

STOP MESSAGE

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

Issue 26 - May 2021



<https://xhfrs.org>



BA Entry Control for 10 pump fire, Basingstoke 11 September 1984

INSIDE



FEEDING AT FIRES

*A nice little story about the
Brigade's canteen van!*

HIWFRS Happenings

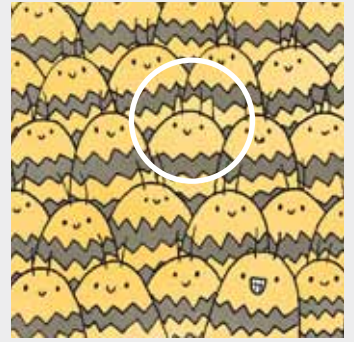
*latest updates & Incidents from
across the county.*

PAST TIMES

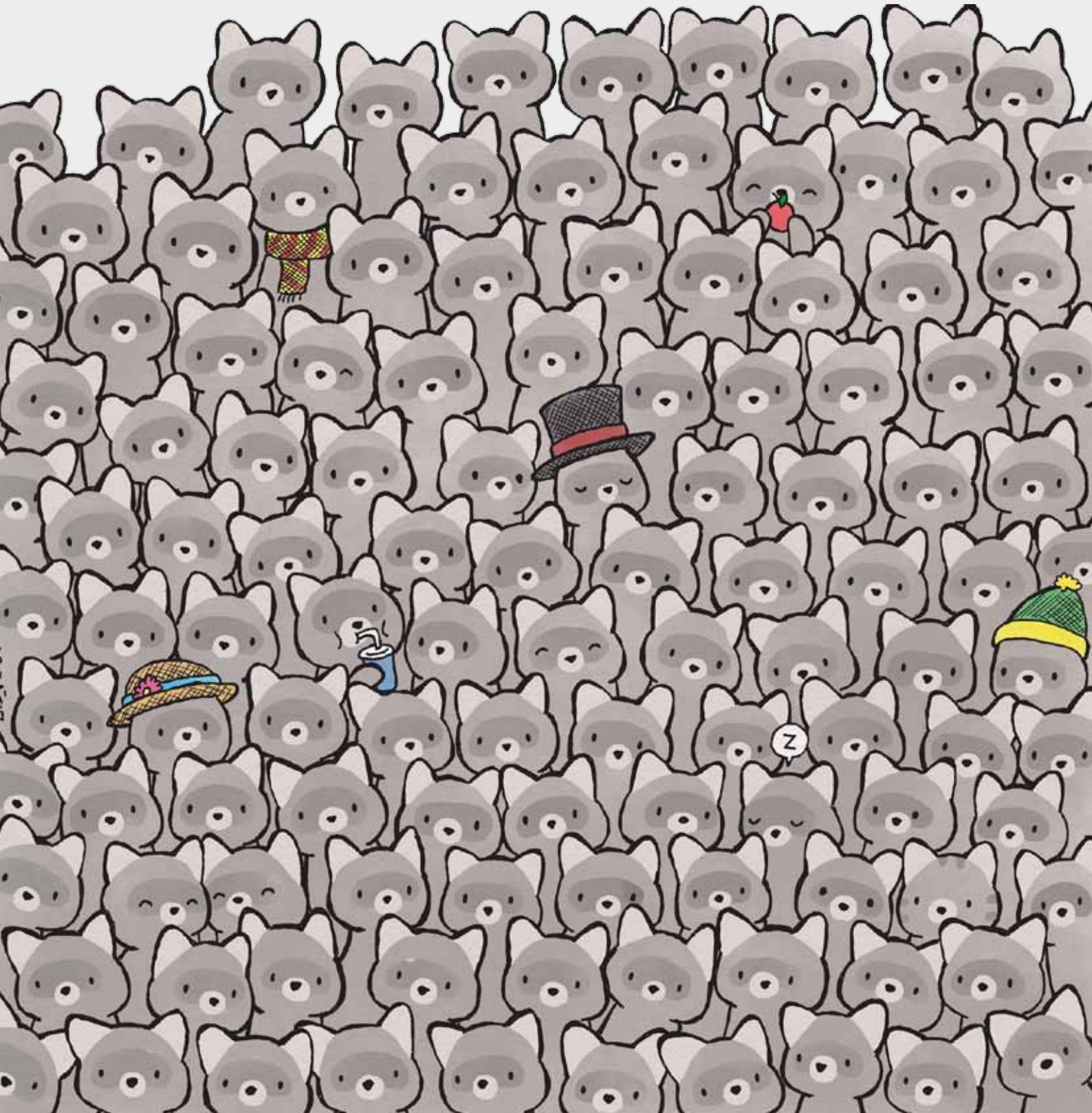
*Focus on Portchester
Fire Station.*

JUST FOR FUN!

Can You find a CAT among the raccoons?



Did you spot the queen bee in
the last edition?





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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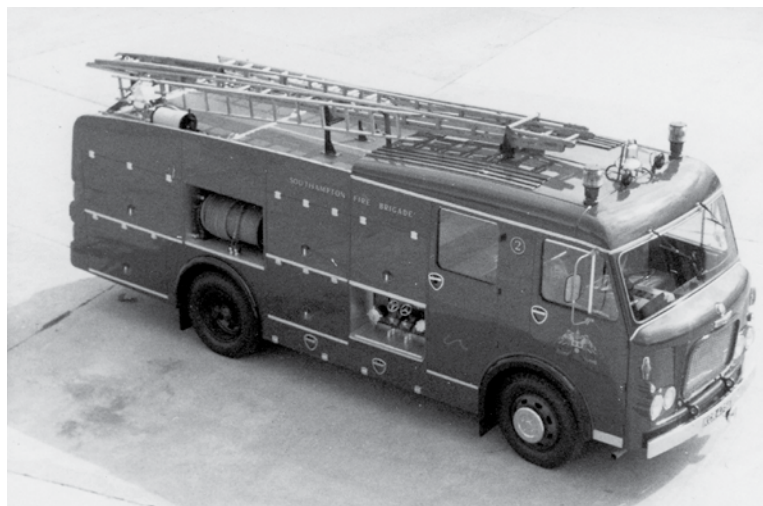
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Front Cover: A rapidly spreading fire in The Furniture Factory, Winchester Street, Basingstoke on 11 September 1984. Make Pumps 10 plus 2 Hydraulic Platforms, for a 3 storey building with fire on all floors followed by a partial collapse, resulting in the need for the building to be demolished on completion of firefighting operations. 1984 saw a busy year for 'make ups' with, eight 10 pump fires.



**STOP
MESSAGE**



Following on from the rear shot of 'Number 2' in edition 25, here you can see the additional length of this Dennis Hoselayer based at Redbridge.

FROM *THE EDITOR*

Hot on the heels of edition 25 here is number 26, making up for disrupted issues over the past 12 months, as promised.

At the recent AGM of the Association an amendment to our constitution was approved to reflect the recent merger with the Isle of Wight FRS and opening membership to colleagues who have served their communities on the Island in the past. A permanent place on the committee will now be reserved for a representative from the Island and we hope to welcome new members in the future.

The eagle-eyed of you will no doubt have noticed our new badge to reflect the merger. This will now be incorporated into all of our artwork, including our Standard and coffin drape.

Hopefully we will all now see an increasing move back to normality from the Covid restrictions whilst taking care and being mindful that there is still a long way to go in dealing fully with the pandemic and its effects. Stay safe.

My thanks to Trevor Chard – ex-Whitchurch, for advising that the fire on the front cover of edition 25 was on Sunday 14 April 1974, at Town Station Yard, Andover.

This will be the last magazine that will be sent to anyone who has not paid their 2020 subscription.

Until the next time...

Alan House, Editor

FEEDING AT

NOT QUITE WHAT THE BRIGADE ANTICIPATED!

Many of us will remember the days when the Chief Fire Officer invited the Public Protection Committee (PPC) to visit the brigade for a day to show elected members what they were getting for the budgets they approved and how well citizens of the County were protected. The visits usually focused on operational area commands with perhaps an element of recruit training, fire prevention, or workshops thrown in for good measure

One year to it fell to me, as DC 'C' Division to make arrangements for the committee's visit, which was to include lunch. Wracking my brain for a suitable venue to impress I hit upon a novel idea, why don't we do it ourselves.

The brigade prided itself on its ability to provide nourishing and welcome 'feeding at fires', primarily through arrangements with the WRVS and a canteen van (CaV) stationed at Winchester, where, centrally based, it could readily serve all parts of the brigade.

The WRVS were well organised, provided good service with a smile, but usually limited to sandwiches, perhaps soup, and tea. On the other hand, the Brigade's canteen van was well equipped with gas fired catering equipment, a generator, an awning and a few tables and chairs. The station carried ample stocks of various dehydrated and tinned foods. Coupled with that was with a fortuitous arrangement with Winchester Prison for milk, bread and eggs at short notice any time night or day. Thus, the welfare of fireground personnel was well provided for and appreciated.

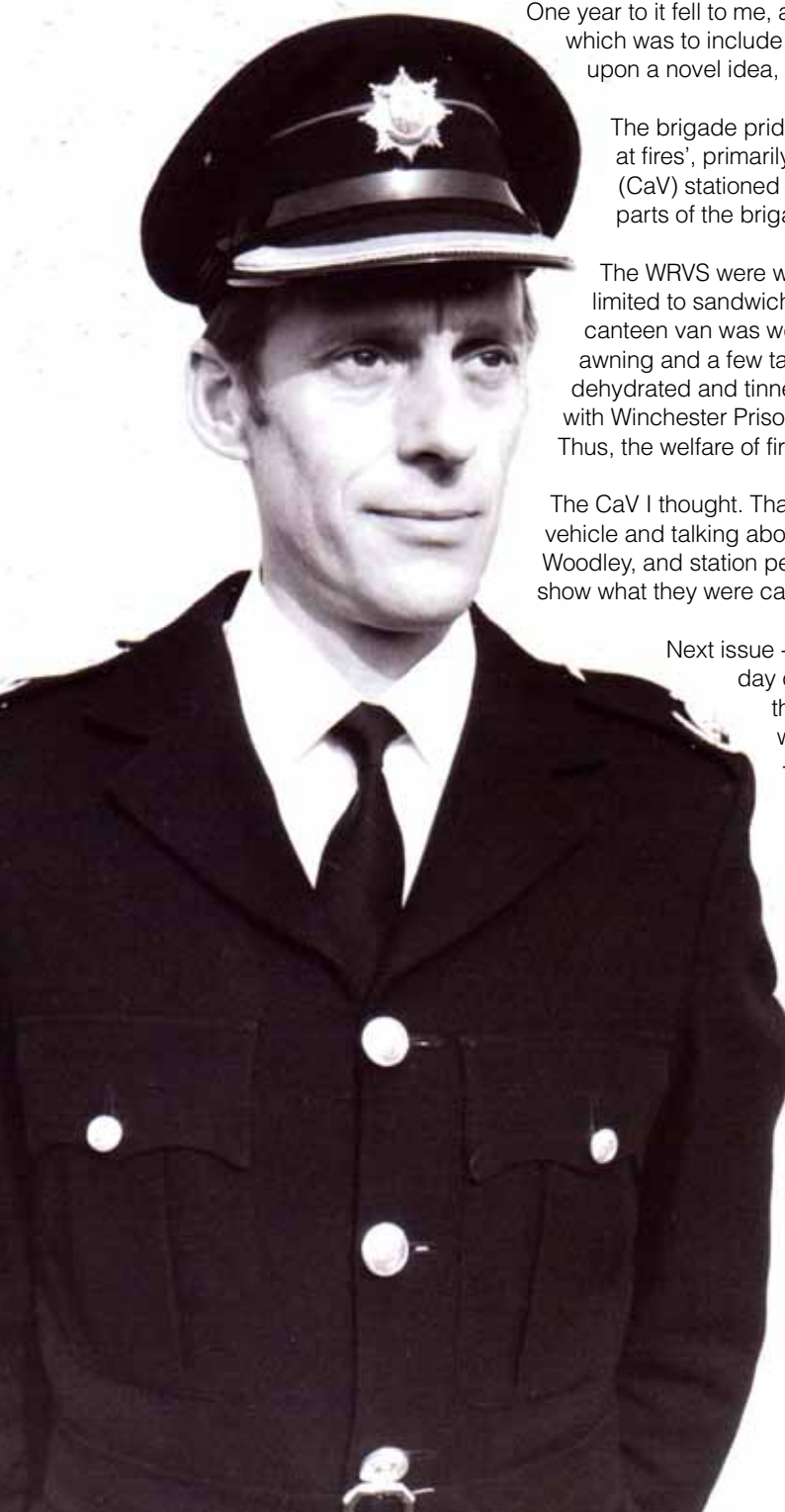
The CaV I thought. That's all we need. Better than taking them to the station to see the vehicle and talking about it - let them use it. Broaching the idea with OiC C30, Trevor Woodley, and station personnel brought a instant enthusiastic response - always keen to show what they were capable of.

Next issue - where? Scanning the PPC's planned itinerary for the scheduled day of the visit, stations to be visited, routes, timing, etc led my thinking to Sutton Scotney. An ideal one pump retained station, well situated, ample parking for the coach and always well run - thoroughly dependable. A quick chat with the OiC, Adrian Edmunds, secured it.

Risky you might think - what if the canteen van is in use elsewhere or gets mobilised just when I want it. It could remain on delayed turnout and no greater risk than a pre-booked restaurant or pub catching fire. So, go for it.

Planning was the next step. Another chat with Trevor and the crew at C30 soon sorted out a menu to supply a main course, pudding, tea and coffee. I knew I could then go away and leave things in their capable hands confident they would arrive safely on the day and have a full head of steam up ready for the scheduled lunchtime. Sutton Scotney station didn't present a problem, always kept very presentable, it wouldn't matter if they were mobilised somewhere, as all I need was the premises.

With the passage of time I cannot remember if discussions with HQ about the itinerary included the lunch arrangement. I wanted it as a bit of a surprise.



FIRES

If it had been mentioned and it probably was, it was unlikely it would have got back to the elected members. Next step was to prepare information for those members, who would soon be anticipating a nice pub or restaurant lunch somewhere.

This was achieved with a menu drafted and printed at Div. HQ by Tessa Simpson, head of C Div HQ Admin. The front cover offered members a welcome to 'C' Division at the appointed date, time and place. Inside left page, the 'plat du jour'; meat and vegetable casserole with potatoes, accompanied by a glass of wine, courtesy of yours truly as Div Commander, followed by sliced peaches and cream or custard, tea or coffee. Inside right of the menu a comprehensive description of the brigade's capability for 'feeding at fires' in exactly the same way and such as they were experiencing that day: with one exception, not specifically mentioned, that they were dining indoors and not outdoors sat at tables and chairs under the awning.

In the run up to the appointed day the division and stations on the scheduled itinerary were readied. Much of the responsibility for which lay in the capable hands of my deputy, DO Terry Patterson and ADO Dick Hoyles, OIC Divisional Retained Stations.

Come the day, I travelled ahead of the coach in order to be at each scheduled stop to greet the visitors and introduce personnel. Eventually, with a little apprehension, came the time when I set off for Sutton Scotney. Where, as confidently expected, everything was up and running and ready to go.

The coach rolled into Sutton Scotney station, bearing the Chief Fire Officer John Pearson, Chairman, Councillor Norman Best, and elected members of the PPC. Chief, Chairman and Members alighted, some looked a little bewildered possibly thinking - this was supposed to be the lunch stop, it's just another station!

I greeted them, explained the arrangement for their meal and invite them to queue at the canteen van to collect their main course, knife fork and spoon, and take it into the station where they would find tables laid for them. At this they bucked up a bit and likely thought, this could be a bit of fun. As far as I recall we didn't ask them to return their empty plates and to collect their pudding, tea or coffee from the van outside. Instead, personnel waited at table at that stage.

It all went incredibly well. Everyone who needed to be impressed seemed so. The elected members would be returning to their committee business with favourable thoughts. The C30 Winchester personnel who manned the canteen did a marvellous job.

They were an absolute credit to the Brigade by truthfully demonstrating what the Hampshire was capable of in terms of looking after the welfare of its members on the fireground 24 hours a day.

A day to be proud of, but with one regret - I overlooked to book the brigade photographer to record the occasion. Sight of any photographs perhaps taken by personnel on the day and especially a copy of the menu, which may be tucked away in a scrapbook would be most welcome.

Alan Wells QFSM

'C' Div. Commander 1984 - 1988.

Ed – and the old gal, NHO 554L still exists, in Scotland, being refurbished to serve burgers and the like, I am advised. Oh the days of the annual PPC visit and pandering to their tastes and whims and – 'oh can you get me dropped back to the railway station so I can get back to a meeting!' 'Well certainly Councillor, no problem at all!' Anything to make you happy at such very short notice and outside of the previously planned itinerary which so much effort had gone in to! Lovely! No problem at all!



PORTCH

An aerial photograph showing a large ship, the Pacific Glory, on fire. A massive, thick plume of black smoke rises from the ship, filling much of the upper half of the frame. The ship is tilted, and flames are visible on its deck. The surrounding water is dark, and the coastline is visible in the lower right.

Pacific Glory ablaze off the Isle of Wight Portchester.
Firefighters made two visits to this incident

PORTCHESTER FIRE BRIGADE

97 YEARS SERVING THE COMMUNITY

The earliest recorded details of the "Portchester Volunteer Fire Brigade" (PVFB) date to 1924 when it was run by the local Parish Council.

During the period 1924-1930 the volunteers training improved and Phil Meatyard became Captain of the 10-12 members of the PVFB in 1930. At this time, they were still based in Castle Street, and only had a hand cart with basic equipment and were members of the National Fire Brigades Association, which was founded in 1887 and existed nationally to provide rules, badges, insignia, training and technical standards for fire brigades throughout the country.

The volunteers bought their uniforms, helmets and badges from the proceeds of concert parties given at the original Parish Hall, lower Castle Street, with additional assistance given by the Parish council, who would purchase one or two lengths of fire hose per year.

Later during this period the PVFB became motorized with a motor cycle and side-car, a Morris 'Bullnose' car and an early Ford, although the hand cart with equipment probably consisting of a stand post, key and bar to connect in to hydrants, lengths of hose, branches (nozzles) for the hose, extinguishers and other pieces of firefighting equipment was still pulled behind.

As time progressed, the volunteers wished to become more professional, so with the proceeds of the sale of the Morris and the Ford, (£12), they purchased a 30 cwt Morris Commercial lorry chassis (Registration No. TP 4528) for £30 and constructed themselves the village's first fire Engine and located to a purpose-built fire Station in East Street, Portchester.

Portchester Volunteer Fire Brigade was operated by the Parish Council up to 1938. Records exist showing they attended many competitions throughout the South of England, winning trophy's and awards. Then, as a result of the 1938 Fire Brigades Act that required local authorities to provide a fire fighting organization for areas under their control, they came under the control of Fareham Urban

District Council, as the Act removed the power for Parish Councils to operate fire brigades and Portchester became B Division of the Fareham Fire Brigade.

The previous year in December 1937 the Air Raid Precautions (ARP) Act was issued, which stated that local authorities had a duty to form an emergency fire service organization to be known as the Auxiliary Fire Service (AFS) who, in the event of war, would act in support of the regular fire brigade under the respective Chief Fire Officer. During the period 1939-1945 many changes took place in the transition from Borough (F.U.D.C) Brigade to Auxiliary Fire service and finally to the National Fire Service (NFS) at midnight on the 18th August 1941. The National Fire Service came into being as a result of lessons learnt during the Blitz when different brigades, more than 1500 nationally, had different types of equipment that were not compatible with each other, so that when neighbouring brigades were called upon to assist each other their hoses and equipment were not able to be joined together, now all uniforms and equipment were to be made to a common type so that they were interchangeable.

Due to the strategic location of Portchester, in late 1941, a 4 bay 'Speaker style' station (a type of construction named after the company that designed it), which was cost effective and quick to construct was built on the land on the south side of East Street. This was manned continuously by firemen, under the control of the newly formed NFS. Portchester fire station was designated 14B 3Y, which signified Fire Force 14, B Division, 3 Sub division, Station Y.

Also on this site a brick built construction "secondary control room" was built. As well as mobilizing the Portchester fire engines it would act as a secondary control room to mobilize fire engines in the Division should the main control rooms at Maylings Manor, Fareham and Cosham be damaged.

The control room was operated by Firewomen who also worked shifts. The Firewomen would receive details of the incident from the control rooms at Fareham or Cosham via a telephone line and would pass the details to the Section Leader who would then mobilize the engines.

In addition to attending fires and air raid incidents in Portchester, they often attended fires in other towns and areas.

When the blitz was at its height in 1941 they spent many days and nights fighting fires in Southampton, and on one occasion were there for three consecutive nights. A fire engine from Winchester also attending the raid was destroyed by a direct hit from a bomb and tragically the firemen were killed just in front of the Portchester men on their engine. Two of the Portchester firemen were injured in the blast receiving a dislocated shoulder and a broken arm. They also spent time in Portsmouth fighting serious fires but, due to censorship at the time as Portsmouth was a Naval port, many details of events merely refer to it as a "South Coast town". During this time firemen from Alton, Wickham and other surrounding stations would be relocated to Portchester Fire Station ready to respond to any additional calls, or to act as reinforcements to assist at major fires.

On 1 April 1948 Hampshire County Council, became the Fire Authority responsible for operating a Fire Brigade for the whole of Hampshire with the exception of Southampton, Portsmouth and Bournemouth and so Portchester became one of the 50 newly formed "Hampshire Fire Service" stations designated with number 28 situated within "B District" (later renamed "Division"). The land for the current fire station was acquired and the station constructed in 1962 for £12384 and shortly after moving in a Hampshire workshops built Bedford TKEL Water Tender 905 GOT was issued to the station.

Competition drills continued as part of fire service life and Portchester competed and won several of these including "The Extension Ladder Drill" in 1965.

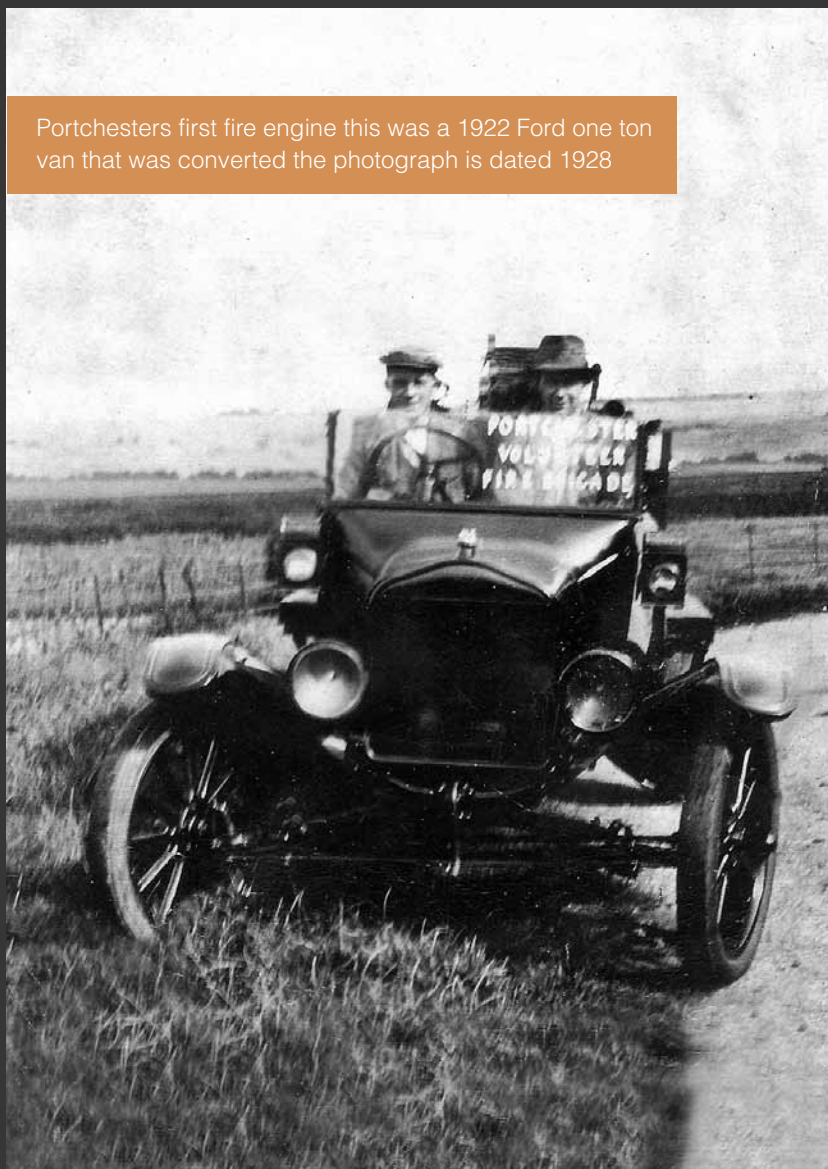
Many incidents were attended, including the 'Pacific Glory' an oil tanker aground and on fire, south of the Isle of Wight, 1970. The station has had a series of Watertenders, and today also has a Command Support Unit and a Co-Responder vehicle.

Steve Turp, Portchester

Fire Station 1950



Portchesters first fire engine this was a 1922 Ford one ton van that was converted the photograph is dated 1928





Courts Nov 73





This photograph was taken outside of the fire station on the North side of East Street dated mid 1930s



Portchester's first fire station at the castle end of Castle Street dated 1915 close up

WELL, I NEVER KNEW THAT!

I recently found a small booklet called 'Household Hints, by Mrs Able', published in 1935, which was full of all sorts of 'helpful hints' and, on seeing products and brand names not known to me before, I decided to investigate further.



It seems that 'Mrs Able' regularly broadcast helpful information for the housewife in the 'Vitacup' broadcast from 'Radio Luxembourg' and 'Radio Normandy' – I feel another research article coming on!

The sponsor for the booklet was Coleman & Co, Norwich and research has revealed facts I was not previously aware of.

Adverts claimed "Wincarnis is the key to the enjoyment of life. It gives you a strong constitution; it is the food of the blood - that life-giving fluid which carries vitality and vicacity wherever it flows."

It was portrayed as the 'cure for all ills'. An alcoholic tonic tippie of 14% strength, advertised as 'a superior British wine made from imported grape juice to which has been added the famous Wincarnis formula containing malt and meat extracts'.

It was in the 1870s when William Juby Coleman, a manufacturing chemist from Bury St Edmunds, arrived in Norwich and opened up a business in St George's Street, Norwich and also bought a restaurant on Bank Plain.

This was a time when thousands of men and women worked in the Norwich food and drink industry. Apart from the big factories, such as Colmans (not to be confused with 'Coleman'), there was a large collection of other manufacturers. These included five vinegar production plants, nine biscuit makers, six baking powder makers, and chocolate manufacturers, amongst others. 'Norwich Hollow Biscuits' were a favourite

WE have pleasure in presenting this booklet of Household Hints as compiled by Mrs. Able, whose regular broadcasts of helpful information to the housewife have been a feature of our VITACUP Radio programmes from Radio Luxembourg and Radio Normandy. Reference is also made in the booklet to other of the products supplied by this Company (or by its subsidiary Company, Cranbux Limited), and we have included a number of recipes for Jelly sweets which we feel sure the housewife will find useful.

We trust the booklet will be found of interest and helpful, and suggest you keep it handy, for easy reference.

COLEMAN AND CO. LTD.

William Coleman was a bit of an inventor and in 1881 he came up with 'Coleman's Liebig's Extract of Meat and Malt Wine' but it was a name which failed to tempt people to buy it, so in 1901 it became 'Wincarnis' which immediately became very popular; "the finest tonic and restorative in the world". A health cure with the added benefit of the effects of alcohol!

The name was derived from 'wine' and 'carnis', meaning meat. It was said to provide strength and energy to 'those of a nervous disposition and cure a whole range of disabilities by building up the nerve forces'.

Wincarnis was a winner and people, across this country and indeed, across many parts of the world and customers couldn't get enough of it. It turned out to be a household name in more than 80 countries. Wincarnis also provided many Norwich men and women with work as the company expanded. A bar and concert hall was also opened by the company.

As the demand grew, with more and more products were being produced, William became the managing director of 'Coleman & Co Ltd', and new premises were built to allow more expansion.

WINCARNIS BEEF CUBES

**STRENGTHENING—
APPETISING**

Wincarnis Beef Cubes are the most handy and convenient as well as the most nourishing Beef Cubes you can buy. A cube dissolved in hot water or milk makes a delicious cup of real beef beverage to which Vitamin A the health protector has been added. Wincarnis Beef Cubes are specially recommended for flavouring soups, gravies, stews and other dishes.

4 FOR



6D

**Price 3/3 or
Champagne
Quart Size
5/6**



**IN
CONVALESCENCE
take
WINCARNIS**

FREE TRIAL BOTTLE

If you would like to try a couple of glasses of WINCARNIS at our expense, just send 4d. in stamps to cover postage and packing, to Coleman and Co. Ltd., Dept. H.B., Wincarnis Works, Norwich.

***As good as the best
and half the price!***

Delicious in flavour, exceptionally nourishing, ideal for building healthy flesh, bone and muscle . . . what more could you want in a food beverage? Coleman's Vitacup has all these advantages—yet the price is only 6d. a tin. And each tin of Vitacup makes 20 full size cupfuls. Therefore, the cost works out at just over a farthing a cup. Isn't Vitacup the economy beverage you've been looking for? Made from the purest malt, farmhouse eggs, full cream milk and delicious chocolate.

OBTAINABLE AT
ALL GROCER'S,
STORES, Etc.

COLEMAN'S
VITACUP
COLEMAN AND CO. LTD., NORWICH



38. RINSING CHILDREN'S HAIR.

Here's a very good way of rinsing the children's hair which they'll enjoy as a game instead of something they dislike. Get a toy watering can—or a small real one—and sprinkle the rinsing water over their hair with this.

39. SCORCH MARKS.

There's no need to despair if you happen to have scorched some white material with the iron, or in airing it. You can usually remove all trace of marks by rubbing them with a piece of onion, and then leaving the material out in the air for a few minutes.

40. SHEETS AND TABLECLOTHS.

A strong wind is apt to cause havoc to sheets and tablecloths on washing day. You can prevent any danger of them tearing or fraying at the corners when they're on the line by sewing a piece of stout tape along the hem at each corner.

41. SHINY STOCKINGS.

You can make inexpensive silk stockings that have begun to get shiny fashionably dull again. Just rinse them through in a little warm water in which you have dissolved a little soap and about a quarter of a pound of French chalk. Then shake them well and hang them to dry.

Apart from producing the Wincarnis tonic, Coleman's also made Cocoa Wine, Crown Imperial Invalid Champagne, Wincarnis Wine Jellies, Vitacup, Wincarnis Invalid Beef Cubes, 'BVT' – another health drink, McCoys Cod Liver Extract Tablets and Odol toothpaste.

Oh, and 'Ace of Blades' razor blades. Not sure how these fitted into the other company food and drink products!

Business was booming and the company went from strength to strength. Then, along with many other factories, it was bombed during the Norwich Blitz of 1942 and it was said more than 15,000 gallons of wine was destroyed. Coleman's moved location in order to carry on its business until the war was over, when new premises were built.

New products came along such as Wincarnis Gold Label, the only drink of its kind made with Spanish wine especially shipped to Norwich, along with Red Label and sherry.

By the 1960s the company was employing almost 300 people with a sales force covering this country and agents in at least 60 countries worldwide.

Much of the very popular trend of the 70s and 80s - wine in boxes - came out of the Norwich factory.

Various brands of toothpaste were produced; Odol, Punch and Judy, and then there was one called Gordon-Moores which was described as ruby-red, cosmetic toothpaste which made the teeth "dazzling white."

In 1968 the company was taken over by another Norwich company – Colmans, (the one with no 'e'), the origins of Reckitt and Colman, the famous mustard producer.

Interestingly, William Juby Coleman, originally sold mustard and starch but in 1874 he sold this part of his business to J & J Colman, using the proceeds from this sale to concentrate on Wincarnis. Ironical then that the full circle was later completed by the company and its products originated by William Coleman, being purchased by Colman.

The company was then sold to Hedges and Butler, a subsidiary of Bass plc, in January 1988 and was then acquired in 1998 by Ian Macleod Distillers Ltd of Broxburn, Scotland. Wincarnis is currently made by Broadland Wineries in Norfolk, and sold by Macleod, marketed as an aperitif wine.

In Jamaica it is mixed with stout and milk. In Singapore, Malaysia and the Gulf it is taken by new mothers as a tonic.

It is probably more well known by older people in the UK who use it as "tonic" when not well.

Its marketing blurb describes "Wincarnis Tonic Wine as being a carefully formulated blend of enriched wine and malt extract with a unique infusion of selected therapeutic herbs and spices, including gentian root, mugwort, angelica root, balm mint, fennel seed, coriander seed, peppermint leaves, cardamom seeds and cassia bark. It is described as a natural tonic incorporating herbs traditionally recognised for their ability to combat common ailments and alleviate their symptoms. It is rich in vitamins, especially energy-giving Vitamin B complex, and can have beneficial effects on the circulation system and blood pressure."

Usually enjoyed straight, Wincarnis Tonic Wine can also be mixed with gin to make a 'Gin and Win'.

A variant on the original Wincarnis Tonic Wine, Wincarnis Ginger Wine contains the same unique blend of herbs and spices but soaked in natural ginger, providing additional benefits to the digestive system, it is described as delicious served on its own, with ice, as a base in other mixed drinks, and as a cooking ingredient.

Traditionally, items for sale in pharmacies have included wines because proprietary manufacturers and pharmacists used wine as a basis for nutritional and tonic beverages. Indeed, the British Pharmacopoeia has, in the past, included a number of these medicated wines.

During the late 19th and early 20th centuries, pharmacies required a wine licence to sell proprietary tonic wines and some pharmacy-prepared wines. However, if a formula for a tonic wine was given in the British Pharmacopoeia, the pharmacist did not need a licence.

Pharmacists were also permitted to prepare and sell, without a licence, wines containing the equivalent of one grain of iron per fluid ounce (approximately 0.2%w/v), quinine wines and pepsin wine containing not less than 16 grains of pepsin (approximately 3%w/v) and six minims of hydrochloric acid (approximately 1.2%v/v) per fluid ounce. Also permitted was coca wine "containing half a grain of cocaine per fluid ounce (approximately 0.1%w/v) and otherwise rendered unfit for use as a beverage", ie, the wine had to taste like a medicine rather than a pleasant drink.

Wines that did not require a licence were classed as medicines and it was necessary to attach an official Government Medicine Duty Stamp (replaced in 1941 by Purchase Tax which was, in turn, replaced by Value Added Tax in 1973).

Medicated wines last appeared in the British Pharmacopoeia of 1914. And it was stated in the Pharmacopoeia of 1932 that "there was an international agreement which required that 'no potent drug shall be prepared in the form of a medicinal wine'". However, this did not affect the sale of medicated wines without a licence, provided that, in the opinion of the Commissioners of Custom and Excise, the wines were "sufficiently medicated and labelled correctly as a medicine and not a beverage".

Sanatogen Tonic Wine is of course still advertised and sold.

Buckfast Tonic Wine is another popular brand, which Benedictine monks at Buckfast Abbey first made the tonic wine in the 1890s.

**As good as the best
— and 6d a Tin !**

All the good things you expect in a food beverage are in Vitacup—at only 6d. a tin! Malt, eggs, full cream milk and delicious chocolate, they're all here—but you pay only half as much for them! There's nothing like Vitacup to give you strength and stamina. Get a 6d. tin from your grocer or stores to-day or send a card for a free sample to VITACUP (Dept. PP.33) Wincarnis Works, Norwich.

6d per tin

COLEMAN'S VITACUP
QUALITY GUARANTEED

A DELICIOUS FOOD BEVERAGE
COLEMAN'S VITACUP
WINCARNIS
PRODUCT
6d



So, tonic wines are still available, but some will claim that even undedicated wine, especially red wine, can be beneficial to your health!

The Liebig Extract of Meat Company was the originator of Liebig and Oxo meat extracts and later Oxo beef stock cubes. It was named after Baron Justus von Liebig, the German 19th-century organic chemist who founded it. The company also produced Fray Bentos Corned Beef.

1840 Liebig developed a concentrated beef extract to provide a cheap and nutritious meat substitute - Extractum Carnis Liebig, for those unable to afford the real thing, but European meat was too expensive for it to fill that role. Instead, his extract was dispensed by pharmacies as a tonic.

1865 The Liebig Extract of Meat Co was established in London, after George Christian Giebert, a young engineer, read of Liebig's work and wrote to him suggesting that they meet to discuss opening a manufacturing plant in South America.

1866 The company opened its factory, owned by the Societe de Fray Bentos Giebert and Cie, in Uruguay, where the extract was manufactured using the flesh of cattle that would otherwise have been killed for their hides alone, bringing the cost of meat to one third of the European cost.

1873 The company was successfully expanded until Justus von Liebig died. Liebig's began producing tinned corned beef, sold under the label Fray Bentos.

1881 Company first registered the Fray Bentos trademark for glue and extracts of meat.

1899 A cheaper version of Liebig liquid extract was introduced under the name Oxo. Later, the Oxo bouillon cube was introduced.

1920s The company acquired the Oxo Tower Wharf on the south bank of the river Thames in London. There they erected a factory, demolishing most of the original building and preserving and building upon the riverside frontage.

World War 2 saw the company supplying vast amounts of its corned beef to the British Forces, and it is said that it was often referred to as 'Desert Chicken' by those serving in North Africa. Post-war corned beef became part of the staple diet in the UK

1958 Fray Bentos meat pies started to be manufactured in England.

1968 Liebig merged with Brooke Bond.

1984 Company was acquired by Unilever.

1993 Company was acquired by Campbell Soups

2008 Company was acquired by Premier Foods

2011 Company was acquired by Princes Foods, but following a fair competition challenge it was then sold and acquired by Baxters who now produce Fray Bentos products in Scotland.

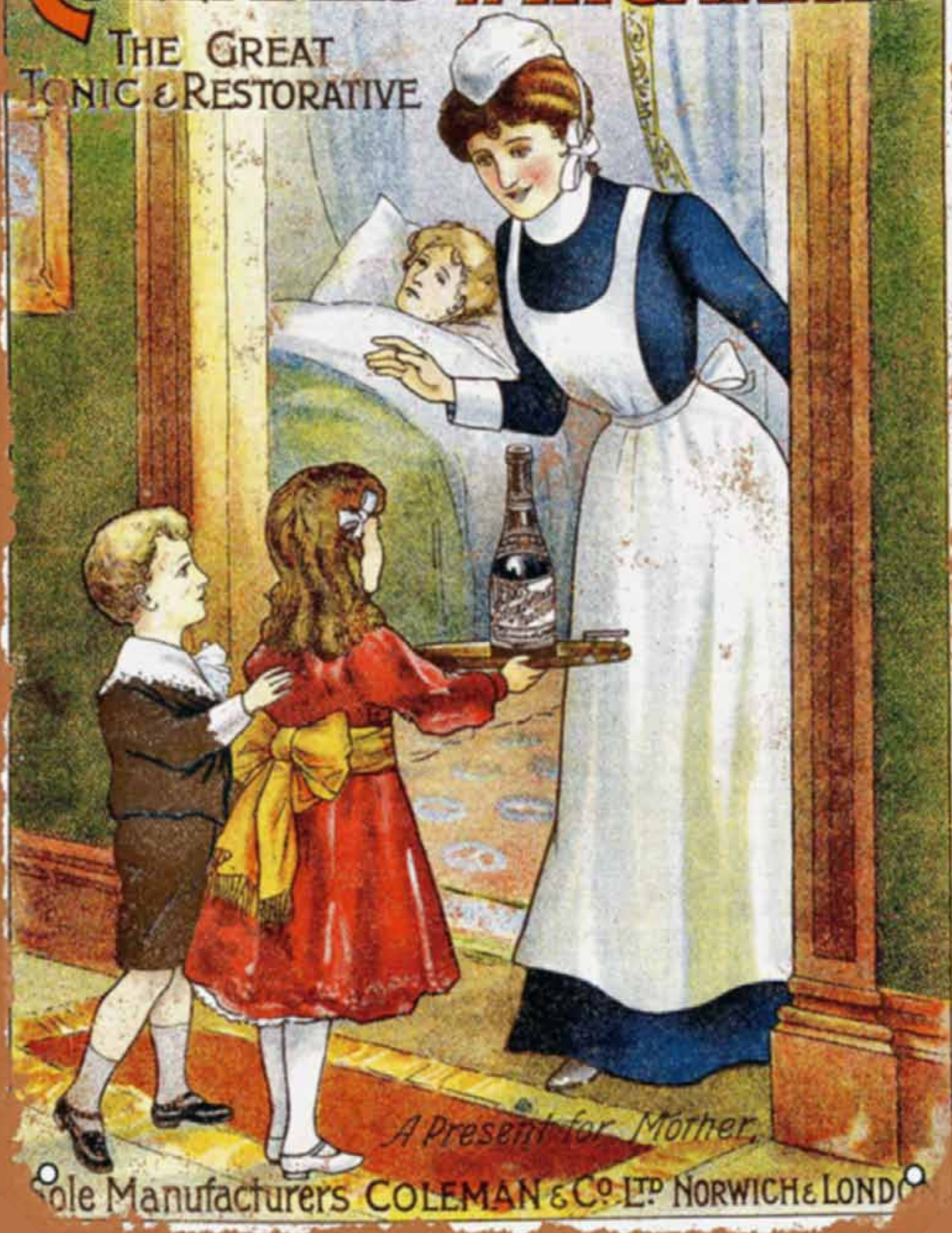
So, there we are then; all because of my inquisitive mind and finding a small booklet by 'Mrs Able' published in 1935. More useless information you didn't really need to know, but an insight into the origin of things and the complexities of popular brands with the ownership journeys they can take.

Alan House



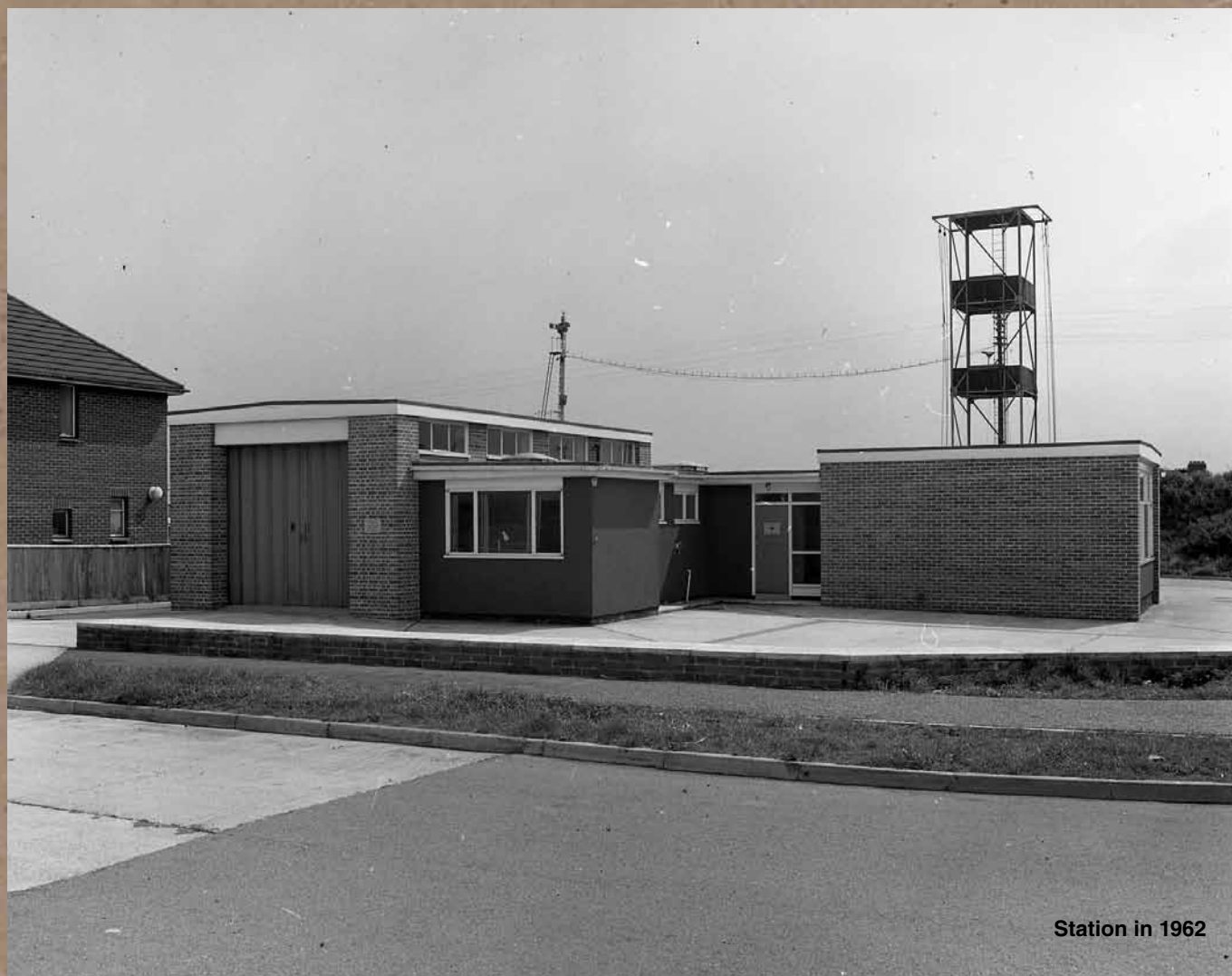
COLEMAN'S WINCARNIS

THE GREAT
Tonic & RESTORATIVE



A Present for Mother.

Sole Manufacturers COLEMAN & CO. LTD NORWICH & LONDON



PAST TIMES

Focus on Portchester Fire Station

Elsewhere in this magazine you will read the excellent article by PMA member Steve Turp and here is a bit more to add to the ongoing series of station focus in 'Past Times'. In 1961 a tender to build a new station and drill tower Kelvin Grove from J A Croad Ltd was accepted for the sum of £12,133 – 18s -1d – a very precise costing!

The new station was occupied on 10 May 1962. Under an agreement with the site owner of the previous station in East Street, the siren for calling out the personnel remained in situ until 1 April 1971, when personal alerters came to Portchester – remember those very large 'beepers' and their large charging unit?

Having survived more than one review regarding the need for a station, Portchester continues to serve its community and is strategically placed to provide cover into Portsmouth and to Fareham and Gosport.

Today, in addition to its main pumping appliance, the station operates a Command Support Unit meaning that personnel get involved with many of the larger incidents attended by the Incident Command Unit. Additionally, trained personnel operate a Co-Responder car, responding to medical emergency calls in the community.

Station in 1971



Station in 2008



Ex Cosham WtT after issue to Portchester. Circa 2004

Station yard 1962



Scrapbook Memories

CFO George Clarke and SDO Harold Stinton with HMI Archie Winning during the HMI inspection 1981. George Clarke had the smartest cap of any CFO, bar none! Archie Winning was of course previously the CFO for Hampshire.



Andover crew demonstrates the 'state of the art' Air Bags at a school fete in 1973 using a military Land Rover. Andover was a busy Rescue Tender station.



'RTA' (as they were then known) believed 1968 and possibly Alton?



*St Peter's Church,
Yateley, 5 May 1979*



Edinburgh Castle, 40 Berth, Southampton Docks, 30 May 1962. Make pumps 7 plus Emergency Tender. I bet that would be many, many more today for this 8 Jet fire in the engine room, involving the boiler pre-heater flues. Southamton CFO 'Ted' Hayward on the left and a young Fireman Ray Bricknell on the right.

Isle of Wight car ferry Cuthred,
28 September 1979



'Simonitor' drills in Fawley (now Hardley) drill yard circa 1978 and the 'Simonitor' after it was converted to the workshops Recovery Unit in 1986



The days of skilled coachbuilding in HFB Workshops. The year will be 1979 and it is likely that it is Hythe and Petersfield WRTs in build.



SNIPPETS



No Milk Today...

Not so many people have their milk delivered today – will this be yet another British way of life to disappear? ‘Leaving a note out for milkman’ was just a day to day expression and way of life. Here are a few examples of notes left by householders in empty milk bottles by the front door:

Dear milkman: I've just had a baby, please leave another one.
Please leave an extra pint of paralysed milk.

Cancel one pint after the day after today.

From now on please leave two pints every other day and one pint on the days in between, except Wednesdays and Saturdays when I don't want any milk.

Sorry about yesterday's note, I didn't mean one egg and a dozen pints, but the other way round.

Please leave no milk today. When I say today, I mean tomorrow, for I wrote this note yesterday. Please don't leave any more milk. All they do is drink it.

Please cancel milk. I have nothing coming into the house but two sons on the dole.

Sorry not to have paid your bill before, but my wife had a baby and I've been carrying it around in my pocket for weeks.

Please send me a Government form for cheap milk, for I have a baby two months old and did not know about it until a neighbour told me.

Please send me details about cheap milk as I am stagnant.

My back door is open. Please put milk in 'fridge, get money out of cup in drawer and leave change on kitchen table in pence, because we want to play bingo tonight.

When you leave my milk please knock on window and wake me because I want you to give me a hand to turn the mattress.

Milkman, please put the coal on the boiler, let dog out and put newspaper inside the screen door. PS Don't leave any milk.

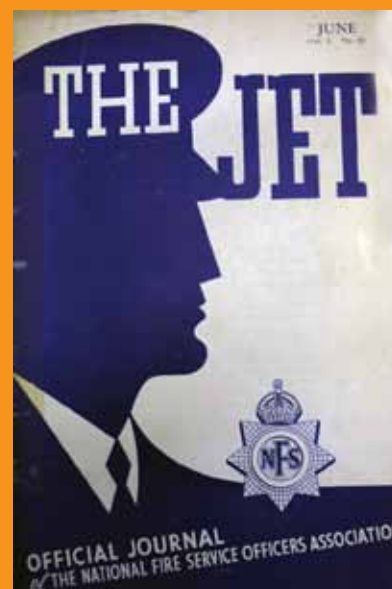
No milk. Please do not leave milk at No.14 either as he is dead until further notice.

I rather suspect that because the Milkman was just so very much a part of the community and daily life that the samples could very well be real. But even if not, maybe they will cause a smile.

Political correctness was perhaps not all it would be today back in the 40's.

'The Jet' was the magazine of the NFS officers and in the NFS they had a pumping appliance known as a 'Heavy Unit'. I somehow think that such a cartoon today may be frowned upon somewhat.

Things have changed. I cannot help but wonder if it might have caused comment then as well – but not openly as would be the case today.



Book Reviews

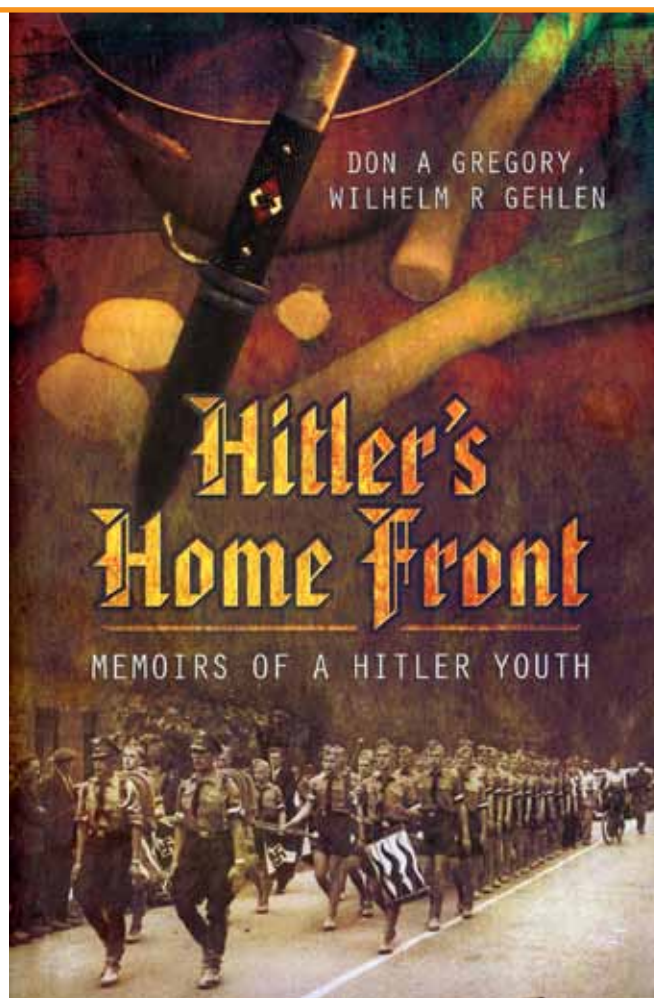
Hitler's Home Front

The story of life on the Home Front in Germany towards the end of WW2, through the eyes of a young boy as the allied forces make their way from the beaches of Normandy and into Germany and finally, how life became after the end of the war and occupation by the victorious armies.

Wilhelm Gehlen had grown up only knowing Hitler as a national leader and under the regime of the Nazi party. His father was away fighting in the Army and his older brother was a brain-washed member of the Hitler Youth. I have read a number of publications around life on the 'Home Front' here in the UK but never one from a German perspective. It is of course from personal memory rather than a wider historical record but it does make for interesting reading. No matter how people may feel about how a nation permitted the rise of the Nazi regime and the evil that followed, some German folk were just regular families who were then plunged into hardships and tragedy without any say or control just as those in Britain and other European nations.

Published by Pen and Sword Military ISBN 1473858208

Alan House

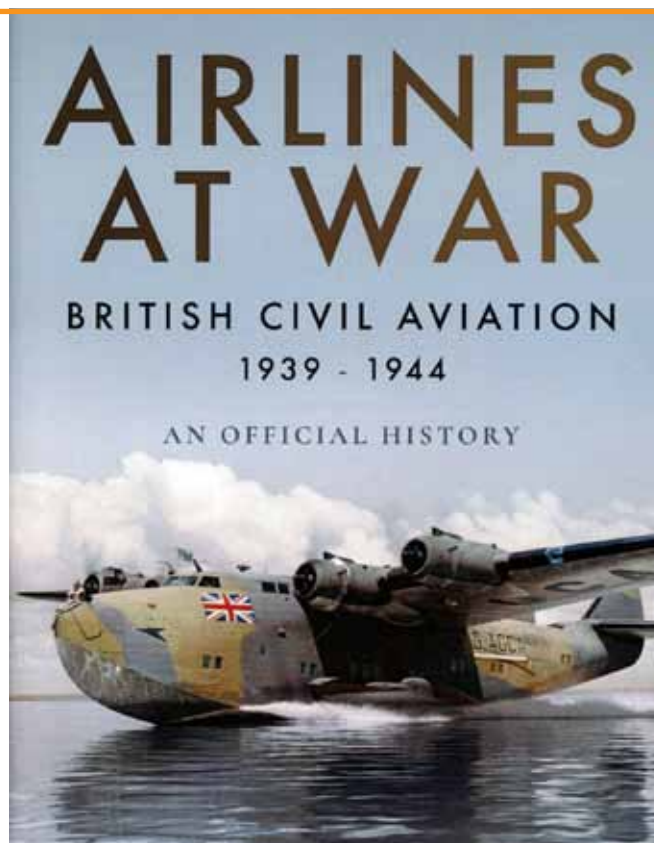


Airlines at War – An Official History

An official history of the role that civil aircraft and pilots played during WW2. I had never given much thought about what happened to the UK airlines after the outbreak of war. The British Overseas Airways Corporation was formed shortly after war was declared by the amalgamation of Imperial Airways and British Airways, with a large proportion of flying boats and seaplanes and routes to many parts of the British Empire and its colonies. Its planes and pilots were used in a variety of transport and supply roles and carried many eminent people of the time, including Winston Churchill. At one point BOAC operated thirteen Mosquito aircraft utilising their speed on important missions, including the collection of ball-bearings from neutral Sweden. It is a very full and detailed account of this important contribution to winning the war.

Published by Pen and Sword Books ISBN 1473894093

Alan House



HIWFRS HAPPENINGS

The Isle of Wight

The Island is diamond shape and is 22.5 miles east to west and 13.5 miles North to South, having 10 fire stations. A local training establishment is based at Ryde fire station.

The Island has a rich fire service history and independent Brigades once existed at Shanklin, Sandown, Ryde, Newport, Yarmouth, Ventnor, Cowes, East Cowes, the Parishes of Newchurch, Binstead and Northwood plus the St Helens Urban District Council, with stations at St Johns, Seaview and St Helens Green.

Cowes and East Cowes merged just prior to WW2. Prior to the formation of the Yarmouth Fire Brigade, fire protection in West Wight relied on a response from military establishments. At one point Ryde was a Police Fire Brigade. In the build up to and during WW2 until the formation of the NFS, these independent Brigades also had AFS attachments.

The 'Isle of Wight Fire Brigades Federation' existed to promote firefighting development, drill competitions and the spirit of camaraderie across all of the Island's Brigades. After the creation of the NFS, the Island became D Division of No 14 Fire Force, which also encompassed Portsmouth and basically the Eastern half of Hampshire.

On the demise of the NFS and the handing back of control of fire services to local authorities, the Isle of Wight Fire Brigade was formed, becoming the Isle of Wight Fire and Rescue Service in 1985. Units of the Cold War-era AFS were also formed on the Island.

In 1973 it was proposed that the Island became part of the planned Hampshire Fire Brigade as part of the realignment of local authority and fire authority boundaries and jurisdiction across the UK. The Island was destined to become 'E Division' and was part of the planning group for the planned new Brigade. Successful lobbying resulted in the Island retaining its status as an independent fire authority.

There were other occasions when there was talk about the Island becoming part of another authority, the most serious of which was 2006/07 when the Deputy Chief Fire Officer from Hampshire (me) worked with the Island's Chief Fire Officer and Deputy Chief Fire Officer, in liaison with one of Her Majesty's Inspector of Fire Services. A proposal for a merger with Hampshire was not seen to be politically acceptable and the proposal was rejected, even though the cost per population was noted to be the highest in the UK. The proposal included an increase in the wholetime strength the handling of all 999 calls via the Hampshire Control Room and the reduction/consolidation of fire stations, including consideration of a strategic support 'depot' approach to permit a wider response for personnel.

The first time, since the days of the NFS, that the Island sought assistance from the mainland was a call at 0210 hours to Hampshire on 24 August 1994, when the Island experienced a number of arson attacks on shops, blamed on animal-rights activists. Three pumps from Waterlooville, Cosham and Havant were placed on a ferry and provided strategic cover on the Island.

The next time was on 23 April 1997 when a serious and spreading fire in Brightstone Forest outstripped Island resources and four pumps from Havant, Waterlooville, Cosham and Southsea, plus a Watercarrier from Fareham and the Emergency Catering Team provided support.

In March 2012 the Island lost its independent Control Room and Surrey Fire and Rescue Service took on the task of receiving all 999 calls from the Island and despatching response resources to those calls. At the time, Surrey had the same system and so transfer of the function was facilitated easily. This continued until the function was passed to the Hampshire Control Room in April 2017.

On 1 April 2015, contracted management of the Island FRS was handed to the Chief Fire Officer of Hampshire whilst retaining their fire and rescue authority and independence in name. The Island lost its own Chief and Deputy Chief Fire Officer positions. Many of the support services and ways of working then started to be aligned. In due course, calls were placed within the Hampshire Control Room and fleet responsibility and other support functions were managed by Hampshire. Under these arrangements, there were a number of calls for assistance when crews from the mainland were ferried across to the Island to assist with calls or due to a lack of cover across the Island.

This gradual alignment and economy of scale achieved paved the way for the perhaps inevitable talks around a full merger and on 1 April 2021 a full merger took place, with one Island elected member becoming part of the new Combined Fire and Rescue Authority. History will now write itself around the disposition of resources, locations of stations and the operational ways of working. Inevitably, and because the contingency planning needs for an island will dictate structure and policy, it seems likely that resourcing the needs for community protection will always look different to the same geographical area and dynamics on the mainland. Whether though the picture will look exactly the same as is now the case remains to be seen.

It has been openly stated that investment into buildings due to their age will be necessary.

The Island has a proud history and a strong tradition in providing fire protection emergency response capability for its communities and those qualities will no doubt be built on as the new Fire and Rescue Service matures.

The Hampshire Constabulary did of course assume responsibility for policing the Island fully in 1943, having already taken on the responsibility for some parts dating back to 1839. For the period 1952 to 1966, the title 'Hampshire and Isle of Wight Constabulary' was used, with badges to reflect this title. Since then, the Constabulary has not reflected the Island by name in its title.

Alan House

Isle of Wight Stations

| | | |
|----|------------|-------|
| 71 | Newport | WT/RT |
| 72 | Cowes | RT |
| 73 | East Cowes | RT |
| 74 | Ryde | DC/RT |
| 75 | Bembridge | RT |
| 76 | Sandown | RT |
| 77 | Shanklin | RT |
| 78 | Ventnor | RT |
| 79 | Freshwater | RT |
| 80 | Yarmouth | RT |

INCIDENTS

7 March. Make pumps 19, WrC 2. ToC 16.17. ToS 13.29 9th March 2021. Fire Thatch Roof, The Barracks, Bransbury. Fire involving a row of four thatched cottages which shared a common roof void, traditional wattle and daub construction consisting of two floors, 30m x 7m. 75% of roof destroyed by fire. Cottages 1, 2 and 3 100% damaged by fire and water, partial internal collapse of roof and ceilings. Cottage number 4, light smoke damage only. 4 jets, 2 hose reels, 2 CAFS jets, 40B Attendance - WrT Sutton Scotney, RP Andover, WrL Andover, LRP Whitchurch, WrT Overton, RP Winchester, LRP Basingstoke, RP Basingstoke, RP Eastleigh, WrLR Ludgershall, WrL Newbury, WrL Newbury, RP St Marys (from s/by Winchester), RP Rushmoor (from s/by Basingstoke), WrL Romsey (from s/by Andover), WrL Alresford (from s/by Winchester), WrL Odiham (from s/by Basingstoke), WrL Bishops Waltham (from s/by Eastleigh), WrL Stockbridge, ALP Basingstoke, EPU Romsey, CSV Eastleigh, WrC Eastleigh, WrC Andover, CSV Basingstoke, ICU Headquarters. Stand by moves WrL Tadley to Basingstoke, WrL/R Salisbury to Andover, RP Hightown to Winchester and LRP St Marys to Eastleigh.

15 March. ToC 1950. Make pumps 8, ALP required. Tesco Express, Carpenters Down, Basingstoke. Building used as supermarket, 20m x 20m, fire in refrigeration unit within supermarket. 12 BA, 2 hose reel, 1 jet in use. Attendance RP, LRP, ALP and CSV Basingstoke, WrT Overton, WrL Odiham, WrL Hartley Wintney, WrL Kingsclere, WrL Tadley, RP Rushmoor, ICU Headquarters, EPU Alton. Stand by moves, WrT Sutton Scotney and WrL Alresford to Basingstoke.

24 March. ToC 06.40. Make pumps 8, ALP, WrC 4. Everyway Solutions, 10 Old Redbridge Road, Southampton. Fire involving vehicle workshop, 20m x 15m. Workshop contained 5000 litres of diesel, 2 empty acetylene cylinders and 5 other cylinders including argon and oxygen. 200m exclusion zone established. 2BA, 3 jets and ALP monitor

in use. Attendance RP Redbridge, RP, LRP and ALP St Marys, RP and LRP Hightown, RP, WrC and CSV Eastleigh, WrL and EPU Romsey, WrT Hamble, WrC Fareham, WrC Ringwood, WrC Fleet, CS Beaulieu, ICU Headquarters. Stand by moves WrL Bishops Waltham to Eastleigh, relieved by WrT Romsey, RP Cosham to Hightown, relieved by WrT Botley, WrL Wickham to St Marys, relieved by RP Fareham then LRP Southsea, WrL Hythe to Redbridge, relieved by RP Basingstoke. Relief crews included all day watch from city stations and LRP Basingstoke.

28 March. ToC 00.32. ToS 05.32. Make pumps 6, ALP, WrC 3. Merry Mount, School Lane, Pilley. Fire involving domestic property of timber construction, 20m x 15m. Fire in roof space, roof 100% by fire, first floor 50% by fire and 100% by water, ground floor 25% by fire, 100% by water. 3BA, 3 jets, 1 hose reel, ALP monitor in use. Attendance RP and WrL Lymington, WrT Brockenhurst, WrT and CSV Beaulieu, RP Lyndhurst, RP Hardley, ALP St Marys, WrC's Eastleigh, Ringwood and Fareham and ICU Headquarters.

6 April. ToC 12.37. ToS 14.22. Make pumps 6, ALP and WrC. Brook Lane Surgery, 233A Brook lane Sarisbury Green. Fire involving doctors surgery consisting of two floors, 55m x 30m of traditional construction. Fire in electrical cupboard spread to roof space. PPV level 3, 6BA, 3 hose reels, 2 covering jets. Attendance RP, WrL and WrC Fareham, RP and LRP Hightown, LRP and ALP St Marys, RP Cosham, CSV Eastleigh and ICU Headquarters.

13 April. ToC 02.12. Make pumps 6 ALP and WrC Required. Chipstop, Falkland Court, Falkland Road, Eastleigh. ToS 05.10. Fire in ground floor chip shop, 100% by fire. 24BA, 4 jets, 2 hose reels, PPV and 9m ladder in use. Attendance RP, WrT WrC CSV Eastleigh, RP Redbridge, RP, LRP and ALP St Marys, LRP Hightown, EPU Romsey and ICU Headquarters. Stand by moves WrT Hamble to Hightown, RP Hightown to St Marys, WrL Romsey to Redbridge and WrT Botley to Eastleigh. Relief crews RP Winchester, RP Hightown and CSV Portchester.

14 April ToC 15.00. Make pumps 6, ALP required. Fire Persons Reported, Archer House, The Redan, Gosport. Fire involving 1st floor flat, all persons accounted for, 4BA, 2 jets. Attendance RP and WrT Gosport, RP and WrL Fareham, RP and WrL Cosham from stand by Gosport and Fareham, CSV Portchester, ICU Headquarters and ALP Southsea. Stand by moves RP Havant to Cosham, RP Hayling to Gosport and LRP Southsea to Fareham.

24 April. ToC 19.31.ToS 02.27. Make pumps 8, WrC 2, EPU 2, ALP and RSV. Hazmat Incident, Fareham Business Park, Barwell Lane, Gosport. Fire involving steel framed commercial building, 17m x 14m, containing generators and lithium batteries. 4 jets, 30 BA, ALP and UHPL in use. Attendance RP and WrL Fareham, RP and WrT Gosport, WrT Portchester, RP, WrL and RSV Cosham, LRP and ALP Southsea, EPU Romsey and Alton, CSV Eastleigh and Beaulieu, WrC Eastleigh and Ringwood and ICU Headquarters. Stand by moves RP Hightown to Fareham, RP Havant to Gosport, WrT Botley to Cosham and WrL Bishops Waltham to Hightown.

27 April. Hampshire crews assisted Dorset and Wiltshire FRS at a make pumps 18 thatch roof fire at The Last Straw, 49 High Street, Collingbourne Ducis. Toc was 16.01. Fire involved a thatched roof property measuring 20m x 15m, fire affecting 60% of roof. 18 BA, salvage in progress. HIOWFRS attendance was RP, WrL and WrC Andover, WrT Sutton Scotney, RP Winchester, LRP Whitchurch, RP Eastleigh, WrL Kingsclere, WrT Overton, CSV Basingstoke and EPU Romsey. Stand by moves in Hampshire were WrL Cosham to Sutton Scotney, RP Basingstoke to Andover, WrL Wickham to Winchester, LRP St Marys to Stockbridge and RP Fordingbridge to Salisbury.

27 April. ToC 23.07. ToS 03.13. Make pumps 8, WrC 2, ALP required. Beaulieu and East Boldre Royal British Legion, Strawberry Field, East Boldre. Fire involving building of wooden construction, 30m x 30m, 100% by fire, 9 BA, 4 jets, 2 hose reel and ALP in use. Attendance – WrT and CSV Beaulieu, WrT Brockenhurst, RP and WrL Lymington, RP Hardley, WrL Hythe, RP Lyndhurst, WrT New Milton (from stand by Beaulieu), ALP St Marys, CSV and WrC Eastleigh, WrC Ringwood and ICU Headquarters.

28 April. ToC 10.07. ToS 17.16. Make pumps 10, WrC 2. M & H Autos, Goldsmith Avenue, Southsea, Portsmouth. Fire involving auto repair workshop of brick and steel construction. Fire in kitchen spread to workshop are involving several cars. Cylinders involved in incident but not in fire, 3 BA, 7 jets and ALP in use. Attendance – RP, LRP, ALP Southsea, RP, WrL and RSV Cosham, RP Havant, WrT and CSV Portchester, WrT Emsworth, WrT Horndean, WrL and WrC Fareham, WrL Waterlooville, CSV and WrC Eastleigh, EPU Romsey, ICU Headquarters. Stand by moves – WrL Wickham and WrT Droxford to Southsea. RP Fareham to Cosham, RP Hayling Island to Havant, RP Gosport to Fareham, RP St Marys to Eastleigh.

2 May. ToC 23.31. ToS 03.58. Make pumps 7, ALP required. 146 St James Lane, Southampton. Fire involving a disused house of multiple occupancy of three floors and of traditional construction, 14m x 12m. Fire to rear of property ground and first floor spread to roof, radiated heat to neighbours property. TAC vent level 3, UHPL, 6BA, 4 hose reels, 4 jets, ALP monitor in use. Attendance RP Redbridge, RP, LRP and ALP St Marys, RP WrT and CSV Eastleigh, WrT Totton, LRP Hightown and ICU Headquarters. Stand by moves - RP Hightown to St Marys and WrL Romsey to Redbridge.

3 May. Neighbouring Dorset and Wiltshire FRS had two simultaneous incidents just over the border that saw HIOWFRS resources in attendance. The first incident, ToC 14.18 at Pine Copse Farm, Hurn Road St Leonards and St Ives was a make pumps 8 with HIOWFRS resources attending from Ringwood with RP, WrC and L4T. The second incident at Boveridge Heath, Verwood. ToC 14.51 was a make pumps 16 with HIOWFRS resources attending with – RP and L4P Fordingbridge, RP Redbridge, L4T Burley, WrL and WrT New Milton (WrT from stand by Ringwood), WrT Botley (from mobile to standby Redbridge), RP, WrT Eastleigh WrT Brockenhurst and WrL Romsey. Stand by moves were RP Fareham to Redbridge, RP Hightown to Ringwood, WrL Lymington to New Milton, LRP St Marys to Lyndhurst and WrL Bishops Waltham to Eastleigh.

Colin Carter



IoW Mercedes Atego WrL



Co-Responder Car



New Rescue Pumps

FINAL SALUTE

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

Very fortunately we have few names to record in this edition. What is appropriate though is to just to make mention of all those colleagues who may have lost loved ones through this very difficult period of the pandemic and to say that our thoughts are very much with them.

We have been made aware of at least three members who have each lost their wife and we extend our condolences and our hope that sad times will soon be replaced with fond memories and smiles. We are also aware of colleagues who themselves have had the virus and experienced the discomfort and trauma of this awful impact on life in general and of course the intense worry for families.

We are hopefully on the road to a more normal life, but we will all need to remain alert and aware for ourselves, our families and, everyone we come into contact with.

Dawn Foster

On 1 May 2021 - Aged 65

Dawn served as a Clerical Assistant with Portsmouth City Fire Brigade and then with Hampshire at B Division Headquarters from July 1992 until February 1997

Ron 'Snaz' Parsons

On 2 May 2021 - Aged 91

Ron joined the Southampton Fire Brigade in February 1955 and served many years at the Docks Fire Station and on the Fireboat until retiring as a Leading Fireman in August 1984

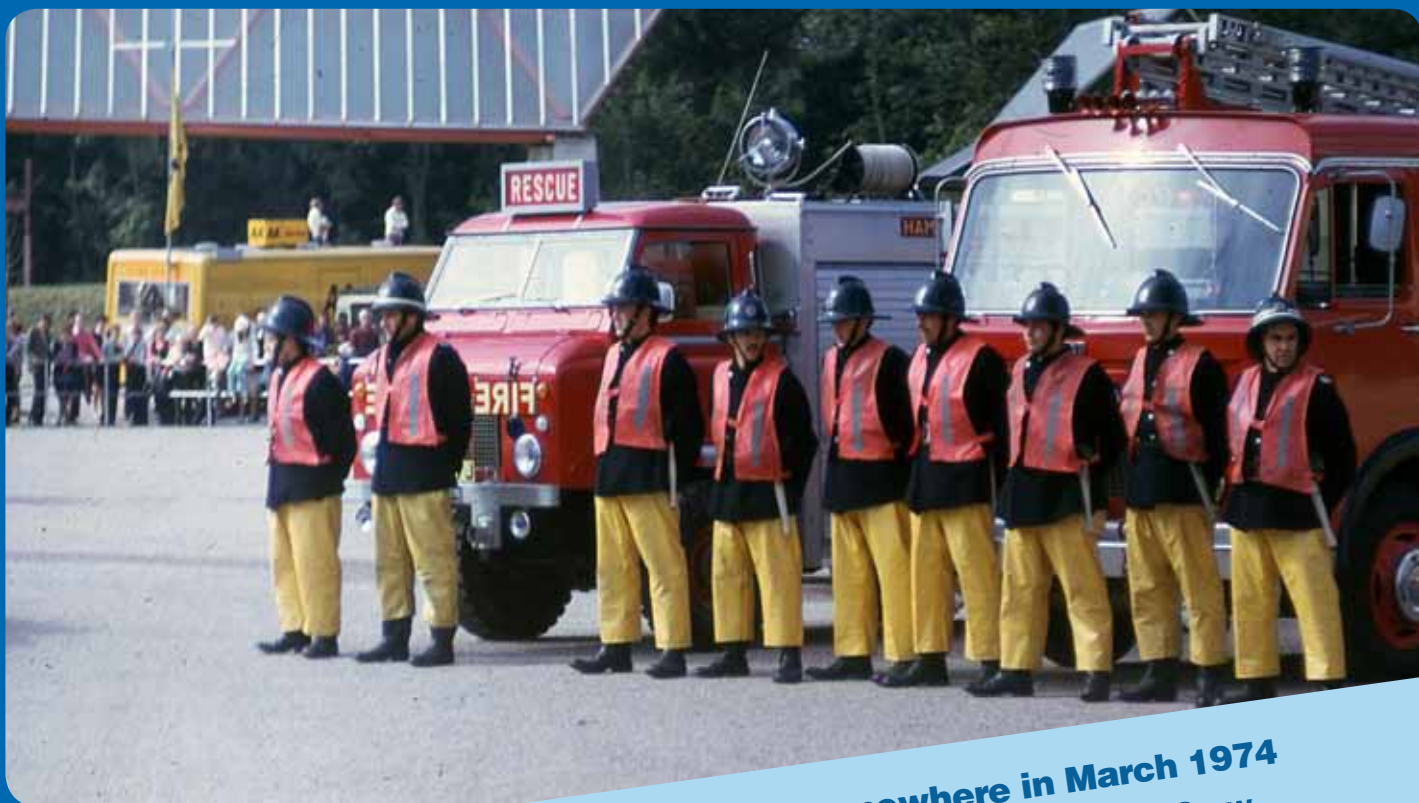
Chris Stocks

On 29 April 2021- Aged 74

Chris joined in February 1974 and served at Southsea, Gosport, C Division Fire Safety and B Division Fire Safety, retiring in Feb 2002 as a Station Officer.

Following retirement, he continued as a member of the Protection Team at Fareham Fire Station, until 2019.

Lest we forget



Basingstoke showing off their skills somewhere in March 1974
So, just before amalgamation. LFm Pete Heaney is amongst the Crew.

