, WrC required, Poplars Farm, Frog Lane, Rotherwick. ToC 15:20, Make pumps 4 @ 15:42, WrC required @ 15:51, Make pumps 8 @ 16:01. Fire involving three storey residential farm house, 50% of roof and second floor involved in fire, building 22m x 20m, 13BA, 5 jets, 3 hose reel, PPV in use. Attendance WrL Odiham, WrL Hartley Wintney, RP, IRC, CSV Basingstoke, WrL Tadley, WrT Overton from stand by at Basingstoke, From Royal Berkshire WrL and Hazmat Unit Whitley Wood, WrL Wokingham Road Reading, WrL Caversham Road Reading. WrC Fleet, CSV Rushmoor. Stand by moves RP Winchester to Basingstoke and RP Cosham to Winchester. Relief crews at 19:00 RP Andover, WrT Bordon, WrL Mortimer, WrL Wokingham Road Reading (Night watch) Royal Berkshire. Relief crews at 20:00, RP Havant and IRC Southsea.

5 February 2019

Make Pumps 20, ALP 3, WrC 9. Ocado Distribution Centre, Walworth Industrial Estate, Andover. ToC 02:44. The largest incident so far this year. Crews discovered a fire within a building containing a mezzanine floor measuring 164m x 140m used as a distribution warehouse and were experiencing considerable difficulties locating the seat of the fire. At 08:35 an informative confirmed 2BA, 2 jets, 1 hose reel and PPV in use.

Attendance - Pumps:

RP and WrT Andover, WrT Sutton Scotney, WrT Overton, IRC and RP Basingstoke, WrL Stockbridge (from standby at Andover), IRC Whitchurch, RP Fordingbridge, RP Winchester, RP Eastleigh, WrL Headquarters, WrL Newbury, WrL Wokingham Road, WrL Cosham (from standby at Winchester), RP Rushmoor, WrL Tadley (from standby at Andover, WrL Odiham (from standby at Basingstoke), RP St Marys and WrL Romsey. It is believed Wokingham Road were on stand by at Newbury. Fordingbridge plus two other unconfirmed appliances were mobilised to the incident as relief crews but were eventually used as part of the make up.

Attendance – Specials:

ALP Basingstoke, ALP St Marys, ALP Salisbury, RSV Basingstoke, CSV Eastleigh, CSV Beaulieu, ICU Headquarters, SRU Eastleigh, EPU Romsey, DIM Winchester, WrC's from Andover, Eastleigh, Fleet, Fareham, Ringwood, Wilton. Three WrC's supplied by Southern Water.

Two ALP's of over 32m in height were also requested to attend and these were mobilised from Leatherhead (Surrey FRS) and Watford (Hertfordshire). Kent FRS was requested to attend with their drone.

Standby Moves:

WrL/R Ludgershall to Andover, WrL/R (RDS) Salisbury to Andover, WrT Droxford to Winchester, ALP Southsea to Winchester, WrL Ascot to Basingstoke, WrL Waterlooville to Redbridge then Eastleigh, WrL New Milton to St Marys, WrL Wickham to Winchester, RP Gosport to Southsea, RP Southsea to Headquarters, WrL Bishops Waltham to Redbridge, RP Fareham to Redbridge, WrT Grayshott to Andover. One confirmed DWFRS standby was WrL/R Cranborne to Salisbury.

Two Reserve appliances, call signs 99P1 and 99P4 were placed into service at 17:00 on Wednesday 6th February. One stood by at Headquarters whilst the second was stood by at St Marys.

Reliefs:

Timings for reliefs are unconfirmed however the following appliances attended the incident, some were recalled two or three times –

WrT Alton, WrT Bordon, WrT Droxford, FRV Kingsclere, RP Redbridge, IRC St Marys, WrL Alresford, WrT New Milton, WrT Beaulieu, RP Lyndhurst, WrL Hartley Wintney, RP Havant, WrC Bordon, RP Alton, RP Gosport, WrL Liphook, WrL Wickham, RP Fordingbridge, WrL Andover, WrL Cosham, WrT Portchester, RP Hayling Island, RP Ringwood, WrL Burley, WrT Botley, IRC Southsea, WrT Horndean, WrT Emsworth, WrT Winchester, WrL Bishops Waltham, RP Lymington, WrT Hamble, WrL Fareham, WrT Grayshott, CSV Rushmoor

Over the border reliefs included - ALP and WrL/R Swindon, WrC Ramsbury, WrC Pewsey, WrC Christchurch (all Dorset and Wiltshire FRS) WrC Wheatley (Oxfordshire FRS), WrC Guildford (Surrey FRS), WrC Pangbourne (Royal Berkshire FRS).

Informative at 20:35 Wednesday 6th February. Building of one floor with mezzanine floor within, 164m x 140m used as distribution warehouse. An area of 60m x 20m of plastic storage boxes containing household goods stacked 17 boxes high well alight, sector one monitoring and stopping fire spread, sector 3 cutting away and fire fighting, sector 4 fire fighting, roof sector cutting ventilation holes and fire fighting. 4 jets, 134 BA used so far.

A major incident was declared at approximately 17:00 on Wednesday 6th February. Three Ammonia tanks were in danger of exploding due to a sudden spread of fire. A full evacuation of the fire ground took place and a 1.6km exclusion zone was established until it could be determined that the fire had not affected the Ammonia tanks.

Whilst this incident was in full swing, two other incidents in the county stretched resources. A four pump WrC house fire on Hardley's ground saw RP Hardley WrT Romsey (from standby at Redbridge), WrT Totton, RP Hightown and WrC Poole in attendance. Standby moves saw WrL/R Christchurch at Redbridge, WrT Christchurch to Lymington and WrL/R Westbourne to New Milton.

Also, five pumps and the Water Rescue Unit from Fareham attended reports of a person in the River Itchen near Winchester. This thankfully turned out to be a false alarm but crews were detained some time completing search of the riverbank and surrounding area. Pumping appliance attendance included WrT Hamble, WrL Bishops Waltham and RP Southsea from stand by at Headquarters.



New style Water Carrier Dam



8 February 2019

Persons reported fire at South Street Farnborough resulted in a Make Pumps 10, WrC's 2 being sent at 10:59. Attendance RP, WrT, IRC and CSV Rushmoor, WrL Hartley Wintney, RP Alton, IRC Basingstoke, WrL x 2 Camberley, WrL Farnham, WrL and TL Guildford, WrC Fleet, WrC Andover, ICU Headquarters, EPU Alton. Stand by moves WrT Fleet to Rushmoor, WrL Tadley to Basingstoke and RP Winchester to Rushmoor. Relief crews RP Winchester, WrL Odiham, WrL Bishops Waltham.

22nd March 2019

Make Pumps 6, ALP and WrC required, Uplands Hotel, Garrison Hill, Droxford. ToC 15:14. Fire involving derelict hotel 43m x 40m of traditional construction, 50% of building involved in fire, 2 hose reels, 6 BA and ALP monitor. Attendance - WrT Droxford, WrL Bishops Waltham, WrL Wickham, RP and WrL Fareham, RP Gosport from standby at Fareham, WrT Portchester, ALP Southsea, CSV Eastleigh and ICU Headquarters

26 March 2019

Make Pumps 10, Persons Reported, ALP 2, HVP, WrC 2, Kingsway, St Marys, Southampton. ToC 14:01. Fire involving timber framed building under construction surrounded by scaffolding 40m x 50m. Attendance RP, SFV and IRC St Marys, RP and FRV Hightown, RP Redbridge, WrT Hamble, WrL Bishops Waltham, RP, WRC and CSV Eastleigh, ALP Southsea and Basingstoke, RP and WrL Fareham, WrL and EPU Romsey, CSV Portchester, HVP Hardley and HL Fordingbridge. Stand by moves Southsea IRC to Fareham, WrL Hythe to Redbridge, WrL Cosham to Hightown, WrT Droxford to Redbridge, WrT Botley and RP Winchester to St Marys. Relief crews included ALP St Marys, IRC Southsea, RP Havant and Gosport, WrL Cosham, IRC Whitchurch and CSV Beaulieu.

3 April 2019

Make Pumps 5, Sims Metal Management, Yateley, WrC 2, Vigo Lane Yateley. Fire involving seventy five tons of electrical waste measuring forty meters by twenty meters and five meters deep. Attendance WrT Yateley, WrL Hartley Wintney, WrL x 2 Camberley, WrC Fleet, WrC Bordon, RP and CSV Rushmoor, ICU Headquarters, RP and RSV Basingstoke, EPU Alton. Relief crews RP Alton, WrT Fleet, WrL Odiham, WrL Liphook and WrL Tadley.

14 April 2019

Make Pumps 5, Major Incident Declared. RTC persons trapped, Forest Road, Newport, IoW. ToC 12:51. ToS 16:42. RTC involving double decker bus and two cars. Major incident declared by IOW ambulance. Four casualties extricated from one car, one casualty deceased, three casualties extricated by IOWFRS. Bus driver extricated by IOWFRS. Three air ambulance in attendance, two casualties air lifted to Southampton, two casualties by land ambulance to St Marys Hospital. Fourteen further walking wounded to St Marys Hospital for assessment. Attendance RP, WrL, HRT, ICU Newport, RP Cowes, RP and WrL Ryde. Stand by moves RP Southsea to Newport, WrT Southsea to Ryde.

18 April 2019

Make Pumps 2, L4Ts 4, WrCs 2, Fire in the open, Bolderwood Lane, Emery Down. ToC 12:18. Fire involving 4 acres of gorse and woodland, 2 hose reels, 4 knapsack pumps, beaters and Forestry Commission bowser and Land Rover in use. Attendance RP Lyndhurst, WrT Brockenhurst, L4P Burley, L4T Ringwood, L4P Fordingbridge, L4T Hythe, WrC Ringwood, WrC Eastleigh and CSV Eastleigh.

4 May 2019

Ship Fire, Berth 108, Western Docks, Southampton ToC 21:14, ToS 12:30 (5th May). Fire involving 7000 tons of scrap metal on board ship named Yuan An Hai. Attendance RP, ITC and ALP St Marys, RP and RSV Redbridge, WrT Totton, RP and FoU Eastleigh, RP and MISU Gosport, RP Cosham, WrT Botley, RP Fareham (from standby at Hightown), ALP Southsea, CSV Beaulieu and ICU Headquarters. Stand by moves WrL Hythe to Redbridge, WrL Fareham and RP Hightown to St Marys, WrL Wickham to Fareham. Relief crews WrL Stockbridge, ALP Basingstoke, RP Lyndhurst, RP Lymington, RP Hightown, WrT Hamble, WrT Droxford, RP Fordingbridge, WrT New Milton and RP Southsea.

12 May 2019

Make Pumps 7. Fire involving workshop, Vansco, Romsey Road, Cadnam. ToC 13:00. Fire involving commercial building used as vehicle workshop, 25m x 20m, fire in ground floor, 4BA, 1 jet, 2 hose reels, ALP monitor in use. Attendance RP's and RSV Redbridge, RP Lyndhurst, RP, IRC and ALP St Marys, CSV Eastleigh, ICU Headquarters, WrL Romsey, WrT Botley, WrL Cosham, WrT Hamble and EPU Alton. Stand by moves RP Hardley to Redbridge, WrL Wickham to St Marys and RP Cosham to Headquarters.

24 May 2019

Make Pumps 10, fire in the open, Hazeley Heath, Hartley Wintney. ToC 17:27, ToS 07:14 (25/05/2019) Fire involving 12 hectares of woodland and gorse. Attendance WrT Fleet, L4T Hartley Wintney, WrL Odiham, WrC Bordon, RP, CSV Rushmoor, WrL Whitley Wood (Royal Berks FRS), RP, IRC, CSV Basingstoke, ICU Headquarters, WrC Andover, WrT Grayshott, WrL x 2 Camberley (Surrey FRS), WrL Farnham (Surrey FRS), EPU Alton, WrL Wokingham Road and Wokingham (Royal Berks FRS). Relief crews RP Alton, WrT Droxford, WrT Yateley, WrL Tadley and WrT Hightown.

27 May 2019

Make Pumps 6 L4Ts 5, WrCs 2 Fire in the open, Ringwood Forest. Fire involving 9 separate seats of fire involving heathland and forest. Attendance RP, WrC and L4T Ringwood, WrLR and L4T Verwood (Dorset and Wiltshire FRS), WrC Eastleigh, WrLR Cranborne, WrLR Ferndown, L4P Fordingbridge, ICU Headquarters, CSV Beaulieu, H4T Lyndhurst, L4P Burley, WrLR Springbourne, WrLR Christchurch.

2 June 2019

Make Pumps 8, WrC 4, Taylors Cars, Pegham Copse, Laveys Lane, Titchfield. ToC 12:53. Fire involving commercial building used as workshop. 30m x 30m, fire involving workshop and 2 iso containers containing waste oil, tyres and general waste, 3 acetylene cylinders affected, 25m cordon established. ALP monitor, 1 hose reel, 2 jets in use. Attendance RP and WrL Fareham, RP and FRV Hightown, RP Cosham, WrT Hamble, RP Gosport, IRC Southsea, EPU Romsey, WrC Bordon, Eastleigh, Ringwood and Andover, CSV Portchester, ICU Headquarters. Stand by moves WrT Botley to Hightown, RP Havant to Southsea, WrL Bishops Waltham to Cosham and WrT Droxford to Fareham.

24 July 2019

Make Pumps 8, WrC 2. Barton Industrial Estate, Upper Wield. ToC 12:42. Fire involving commercial warehouse used as paint spraying booth and metal fabrication, 70m x 40m. Building well alight and involves 1000 litres of red diesel, paints and thinners. 4BA 3 jets. Attendance RP Alton, RP Winchester, RP, IRC and ALP Basingstoke, RP, WrC and CSV Eastleigh, RP Petersfield, IRC Rushmoor, WrC Andover, EPU Romsey, WrL and ICU Headquarters. Stand by moves WrL Bishops Waltham to Alresford, IRC St Marys to Winchester, WrL Odiham to Alton and WrT Overton to Basingstoke.

5 August 2019

Make Pumps 15, WrC's 2. Row of four thatched cottages, Stockbridge Road, Sutton Scotney. ToC 13:19, ToS 21:17. Fire involving four thatched properties, 30m x 12m, 100% of roof severely damaged by fire, 50% of first floor severely by fire, ground floor affected by smoke. 60BA, 4 jets, 3 hose reels. Attendance RP Winchester, RP Andover, IRC Whitchurch, RP Eastleigh, WrT Overton, RP x 2 Basingstoke, WrL Alresford, WrL Odiham (from stand by Basingstoke), RP Hightown, RP Redbridge, IRC St Marys, WrL/R Ludgershall

(Dorset and Wiltshire FRS), WrL Newbury (Royal Berkshire FRS), ALP Basingstoke, WrC's Andover and Eastleigh, CSV Eastleigh, ICU Headquarters, EPU Romsey. Stand by moves WrT Fleet to Basingstoke, WrT Botley to Eastleigh, RP Fordingbridge to Andover, WrT Droxford to Winchester. Reliefs WrT Sutton Scotney, WrL Andover, WrT Winchester, RP Fordingbridge, IRC Basingstoke, WrL Stockbridge, RP Winchester and RP Eastleigh.

2 September 2019

Make Pumps 6, Aerial appliances 2, Broadhurst House, Sorrel Close, Farnborough. ToC 16:39 ToS 20:55. Fire involving derelict building previously used as a nursing home of traditional construction with tiled roof, two floors 30m x 20m, first floor and roof, 100% by fire, ground floor severely damaged by water and smoke. 4 jets, 12BA, 2 aerial monitors. Attendance - RP, IRC, WrT and CSV Rushmoor, WrL Farnham, WrL Camberley, RP, ALP and CSV Basingstoke, WrL Odiham, WrL and TL Guildford, ICU Headquarters. by fire and water. Attendance RP Winchester, WrT Botley, RP Hightown, RP Fareham, RP Redbridge, RP Alton, RP, WrT and WrC Eastleigh, WrL Alresford, WrL Bishops Waltham, WrT Totton (from stand by Eastleigh), RP and ALP St Marys, CSV Basingstoke and Beaulieu, EPU Romsey and ICU Headquarters. Stand by moves IRC Basingstoke to Winchester, RP Gosport to Fareham, WrT Hamble and WrL Cosham to Hightown, RP Hardley to Redbridge and RP Fordingbridge to Eastleigh. Relief crews WrC Fareham, ALP Basingstoke, CSV Portchester, WrT Southsea, WrT Fleet, WrT Romsey, WrL Wickham, WrC Bordon, RP Basingstoke and IRC St Marys.

Colin Carter



1962

Opening Day 1962. Pump Escape, Watertender and L4P



Past Times

Focus on Andover Fire Station

Andover Fire Brigade was formed in 1868 and became a prominent and well-equipped brigade of its time. On the formation of the NFS it became station B5Z if No 16 Fire Force. On 1 April 1948, the newly formed Hampshire Fire Service inherited station premises in East Street, becoming 31 in C District.

Consideration was given to the purchase and demolition of a house and shop adjoining the fire station in East Street and rebuilding on the resulting enlarged new site.

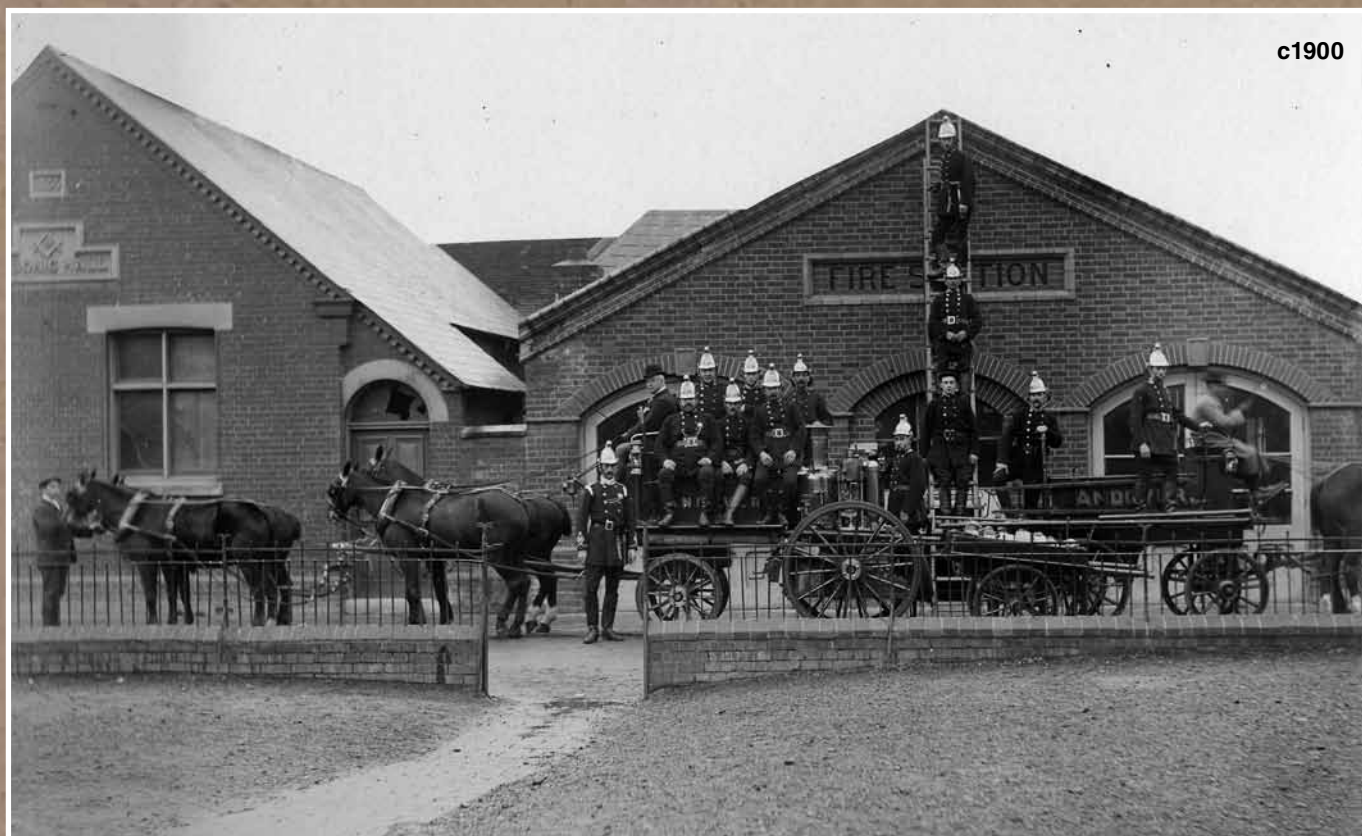
After recommendations made in November 1952, June 1954 and September 1959, about the inadequacies of the Andover fire station that a new fire station was very much needed, the existing three-bay station in London Street, was built at a cost of £26,410 and was occupied on 27 August 1962.

An adjacent new house was built at the same time (now incorporated as part of the fire station) for the station's only whole-time 'Caretaker' Fireman.

The first occupant is recorded as being Fireman White. The station at the time was retained with retained Station Officer R K Shaw Porter BEM in charge. A two-bay garage was also built at the rear in 1964.

An extension to the station took place in 1972 at a cost of £21,000, in preparation for introducing the Day Manning duty system, (almost the cost as the original build!).

In May 1967 work began to convert the adjacent house into part of the station accommodation as part of the introduction of the Wholetime shift duty system on the station.



c1900



Believed 1938



East Street July 1950

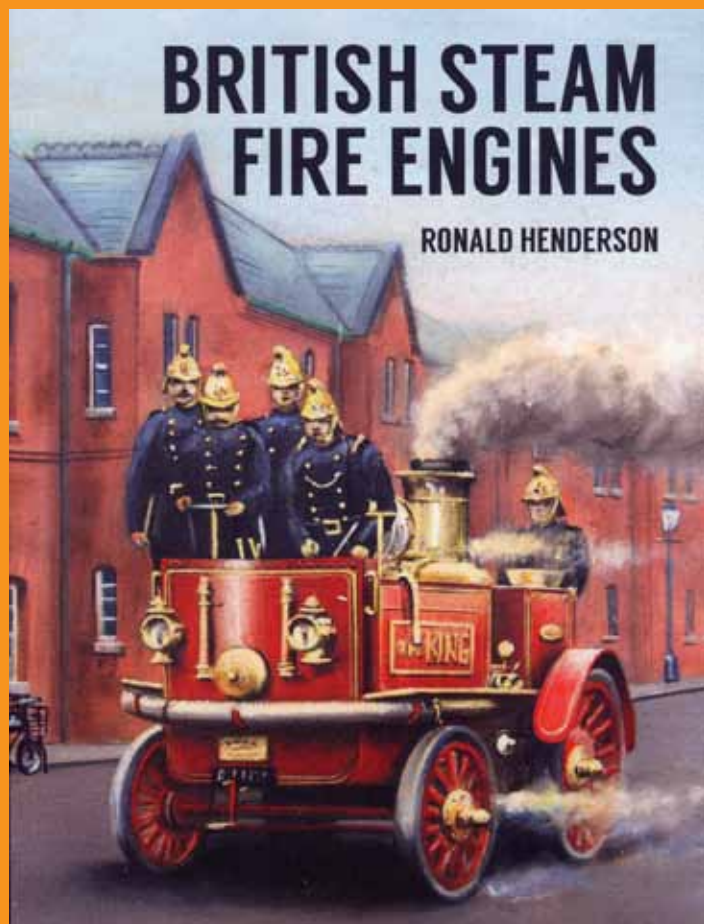


1969



1982

Snippets



BOOK REVIEW

For anyone having an interest in the variety of steam fire engines this is a good reference book to have on your shelf.

Covering the early development of steam to be the motive force to drive pumps at a time when the only means was by many men working manually pump fire engines, through to the first steam driven pump which was immediately rejected with suspicion and fear to the first horse drawn pumps which we can so relate to the Victorian era, with firemen resplendent in their brass helmets. Then came the self propelled versions which appeared in 1896 and the 'Fire King' in particular.

Both Portsmouth and Romsey had Fire Kings in locally plus another at the military garrison at Aldershot. The book is well illustrated, with a chronological account of the development of steam for firefighting before the invention and the adoption of the petrol engine.

Published by Amberley Publishing at the listed price of £12.99 – possibly lower from some sources. ISBN 978-1-4456-5779-0

Searching for Photos

A request has been received from the daughter of Roger Bond who served as a Fireman at St Marys from October 1980 until leaving in April 1986 and who sadly passed away at the age of just 39. She is asking if anyone has any photos of him during his days in uniform. She has nothing for her own memories or which she can show to her son. If anyone can help, please contact Alan House.

A request for any photos of Terry Unwin who served at Eastleigh in the 1960s as a Sub Officer, before returning to the London Fire Brigade. Request made by his grandson.

Little Snippets

Famous last words...

Written in 'Fire' in June 1942, with the experience of the many fires resulting from air raids – it seems evident that post-war construction will call for greater fire safety in the erection of homes, institution, offices, factories and warehouses. Asbestos undoubtedly will continue to play a great part in the protection of the inmates, the contents and the structures which house them against the ravages of uncontrolled fire. The use of asbestos is a very important means to a safer country The statement was accompanied by a photo showing a living room with asbestos curtains, hearth rug and chair upholstery. The mind just boggles! As the fear of incendiary raids heighten leading up to and following the early raids, there were many companies advertising asbestos for installing in the roof spaces of home to provide protection!

'Fire' Magazine – July 1930

CTC is holding its own against all new-comers and whilst there is no extinguishing agent suitable for every type of fire, CTC possesses many superior advantages both from a fire brigade and a private citizens point of view. CTC of 99.95 purity will materially reduce the enormously heavy wastage of life and property. CTC was very popular in the hand-pumped extinguishers in a variety of places but particularly so on vehicles for tackling engine fires. It was proven that the product had several fatal health risks, including the production of phosgene gas when used on hot metal – yes, such as engine fires!



‘Rank to Role’

As reported in the last edition of Stop Message, the London Fire Brigade has moved back to the use of the old rank titles, so once more Sub Officers and Station Officers etc exist. Sarah O'Connor PhD published some research with some intriguing views.

Her research goes back to the move from ‘officers’ to ‘managers’ and within it she makes the observation that within operational watches on fire stations, the traditions of rank are very much part of the fabric of everyday work, which differs from senior ‘managers’ who ‘have accepted their role within their own fire and rescue service agenda’.

Her research findings suggest that whilst some senior managers recognise the difficulties of problems or difficulties associated with rank to role at station level, senior managers distance themselves from the impact of change. In particular, she noted a tendency for those senior managers to downplay the disconnect with the past and are eager to move forward to discuss present innovations of change within the service.

In stark contrast her research suggested watches tend to retain a strong link with the past, taking a negative view of rank to role and it being responsible for compromising formal protocols, breaking watch culture and dismantling the tradition of the value of ‘time in’. Watch level personnel stood in opposition to the idea that promotional requirements and knowledge can be tested through ‘Personal development Plans’, formal training and Assessment Development Centres alone, which they thought was just an attempt to develop a particular type of manager.

The authors findings included the observation from firefighters that their leaders (now called managers) need to have experiential knowledge and skills in order to lead and that time in the job and practical knowledge was key to being a good leader and that, current processes are ‘academic’ and lacking in recognition of practical skills. Station ‘Managers’ to Firefighters, it is suggested, have not readily accepted the concept of role and that rank and traditional leadership models of the past still informally operate in the

minds of personnel at these levels. This has resulted in, the research suggests, the feeling that ‘watch managers’ (presumably including leading firefighters) are still required to rely on leadership and experience as tools of their craft.

The research also suggests that the transition from rank to role, realigning FRS structures alongside the re-positioning Community Fire Safety as a priority of work may have been less influential than originally anticipated. The author suggests that her findings indicate that community fire safety has not displaced the centrality of firefighting of firefighting as a means to craft their work identity and that firefighters retain the conviction that they bare first and foremost firefighters and by virtue of the work they do – orders need to be given that they can trust and which are based on operational experience and knowledge gained ‘on the job’ and not just taught in the classroom.

Ed - Mmmmm, interesting and similar to my own views expressed at the beginning of all this (along with many other old farts), but rolled over by the new world order of the era, with the London Fire Brigade being in the vanguard for change and now the first to revert back to the old system (and responsible for the increased number of white helmets at an incident and the bizarre introduction of two bars/bands for a leading firefighter in place of the single bar! That made economic sense and gave logic – not! Not forgetting in all of this that there was never a change in the titles for Assistant Chief Fire ‘Officer’ and above, even though in ‘role’ they all became ‘Brigade Managers’! As I said at the time, ‘title’ is important and probably paramount, with the role being performed another thing. Appropriate title can enforce the role and certainly helps others understand the role. ‘Officer’ and ‘Commander’ says a lot to many people and clearly describes a role. Why did/do so many ‘Station Managers’ unofficially use the title ‘Station Commander’ when in meetings with outside organisations? Simple – it described the role, was easy to understand and set them apart from other of the same role title, who did not command an operational station! Others may have different views of course.

It is interesting, is it not, that London is the only ‘Brigade’ in the UK, having never changed its title.

Scrapbook Memories

*Botley WIT at Ivy Cottage, Horton Heath,
15 April 1983. Sub O Les Simmons*



*'Come on Malcolm, let's play' -
'You will be in so much trouble Andy.'
Orchard Hill Farm, Upper Clatford,
10 November 1985*

*BA Main Control set up
for incident in Harbour
Rd, Gosport, 5 February
1987. Roy Earl on
Control Unit*





*Hazmat Incident,
SA Hiddleburgh,
505 Berth,
Southampton
Docks 16
November 1979*

*Sub O Len Westerman,
LFm Lenny Fear and
FM Brian Stephen,
(D55 Docks crew), ET
and Wrt St Marys, Stn
Roy Derham and DO
Fred Lock in view*



*Ed - Oh how things have
changed at
Hazmat incidents!*

Final Salute

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

John Bradford

17 June 2019 - Aged 83
John joined the Southampton Fire Brigade in January 1963 and served as a Fireman at Redbridge until his retirement in June 1990.

Andrew 'Aggie' Harris

18 March 2020 - Age 52
Aggie served at Hartley Wintney as a Fireman from February 1991 until November 1999.

Brian Younghusband

18 July 2019 - Aged 58
Brian Served at Hayling Island from December 1983 until leaving as a Leading Fireman in March 2000. He was also lead drummer with the HFB Corps of Drums.

Carl Roberts

10 September 2019 - Aged 52
Carl was a serving retained Crew Manager at Fareham, having joined in May 1985.

Andy Millard

16 September 2019 - Aged 64
Andy served as a Firefighter at Southsea from July 2006 until retirement in March 2006. Previously he had served in Royal Berkshire from March 1977

Andy Millard

16 September 2019 - Aged 64
Andy Joined in Royal Berkshire in March 1997, transferring to Hampshire in July 2003, serving as a Firefighter at Southsea, before leaving in March 2006.

George Charman

24 September 2019 - Aged 81
George served at Tadley from April 1974 until retirement in June 1993. He was one of the first intake, ready for when Tadley got its first fire station. He was also a wholetime Fireman at AWE Aldermaston.

Robert Newberry

7 October 2019 - Aged 87
Robert joined Kingsclere in November 1952 and retired as Sub Officer in charge in March 1976

Jeff Evans

16 November 2019 - Aged 68
'Taff' joined in April 1978 and served as a Fireman at Southsea and at Fareham until retirement in December 1999.

Carl Cavanagh

19 October 2019 - Aged 45
Carl served as a retained Firefighter at Hardley from 1999 to 2005 and then became a wholetime Firefighter at Heathrow Airport where he was still serving as Crew Commander at the time of his passing.

Brian Marchant

16 December 2019 - Aged 89
Brian served at Burley from September 1948, retiring as Sub Officer in charge in July 1985.

John Lacey

In December 2019 - Aged 77
John Portsmouth Fire Brigade in December 1969 and served at Copnor until May 1981.

Albert Raven

12 January 2020 - Aged 84
Albert joined in November 1957 and served at Eastleigh and Winchester, retiring as a Leading Fireman in November 1987.

Peter Hunt

11 January 2020 - Aged 77
Peter served as a Fireman at Gosport, Havant and Fareham from December 1963 to October 1973.

Robert Waite

In February 2020 - Aged 78
Bob, served as a Fireman at Fleet from May 1979 until May 1989.

Nigel Wheeler-Osman

15 February 2020 - Aged 63
Nigel served at Redbridge as a Fireman from 1977 to 1984, when he left to join the Civil Aviation Authority Fire Service, retiring on medical grounds in 1996 in the rank of Assistant Chief Officer.

Michael Szymanski

25 February 2020 - Aged 46
Mike, was a serving Firefighter at Winchester, having also served at Redbridge, with 18 years' service and who died at his home address.

Mick Russell

13 March 2020 - Aged 80
Mick joined the Portsmouth Fire Brigade in December 1962, serving at Copnor, Southsea and later St Marys before retiring in December 1992 as a Rider Station Officer at Southsea.

Ted Gosling

13 March 2020 - Aged 85
Ted served as an auto-electrician at Workshops from May 1964 until retirement in August 1999.

Peter Boswell

22 March 2020 - Aged 49
Peter joined Botley as a Retained Fireman in January 1993, then joined Wholetime serving as a Fireman at Eastleigh, St Marys and Woolston until leaving in March 2002.

Steve Harris

29 March 2020 - Aged 67
Steve joined in August 1974 and served at Southsea and Havant until retirement from Havant as a Leading Fireman in February 2000.

Tom Kimber

11 April 2020 - Aged 79
Tom joined the Southampton Fire Brigade in September 1964 and served at Docks and at Woolston retiring as a Fireman in October 1991.

Peter Watson

26 April 2020 - Aged 73
Peter joined in June 1975 and served at Redbridge and Lyndhurst, before retiring as a Fireman in September 2001.

Alan Wright

27 April 2020 - Aged 89
Alan joined the Portsmouth Fire Brigade in September 1953 and retired as a Station Officer in B Division Fire Prevention in September 1983, moving into a Hospital Fire Officer role. He was the well known officer in charge of Havant for 7 years. Alan was for many years a stalwart fundraiser for and hard-working supporter of the 'Ben Fund, continuing his fund-raising efforts, with his wife Joyce, well into retirement.

Paul Wiseman

28 April 2020 - Aged 85
Paul joined in June 1956 and retired as a Station Officer in B Division Fire Prevention in December 1998.

Bob Biggs

27 April - Aged 66
Bob joined in September 1972 and served at Botley, retiring as Watch Manager in charge in May 2009.

George Clark BEM

28 June 2020 - Aged 91
George joined the Portsmouth Fire Brigade in December 1952, rising to the rank of Divisional Officer, transferring to Hampshire on 1 April 1974 and becoming Senior Divisional Officer, in command of B Division in 1978 and retiring in 1982.

George was awarded his BEM for his part in the 'Pacific Glory' collision and resulting fire in the Solent in October 1970.

Len Jones

12 June 2020 - Aged 89
Len served at Fordingbridge, joining in February 1962 and retiring as Sub Officer in charge in February 1986.

Trevor Torrington

4 June 2020 - Aged 62
Trevor joined Brockenhurst in February 1976, transferring to Lymington and retiring as a Leading Fireman in October 1996.

Dennis King

12 July 2020 - Aged 90
'Denny' served at Winchester as a Retained role from January 1958 until June 1985 when he retired as Sub Officer in charge of the retained section. He also served at Workshops as a metal worker from August 1970 until retirement in June 1995.

Derek Jones

12 August - Aged 59
Derek served as a Fireman at Emsworth from July 1986 until May 1992.

Ron Stouse

24 August - Aged 91
Ron joined in February 1951, serving as a Fireman at Eastleigh and Winchester before becoming a Brigade Photographer and retiring in February 1981.

Eastleigh College Lunch 10 October 2019

an ever popular gathering of colleagues over an excellent lunch prepared by catering students.



Annual Skittles Match 10 November 2019

And the winner this year was – Alan Hammond

