

STOP MESSAGE

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

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<https://xhfrs.org>



C30 Winchester crews attending a fire at Basticks, Winchester 19 February 1985

INSIDE



MOBIL PETREL

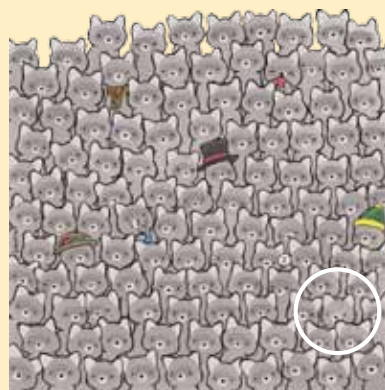
Whilst berthed at esso fawley oil terminal the Mobil Petrel, a 16 year old very large crude oil tanker, suffered major structural failure

PAST TIMES

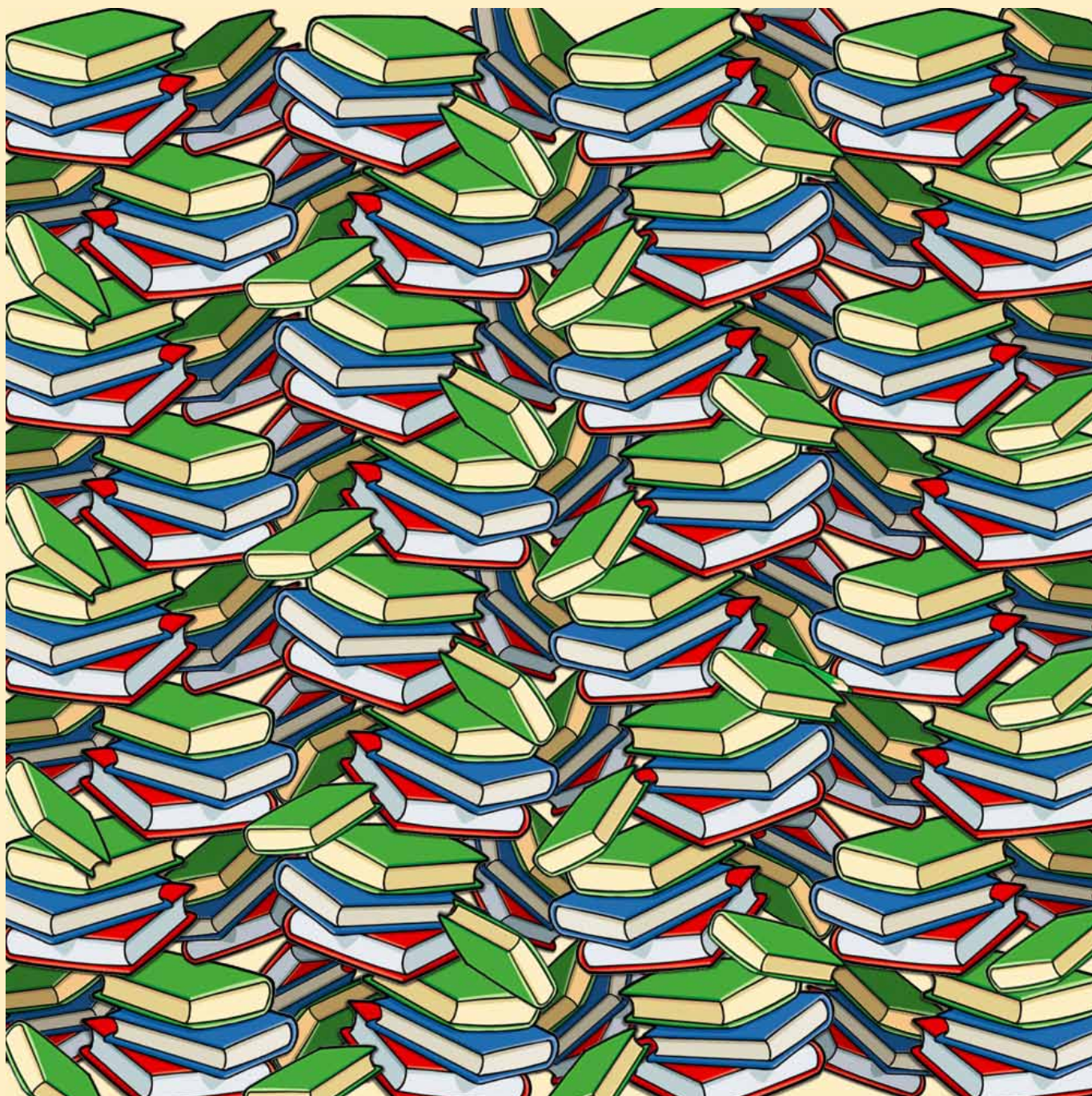
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JUST FOR FUN!

Sharpen Your Eyesight and Find the Hidden Pencil



Did you spot the cat 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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Not sure of the scale what the scale of incident was at Basticks, Winchester, on 19 February 1985, but the hi-tech equipment of the time – a smoke extractor, was put into use, to the utter amazement of an onlooker! (Ambulance crew member maybe?)



STOP MESSAGE



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FROM THE EDITOR

And so, we no longer need to wear the masks (or do we?) and some of us still lead a very different cautious life with limited or no holidays, whilst the cost for running our homes and lives continue to rise. Getting past January and noticing that the days are getting longer and lighter is always a bonus and a look forward to the Spring and Summer. However, the statistics tell us that Covid has not gone away yet. Care and caution are still good watchwords perhaps.

Despite the risks, restrictions and at times reduced staffing, our first responders, including the many control room staff, have continued to serve and protect the community. In particular, well done and thanks to all members of the Hampshire and Isle of Wight Fire and Rescue Service, remembering that it is not only the men and women riding under the blue light who provide the means and the tools to bring any call for help to a successful conclusion. Whilst many can isolate and fulfil their function successfully from home, there are those who have to respond direct, sit in the control rooms, maintain the vehicles, provide the logistics and at incident support, whilst needing to protect themselves and their families. A challenging time for those trying to provide 'business as usual'.

We have probably all experienced or heard about the extended wait for buyers of new vehicles due to the shortage of component materials and then the extended delivery times as most have to be shipped from overseas. This is also having an impact on fire and rescue services, with their fleet age increasing.

The very small field of fire fleet builders these days will struggle to keep pace with demand as the usual rhythm of supply and build is disrupted and, inevitably, costs and allocated budget move further apart. Demand and full order books may result in customers looking further afield, with some keen EU builders out there.

The HIWFRS is fortunate in having a very robust and proficient fleet organisation, with skilled technicians and good facilities. The battles of the past for investment into the fleet and appropriate facilities will provide resilience as the fleet age profile changes during this supply challenge. I just ponder that in 1948, when materials were short and demand was huge, Hampshire start to build its own fleet requirements!!

Until the next time...
Alan House, Editor



MOBIL PETREL – A CLOSE CALL

At a funeral recently I had a socially distanced conversation with a member of the crematorium staff who recognised the naval association standard I was carrying. I said to him were you in the Royal Navy, no he answers, I was in the Merchant Navy on tankers.

I said to him the only tanker I ever got near was the Mobil Petrel, and then I thought how long ago was that. When I returned home I looked on Google, in November this year it will have been 23 years.

The incident in Fawley occurred on the 7th of November 1989 at approximately 1529, but the story started in Rotterdam on the 2nd of November where the ship arrived from Sidi Kerir with a full load of Arabian light crude oil 133,560 tons. Half to be unloaded in Rotterdam the rest for Fawley.

With half the cargo discharged, during re ballasting, a crack in the external hull plating was seen to be weeping oil. That tank was still fully loaded so the head of oil above the leak was moved to another tank.

“ At approximately 1529 on the 7th a loud bang was heard followed by rumbling and vibration throughout the ship ”

Minor pollution followed on which the Dutch port authorities took no action, the ship was inspected by a surveyor and it was agreed the ship could sail to Fawley to discharge the rest of the cargo, then on to Falmouth for repair.

Because the incident had been reported, this prompted the attendance of a Marine Superintendent Manager from the shipping line to see that the incident was managed without further problems arising, then as the senior ships officers were new in rank he sailed with the ship to Fawley to support the final discharge.

The ship arrived in Fawley at 1712 on the 5th of November now this is where it gets complicated, to test the cargo for water the inert gas system used to protect the ship/cargo

had to be vented. Due to a breakdown of a previous IG pump repair and a broken valve handle this meant the cargo discharge was very slow.

On the morning of the 7th no 2B centre and no 3 wing tanks were tested were passed fit for discharge, during this period the ships officers were allowed to proceed on leave replaced by new crew so continuity of supervision was broken. As the cargo was discharged the ship had to re ballast to maintain trim, contrary to written instructions a second ballast pump was used to speed things up, this continued till the incident.

At approximately 1529 on the 7th a loud bang was heard followed by rumbling and vibration throughout the ship, along

with a white/ brown vapour cloud from the cargo manifold. The second officer in the control room stopped the pumps and ordered the deck manifold closed. The crew went to emergency stations to the sound of the bilge alarm sounding. The ship was shut down and the emergency services alerted.

The damage was caused by the bulkheads being torn from the keel and the underside of the deck allowing the fuel oil to flow into the for and aft pipe tunnel, the aft into the main pump room and finally through main pump drive shaft bulkhead glands into the engine/boiler room.

The oil rose in the bilge beneath the still alight boiler till moves were made to shut everything down, resulting in a dead ship. With HFB in attendance a damage limitation exercise got

under way. Several High X foam generators were got to during the night using large quantities of high expansion foam that was amassed (127,000 litre). Some 80,000 litres was eventually poured. The following morning the risk having been greatly reduced the exclusion zone round the tanker was lifted.

The situation on board was consolidated, then as the tanker was interrupting operations at the refinery the Mobil Petrel was towed out into the Solent and anchored off Lee-on-Solent on the 10th of November.

A salvage crew was recalled from the Arabian Gulf to assist in the removal of the remaining cargo into a smaller tanker that was brought along side; all of this work was carried out with HFB personnel on board acting as safety numbers.

Mobil Petrel finally left the Solent on the 21st of November in all there were some 1,236 personnel attendances on board.

The info for this article was obtained from the Gov.uk Marine Accident Investigation Board available online.

Alan Hudspeth ex-Blue Watch B23

Ed- HFB Control took the first call at 1552 and the PDA of 5 pumps, 2 Land Rovers (for jetty movement) and 6 officers were sent. At 1840 'Make Pumps 10' was sent. At 1929, 'Solfire' was also declared, but was then stood down the next day at 0730. On day 2 – 10th November, the vessel left the jetty and began the towed journey to Stokes Bay, in poor weather, taking 6 hours to reach the anchorage. On 21 November the Stop message was sent 'Stop for Special Service call, Mobil Petrel, a 280,000 tonnes vessel. Assisting Mobil Shipping Company in removing crude

oil and making safe by foaming tanks'. Does not seem to be much of a Stop message, after all of the operations that took place and the risk involved! The tanker was towed out of the Solent, bound for Portugal. I well remember being on board alongside the Esso Jetty and making trips out to Stokes bay from Portsmouth harbour and on one particular wet and windy evening with some choppy water, a very 'hairly' transfer from the transport craft to the ships side ladder. Basically having to jump for the latter as the transport craft rose up and before it dropped back! The incident for many years was cited as being the largest use of Hi-ex foam ever used. As far as I know this remains the case. I remember the questions asked about the range of equipment supposedly 'lost' on this job, including a Light Portable Pump! Big jobs were always a good way to cover up unreported equipment losses from other jobs – honest guy!



Mobil Petrel

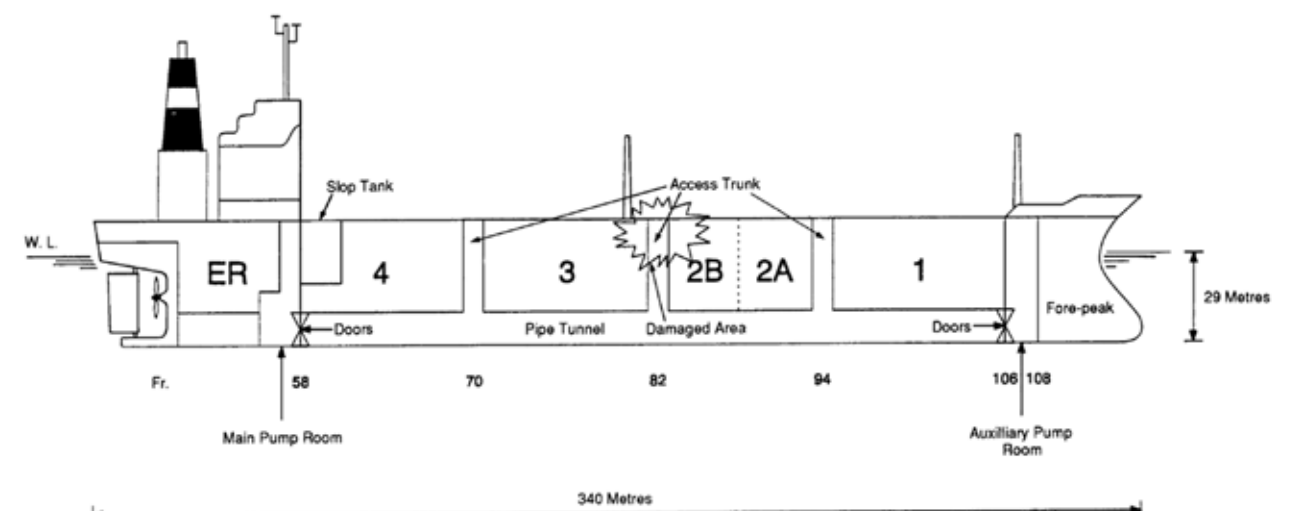
Gross Tonnage 133,560

Length 327m

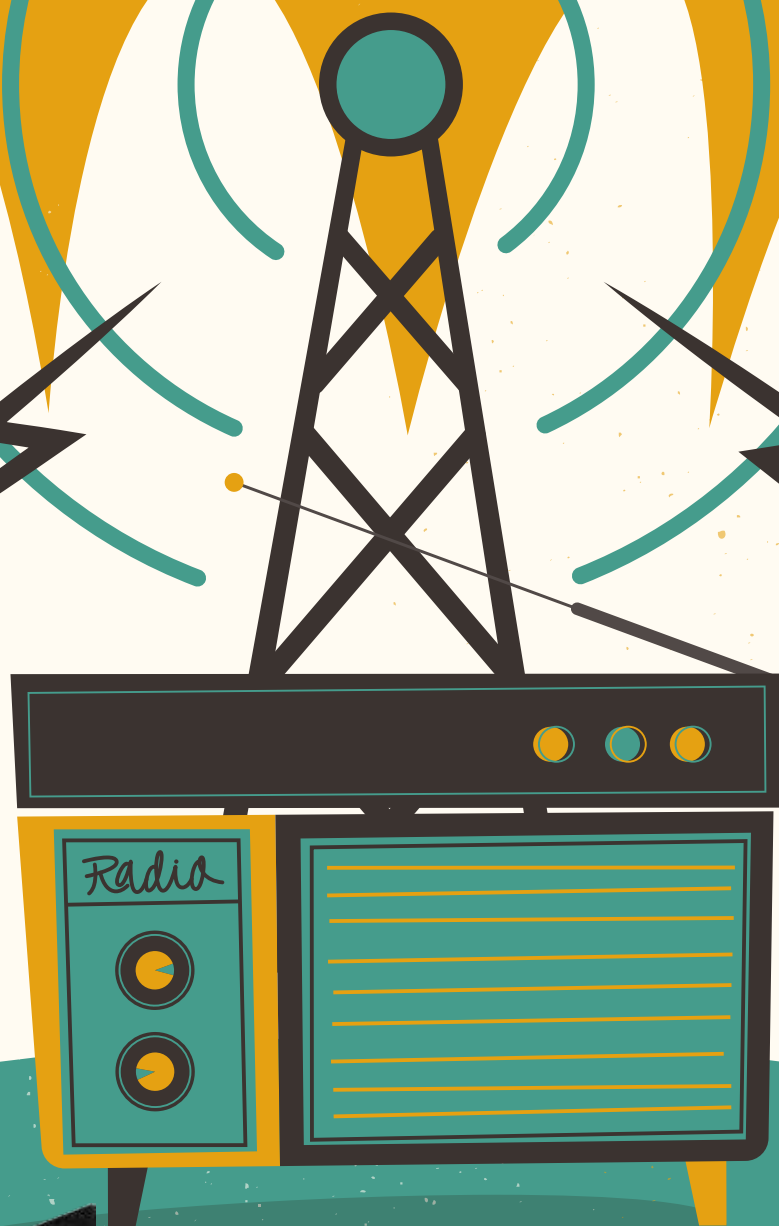
Deadweight 280,326tons

Beam 53.6m

Draft 28.0m



YOUR STATION



RADIO LUXEMBOURG

Many of us have happy memories of listening to 'Radio Luxembourg' - I certainly have, on the big old 'wireless' at home (if I was lucky), and later on my 'transistor radio' with the local boys (and maybe sometimes girls - just saying!)

OF THE STARS

With a heavy dose of fade and crackle!

Many of us have happy memories of listening to 'Radio Luxembourg' - I certainly have, on the big old 'wireless' at home (if I was lucky), and later on my 'transistor radio' with the local boys (and maybe sometimes girls - just saying!) as we hung around the 'place to be' in the village, when allowed to roam at night (not getting up to mischief) as a teenager or, when in bed reading comics by torchlight, when I should have been as sleeping because, I 'had to get up for school in the morning' - "yes OK, I am going to sleep Mum".

These were the days before the BBC launched radio stations which played 'pop music' and when the chance of hearing more than 'Two-Way Family Favourites', or 'Children's Favourites' were limited. There was of course the very popular 'Pick of the Pops' with Alan Freeman, late Sunday afternoon, when you followed the 'pop charts' to see how the chart positions had changed and who was at the all-important Number 1 position.

Then there were the offshore pirate radio stations, the first of which was 'Radio Caroline' which came onto the airwaves from off of the Essex coast in 1964 and was my listening choice and later, 'Radio London'.

The broadcasts for Radio Luxembourg came in during the evening and were very dependent on weather conditions with mushy atmospheric interference and crackle and the frustrating rhythmic fading in and out, which seemed to fade away at the good part of the 'record', (I just know that some of you can relate to this!).

And the sung jingle - 'Radeeow Luxembuuurg' - many of you will know how it went, I am sure.

Broadcasting on 208 metres, 1439 khz on the 'medium waveband', starting at 6pm (6.30 on Sundays) and off at 2am (originally 12 midnight), 'This is Radio Luxembourg - Your Station of the Stars' just had to be listened to. This is where you listened to 'the Hit parade'. You just could not get your 'pop' fix on the 'Light' and the 'Home' programmes.

Remember Horace Batchelor advertising his method of predicting the 'football pools' - the 'Treble Chance'? And that address? - 'Department 1, Keynsham, spelt K E Y N S H A M, Keynsham, Bristol. And yes, I could remember it all when writing this.

You can actually find the recording and other 'Fab 208', (as Luxembourg was later nicknamed), recordings online to listen to. Listening under the duvet with a torch may raise questions though!

Then of course the famous adverts for Ovaltine with the singing of the 'Ovaltineys'. If you were a listener you will know....

'Everyone loves Babycham- the Genuine Champagne Perry'. 'Make Friends with Hornimans, the Yellow Dividend Tea'. 'Get the Hotpoint Light and Easy Cleaner'.

The Top Twenty was broadcast on Sunday evening between 11pm and Midnight - hence the number of teenagers having bleary eyes and not wanting to get up for school on a Monday morning! Unlike the BBC 'Pick of the Pops', the 'Top Twenty' on 208 started with the number 1 record.

BBC Radio 1 came along in September 1967.

But, the origins of Luxembourg were certainly not to pander to the musical tastes of youngsters. You can see the name on the dials of the surviving big old 'wireless' sets that were a focal point and source of news and connection with the world in many homes.



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In 1927, the monopoly rights to broadcasting in Britain passed to the new non-commercial 'British Broadcasting Corporation' which was to operate under a Charter from the Crown. This monopoly was held by the BBC until 1973. There were various attempts to bring commercial radio to British listeners. One such commercial station was based in Luxembourg which was seen to be an ideal location for broadcasting to other countries. In 1933, after a long period of discussions and disagreement, followed by completely ignoring international agreements about the use of wavelength, the station began broadcasting , in both English and in French on 'Longwave', bringing a whole new style of programming and commercials into British homes.

“ If you were careful in turning the dial, you could listen to ‘HX’ – Result! ”

On the outbreak of WW2, the station chose to close down but after Luxembourg was occupied by the Germans they used it to broadcast propaganda, including those by the British traitor William Joyce, otherwise known as 'Lord Haw Haw'.

After liberation by the American forces they used the station for a while for broadcasts by their Psychological Warfare Division, to undermine German morale. Stephen Williams, Director of English Language Broadcasting at Radio Luxembourg at the time was instrumental in the burying of transmission valves and the entire record library in a field close to the transmitter, prior to the arrival of the Germans.

As the Allied liberations forces made their way to Luxembourg, the German forces had set charges to blow up the transmitter, but these were sabotaged by the station's chief engineer.

With the end of the war, the record library and transmission valves were unearthed from the field in which they had been buried, and broadcasting quickly resumed once the American forces handed back the station.

In the early 1950s broadcasting moved to 208 on the 'Medium' waveband; German and French language during the day, and English at night.

Interestingly, with no possible control over the distance and coverage that its broadcasts reached, Radio Luxembourg became a source for listening to 'the free world' for those residing 'behind the Iron Curtain' in many parts of Soviet Union Europe.

What some may not know is that many of the programmes post-war were in fact pre-recorded in a studio in London, hence the many British personalities and DJs who began or enhanced their career on the station.

The station ceased its broadcasting at 3 am on 30 December 1991.

Also on those old radio dials will be found 'Radio Normandy' or in some cases, 'Normandie'.

This was another commercial radio station, based in Fécamp, Normandy and originally known as 'Radio Fécamp' which began broadcasting in November 1926 and which targeted the British listening audience, as a direct rival to Radio Luxembourg.

It was one of the most successful commercial radio stations in Europe in the years between the two world wars. During the Nazi occupation of France, it was used as a relay station for Radio Paris, which was a propaganda station. In August 1944, the Germans, who had bricked up the windows of the central building because of air raids by the RAF, set the building alight, including the roof.

The station ceased broadcasting in 1977 The glory days of 'wireless' and of turning the dial, to tune in to crackling broadcasts to listen to your favourite programmes. Remember the 'Billy Cotton Bandshow' (Wakey Waakaaay), or 'Music while you Work' or 'Workers Playtime'?

We never had a TV until I was 10, so the available radio programmes were a big part of my early years. Even when TV first came into home there was little to watch during the day, with long periods of the 'test card'.

Then later I discovered that our TV had a built in radio tuner and if you were careful in turning the dial, you could listen to 'HX' – result!

Oh the days of having Bernard Cribbins in the Top Twenty! And, Dr Kildare or 'Z Cars' themes to listen to What a mix - Orchestral, Country & Western, Rock n' Roll, Humorous, Jazz and Ballad all in the 'Charts' together, not forgetting The Twist. Some classics in this listing. (I had fun seeking these out online – especially re-living Bernard Cribbins!) Do you remember these record labels? (What's a 'record label' Grandad?)

Some of the DJs: Jimmy Savile , Jimmy Young, Tony Hall, Alan Freeman Jack Jackson, Don Moss, Keith Fordyce, Peter Murray, Peter Aldersley, Ray Orchard, Muriel Young, Pete Brady, Brian Matthew, Sam Costa, David Jacobs, Kenny Everett, Keith Skues, Johnny Moran, Simon Dee, Barry O' Dee, Hughie Green, Doug Stanley, Alan Dell, David Gell, Katie Boyle, Carol Deene and Ernie Williams. Resident D.J.'s were (D.J. B.A.) Barry Alldis , Paul Hollingdale, Don Wardell, Stuart Grundy, Chris Denning, Tommy Vance, Tony Brandon, Colin Nichol. Try explaining all of the above to your grandkids, if you can get them away from their 'streaming'!! They will not believe you.

Alan House



The 'Top Twenty' on Radio Luxembourg, Sunday 8 April 1962

1. Wonderful Land	Shadows	(Columbia)
2. Hey Baby	Bruce Channel	(Mercury)
3. Tell Me What He Said	Helen Shapiro	(Columbia)
4. Dream Baby	Roy Orbison	(London)
5. Twistin' The Night Away	Sam Cooke	(RCA)
6. Can't Help Falling In Love	Elvis Presley	(RCA)
7. Wimoweh	Karl Denver	(Decca)
8. Let's Twist Again	Chubby Checker	(Columbia)
9. When My Little Girl Is Smiling	Jimmy Justice	(Pye)
10. March Of The Siamese Children	Kenny Ball	(Pye Jazz)
11. Stranger On The Shore	Mr. Acker Bilk	(Columbia)
12. Never Goodbye	Karl Denver	(Decca)
13. Softly As I Leave You	Matt Monro	(Parlophone)
14. Hey Little Girl	Del Shannon	(London)
15. A Hole In The Ground	Bernard Cribbins	(Parlophone)
16. Dr. Kildare Theme	Johnnie Spencer	(Parlophone)
17. When My Little Girl Is Smiling	Craig Douglas	(Top Rank)
18. Love Me Warm And Tender	Paul Anka	(RCA)
19. The Young Ones	Cliff Richard	(Columbia)
20. Theme From Z Cars	Johnny Keeting	(Picadilly)



The smog could be seen from as far away as North Cornwall

TORREY CANYON

A mucky job!

The Torrey Canyon was an oil tanker, one of the first generation ‘supertankers’, which left from Kuwait on 19 February 1967 with its cargo of 117,000 tons of crude oil, bound for the refinery in Milford Haven, South Wales.

Just after 0900 on 18 March the vessel hit Pollards Rock, on the Seven Stones reef, between Land’s End and the Scilly Isles, resulting in a distress call being sent from the Captain at 0907. By late morning Royal Navy ships and helicopters had reached the scene and at 1145 a RN officer was winched on-board to assess the situation. He reported that 10 of the 18 main tanks had been holed or damaged and the main pump room was flooded, preventing the transfer of any oil internally between tanks nor was it possible to transfer oil to another ship.

Oil was already starting to leak and some detergent spraying operations began to stem oil pollution to little effect and a large slick started to develop. Over the coming days a major operation came into place with Shackleton, together with Victor and Canberra military aircraft flying daily missions to monitor the size and direction of travel of the growing slick. A joint headquarters was established in Plymouth with the Navy taking command of seaborne operations and the Royal Air

Force of those in the air including those of the Fleet Air Arm aircraft.

Attempts to refloat the tanker were unsuccessful and on 21 February, an explosion on-board resulted in the death of the chief salvage expert assessing the situation. The following day the weather deteriorated and as a result of increasing pounding of the ship, more oil was released. On 26 February, the tanker ‘broke its back’ during an attempt to refloat it. By 25 March the spillage was starting to arrive on the coastline in Cornwall and was also heading for the Brest Peninsula in France.

It was determined that the danger of a further explosion on-board was too great to allow another tanker to go alongside and so off-loading the product in situ was ruled out. At one point 22 vessels were involved in spraying detergent on the slick in an attempt to break it up and reduce any impact on the threatened coastlines.

On 28 March the vessel started to break up and with a large amount of product still in its undamaged tanks, the decision was taken to bomb the ship to try and burn the remaining oil. Eight Buccaneer aircraft from 800 Naval Air Squadron, Lossiemouth were first used to bomb pre-identified areas of the ship. Having hit the target releasing more oil, Hawker Hunters from Chivenor followed and dropped aviation fuel tanks to ‘seed’ the oil. A helicopter then dropped an ignited ‘pyrotechnic brick’ into the mixture of fuel to set it on fire. The following day an aerial inspection revealed that some oil still remained within the wreck and a decision was taken to make a second strike. Two Hunters went in first and fire rockets to penetrate the wreck, followed by 5 Buccaneers dropping 1,000lb bombs, followed then by 6 Hunters from Raynham which dropped napalm onto the oil which has escaped onto the sea. The Hunters then dropped aviation fuel tanks into the blaze and there were 3 more strikes by Buccaneers and then finally, by 4 Sea Vixens from Yeovilton. A post-operation debrief established that neither the napalm nor the aviation fuel drops contributed greatly to the spread or sustainment of the main fuel fire and extinguished themselves after just two minutes.

On 30 March an overflying by operations commanders and salvage experts concluded that there was possibly still one oil tank intact and that a final strike was necessary. Eight Buccaneers, using Brawdy for refuelling and re-arming and 8 Sea Vixens were tasked with the bombing operation. Then 6 Hunters came in and dropped napalm but as was previously identified, the napalm added little to the effect. The air operation involved dropping 140 bombs from Buccaneers, 19 from Sea Vixens plus 12 napalm bombs. The Hunters fired 23 rockets and dropped 120 fuel tanks and 18 napalm bombs. The Shackletons flew 39 patrols and the Victors and Canberras flew 11 photo-reconnaissance missions. RN and RAF helicopters flew more than 200 taskings.

(I have a feeling that these operations, with no hostile force firing back at them, were seen by the aircraft crews as ‘jolly good fun’ after many mundane practice bombing training sessions with inert bombloads!)

The military without doubt learned a great deal from the operation and valuable lessons were learned – a number of the WW2 vintage bombs did not detonate, some bomb release circuits did not function well and the weapon aiming systems needed some refinement. All good points of learning, using a ‘peacetime’ operation to practice and test ‘wartime’ hardware and methods of operation.

So what, I hear you say, does this have to do with the fire service. Well, despite best efforts and the burning of large amounts of oil, some product inevitably made its way to the shoreline. A meeting had taken place in Cornwall involving the emergency services and local authorities and detergent and equipment for applying it had been gathered, What was quickly realised was that despite being a shoreline operation, securing a water supply would be a problem at many locations due to heavy surf and very flat beaches.

Cornwall Fire Brigade received the first call for assistance on March 25 to Praa Sands, six miles east of Penzance. As the scale of the pending operation was realised, a call to the Regional Fire Commander (Designate) resulted in 150 men and 7 women, mostly AFS volunteers with 40 vehicles, including 26 Emergency Pumps (‘Green Goddesses’) arrived in Cornwall on the evening of 26 March (Easter Sunday), from Devon, Exeter Plymouth and Somerset Fire Brigades. These were billeted in a caravan/chalet holiday site in Perranporth. These were relieved on the following day by 100 personnel from Gloucestershire, Gloucester, Wiltshire and Bristol Brigades, were mobilised in personnel carriers for 48 hours duty, crewing the appliances delivered the previous day.

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On 29 March a further 121 men with 20 additional Emergency Pumps from 15 brigades arrived providing within the county a total strength of 46 Emergency Pumps plus ancillary vehicles and over 300 personnel. In all, 43 Fire Brigades were involved in sending personnel and equipment.

Initially Devon Fire Control became the designated point for all communications but as it became apparent that they were likely to be overwhelmed with potential interference with usual operations, additional telephones and teleprinters were installed within a temporary operational control set up with Devon Fire Brigade Headquarters, manned by Headquarters staff. Additional control room staff mechanics and service vans were also requested. PVC raincoats and rubber boots, PVC gloves, eye shields, 50,000 feet of hose and blankets were mobilised from Home office stores. The blankets were sent to RAF St Mawgan where the first contingents of personnel slept.

On 4 April, 102 reliefs left Birmingham Fire Brigade Headquarters in coaches, bound for Perranporth.

Reinforcing crews going into and out of Cornwall were routed through the Headquarters station of Exeter Fire Brigade for feeding by volunteers from the Devon and Exeter Civil defence Corps units and the Women's Voluntary Service. AFS Despatch Riders on motorcycles met them on the outskirts of the City and escorted them into the feeding base. Somerset organised a similar arrangement.

Remember, this was almost exactly one year away from the stand down of the AFS and so there were many Green Goddesses and other AFS fire convoy appliances still issued around the nation's fire services. Reinforcement were organised through the Civil Defence regional structure which then existed and which would have been activated in time of war. During the period of operations reinforcements came from Nos 5, 6, 7 and 9 Regions as well as some whole-time

volunteers from the London Fire Brigade. There can be no doubt that the regularly practiced formation of Mobile Columns, convoy movements and the setting up of feeding bases must have added greatly to the rapid and smooth mobilising of resources. The whole of the Regional Civil Defence structure was designed for such an event.

From reports of the time, resources from around Hampshire were sent to take part in the beach clean-up operations as follows:
Hampshire Fire Service sent 19 men under the command of ADO Hook on 29 March, followed by another contingent on 19 April.

Amongst those for sure who went to 'the battle of the beaches' as one local newspaper article named the incident, were 'Martin Nash aged 20, from Farnborough, and Colin Harris, aged 30 and Glynn Taylor aged 23 from Aldershot' (newspapers loved printing the age of people for some bizarre reason), who 'joined nearly 20 Hampshire Firemen' (what 'nearly 20' actually means, I am not sure). The newspaper article went on to say, 'All nine full-time staff at Farnborough station volunteered to go, plus many part-time firemen. It was agreed that Martin Nash should be the one as he is a single man and a driver'. 'Farnborough Station Officer, Jack Damant said: "That all the men volunteered to go is really no more than I expected – I wish I could have gone myself". (Ummmm, I reckon everyone saw it as a bit of a wheeze, so no surprise really!)

An official Home Office record of the incident records that 50 Emergency Pumps, (EPs) 50 'Featherweight' Pumps and some 300 personnel were sent as reinforcements to Cornwall. The record noted that all Fire Brigades held certain issues of emergency firefighting equipment for AFS training purposes, and that Cornwall already had 12 EPs and 21 Featherweight Pumps, with Devon having 19 EPs and 28 Featherweight

Pumps which resulted in less stock having to be drawn from Home Office stores. 18 EPs and 18 Featherweight Pumps were issued from Dunkeswell store to Somerset. The Featherweight Pumps were the main source for cleaning the beaches. In addition to the withdrawals from Dunkeswell, the designated store for No 7 Region, the Home Office stores at Temple Cloud, Bishops Cleve and Steventon. In addition to the vehicles and equipment, issues of blankets, rubber boots, PVC raincoats, PVC gloves and eye shields were also issued.

Issues of Featherweight Pumps and ancillary equipment were also made to the Scilly Isles, Guernsey and Jersey in case the oil made its way to their beaches.

Contingency plans were also put in place to protect beaches in Wales and in No 6 Region, which included the Hampshire coastline.

A Regional Control was set up at HFS Headquarters to coordinate the movement of resources from the No 6 Region and additionally an Oil Pollution Control was established in the County Council offices Winchester as it was thought at one time that the Hampshire coastline could also be threatened, and a further Oil Pollution Control was also at set up at SFB Headquarters to consider any risks to the Southampton Water. Southampton Fire Brigade sent 11 men to the affected beaches and Portsmouth Fire Brigade sent 12 men in three separate contingents, one of which flew from Eastleigh to RAF Mawgan.

A messy operation, in very unpleasant conditions. It was dirty, wet and cold work using jets of water to wash oil back into the sea after it had been treated with detergent.

Alan House



HAMPSHIRE'S INDUSTRIAL, WORKS AND MILITARY FIRE BRIGADES

As Fire Brigades generally developed during the latter part of the 19th century and into the 20th century, many Private, Industrial or Works Fire Brigades were established. Many of these were set up to protect their own property in the absence of local Fire Brigades, or dissatisfaction with the way local Brigades were structured or equipped.



RNAY Fleetland Fareham

Many landowners created and equipped their own Brigade to protect their home and other properties they owned on their 'estate'. Because they had the money to do so, many were very well equipped, with estate workers/house staff trained to be 'Firemen'. Some were perhaps over-equipped with the landowner wanting to be better than his peers. Having a well-equipped and uniformed Fire Brigade was something of a status symbol. Many were certainly better equipped than the local parish or town Brigade.

The same thing happened to the protect the nation's industrial assets, at a time when Britain was a huge manufacturing nation and supplier to the world. The owners wanted to protect their businesses and assets in the same way as the landowners. Again, there was some dissatisfaction with the slow-growing local Brigades and, as with the landowners, having a well-equipped and sometimes very grand Brigade with the latest equipment was a status symbol and a sign of prosperity.

These Brigades would be equipped by the likes of Shand Mason, Merryweather and Morris or the myriad of smaller suppliers of firefighting equipment, uniform and accoutrements. This of course was in the days before standardisation and led to the problems of different couplings, threads and hydrant fittings, reducing the capability of joint working at fires.



Lansing Basingstoke ex Romsey

Most would join either a national association like the National Fire Brigades Union (not a trade union and later changed to 'Association' to avoid that confusion) or regional associations set up to serve a specific regional group of Brigades. Some of these were 'Private' associations and some were specifically for industrial brigades – there were several of these in the industrialised Midlands. The events of World War 2 and the creation of the National Fire Service with subsequent restructuring of local authority Brigades post-NFS, saw the demise of most of these organisations with the British Fire Services Association and the Industrial Fire Protection Association being created instead. The latter no longer exists but the BFSA still survives today. These associations served as source of model rules, guidance, shared learning, uniform, badges of rank and medals etc. Many were also the organisers of drill competitions and training events.

It was within these Brigades that the UK saw for the first, time women being allowed to be used for firefighting. World War 1 took so many men that women were allowed to fill the gaps. In only a very few cases was being a Fireman seen as a reason to avoid conscription and then, only in the paid Fire Brigades of towns likely to be attacked by air raids. Local authority Brigades called back retired members, or recruited more, used the likes of Boy Scouts, or closed fire stations rather than take in women!



Esso Fawley Fire Station



ISR Hardley



RAF Odiham



South West Tar Totton



RNAY Fleetlands



Army Fire Service Marchwood



British Rail Eastleigh



Dan Air Lasham ex Southampton FB



Army Fire Service Bramley



Army Air Corps Middle Wallop



Esso Fawley



HMS Daedalus



Fawley Power Station

The private and industrial brigades thought differently and trained their women employees to assist the remaining men. However, they quickly dismissed their services on the cessation of hostilities!

Hampshire had its fair share of Estate Fire Brigades looking after the property of the 'landed gentry' and landowners, but this article focuses on the 'Industrial' or 'Works' Brigades.

The peak of these Brigades nationally was probably during the 1910 to 1940 period. Many well equipped and well organised Brigades were established to protect their properties and reduce business losses resulting from outbreaks of fire. Some were large and established over different sites of the same company.

During World War 1, many were included in reinforcement schemes established under the Defence of the Realm Act with the likes of the Kodak Fire Brigade and that of Clarnico (confectionary company) were used during raids on London. Munitions factories had their own Brigades and a number of Firemen lost their lives due to massive explosions resulting from the production process.

Many of the nation's well-known breweries had very well equipped Brigades and continued to do so into the 1970s. Railway Company Fire Brigades were also very prominent.

The next big change came along, as a result of the Second World War and the period leading up to the demise of the NFS. In the early years of the war, many works Brigades either became AFS units attached to the local authority or created their own AFS units as additional protection. When the NFS was formed in August 1941 some became units of the NFS whilst others continued in their own name.

Post-war, many companies considered the need to retain their own Brigade. Driven by cost-cutting needs and the realisation that the NFS and later that the newly formed local authority Brigades were better organised and equipped and, required under new legislation to provide them the protection, took the decision to either reduce or disband their own on-site response.

This trend has continued right through to today with many well-known Brigades disappearing over time or being reduced to one or two safety enforcement personnel rather than provide a response team. There was a period when some companies created Cold War-era AFS units (and Civil Defence Corps units) with buildings funded by the Home Office who then provided 'Green Goddess' Emergency Pumps, uniform and equipment.

Many of the Brigades which did ride the storm of financial cuts through the 50s, 60s and 70s operated with a few full-time members along with onsite employees who would respond when there was a call. Regional and national drill competitions were a popular activity for these teams and once again company prestige came into play with trophies and cups being proudly displayed in the company office and bringing welcomed publicity in the press. Of course, having some form of on-site fire response or fire prevention team was seen as a way to reduce insurance costs.

The Esso Fawley Brigade was for many years particularly well equipped and operated well-staffed shifts of duty crews, regularly responding to site incidents, often dealing with them without calling upon Hampshire resources. For a period, the Chief Officer was regarded as having the equivalent rank as a Hampshire Divisional Officer and could make command decisions affecting Hampshire crews accordingly.

Today, the number of such Brigades or on-site response teams are few and far between. There was a time when many of our retained personnel were also members of some level of works Brigade, which brought a huge amount of knowledge and specialist risk knowledge onto local stations, not least in the high-risk Waterside area and other New Forest fire stations. Many calls into the petro-chemical related plants and industries often resulted in responding Hampshire crews having a high proportion of specialist knowledge.

Local airports/aerodromes have/had their own protection depending on their military or aviation authority category. This included Southampton (Eastleigh), Hurn (part of Hampshire pre-1974), Blackbushe, Farnborough, Portsmouth, Beaulieu, Middle Wallop, Hamble, Lee on Solent (Daedalus), Fareham (Fleetlands), Odiham, Lasham, Andover (Weyhill) and Thruxton.

“ Today, the number of such Brigades or on-site response teams are few and far between. ”

Add into this mix, the high number of Army and Naval and Air Force establishments which once existed in the County, many having their own response fire teams or even fully staffed and equipped fire stations. One of the biggest, before it was disbanded in 1968, was in the Royal Naval Base, Portsmouth, which ran a Pump Escape, Major Pumps and at one time even a Turntable Ladder. A very active Army station was part of the establishment in Bordon and they covered part of the county under formalised arrangements operating with the callsign '93'.

Back in the early 20th century, Aldershot Garrison had a very well equipped and trained Fire Brigade, including one of the nation's few Merryweather steam driven 'Fire Kings'.

A snapshot of 1979 shows that the following Works Brigades with some form of fire appliance existed:
British Aerospace, Hamble, British Rail Engineering, Eastleigh, CEBG, Fawley Power Station, CEBG, Marchwood Power Station, AC Delco, Southampton, Borden Chemicals, North Baddesley, Burt Boulton Ltd, Totton, South Western Tar Distilleries, Totton, Dan-Air Engineering, Lasham Aerodrome, Esso Refinery, Fawley, Ford Motor Company, Eastleigh, International Synthetic Rubber Company, Hardley, Lansing Bagnall, Basingstoke, Marconi Space and Defence

Systems, Portsmouth, Monsanto Chemicals, Hardley, Smiths Industries, Basingstoke, Petter Ltd, Hamble, Pirelli General Eastleigh, Pirelli General, Southampton, Plessey Company, Titchfield, Shell-Mex BP, Hamble, Blackbushe Airport Ltd, College of Air Training, Hamble, Southampton Airport, Eastleigh, British Automobile Racing Club and Aerodrome, Thruxton, Vosper Thornycroft Shipbuilders, Woolston

The Forestry Commission also had a fleet of Land Rovers with a water tanks and hosereel for firefighting.

At the same time Military/MoD Brigades or firefighting units existed at:
Bordon Garrison, Central Ammunition Depot, Bramley, Marchwood Military Port, Army Air Corps, Middle Wallop, Tidworth Garrison, HMS Mercury, East Meon, HMS Collingwood, Fareham, RN Aircraft Yard, Fleetlands, Fareham, HMS Daedalus, Lee on Solent, HMS Vernon, Portsmouth, RAF Odiham, Royal Aircraft Establishment, Farnborough, Admiralty Surface Weapons Establishment, Portsdown Hill, National Gas Turbine Establishment, Pyestock,

By this date the RN Dockyard in Portsmouth only had a uniformed Fire Prevention team.

A look back through old Drill Competition programmes dating back to 1952 show Works and Military/MoD teams participating from HMS Ariel, Lee on Solent, HMS Sultan, Gosport, HMS Dryad, Southwick, HMS Hornet, Gosport, Thornycroft, Basingstoke, Vickers Armstrong, Hurn, De Havilland, Hurn, Mechanical Electrical and Experimental Establishment, Christchurch, RAF Longparish, RAF Andover, and RAF Calshot.

Hurn and Christchurch were part of Hampshire until April 1974.

RAF Longparish was a RAF ammunition depot in Harewood Forest, Longparish, served by Longparish railway station. That was news to me. Who knew? But anyway, they had a fire team and took part in competition drills.
 Alan House

*(Note to self – why do you keep such useless information???)
 Part 2 with more photos in next edition. With grateful thanks to Steve Greenaway for the photos in this edition.*



Station in 1962



Station in 1971



Station in 2008



Ex Cosham WtT after issue to Portchester. Circa 2004

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 yard 1962

Scrapbook Memories

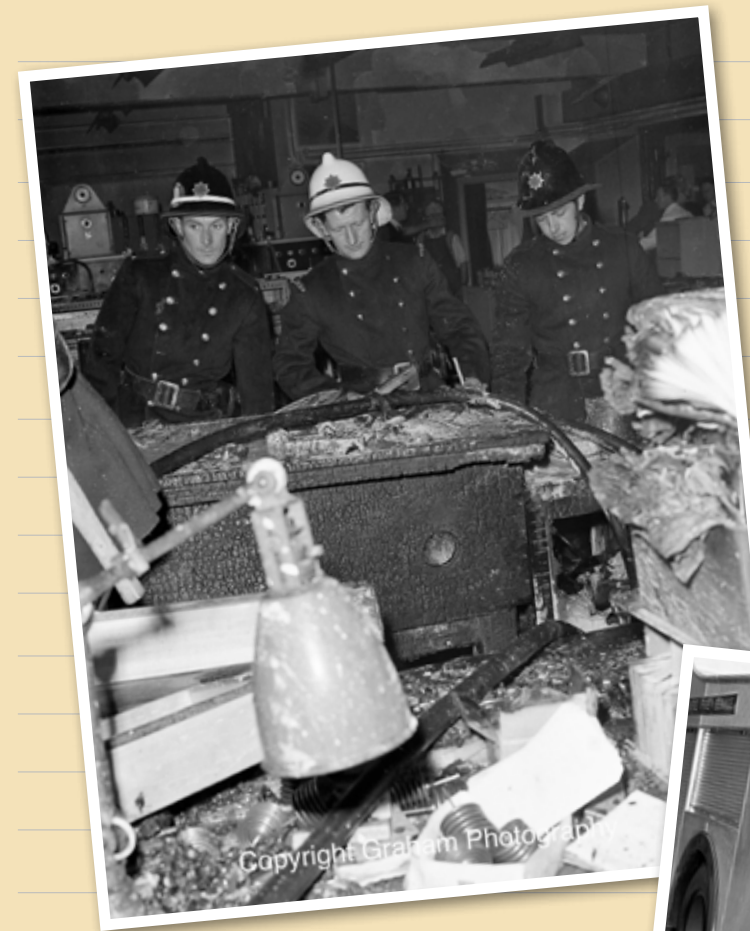
Basingstoke Motorway Rescue
Tender, 'Forward Control' Land
Rover, BHO 207J, 1972



'RTA' drills Basingstoke station
yard 1972. Note the blocked car
(not!) and the use of oxy-acetylene
cutting gear underneath!



Looks like our Chairman, Andy is
getting some back-chat from the
wags at C30. There has to be a
story around this photo. Basticks,
Winchester 19 February 1985



SNIPPETS

Women in the Fire Service? Really? Are you serious?



The article went on: 'The Daily Mirror had spoken to the CFO and said that his action had caused annoyance to some women, to which he replied "Let them create a fuss. It won't

“Women would be more trouble than they are worth around here.”

alter my mind. I would rather resign than be made to drill young girls and women to be firemen". "Women would be more trouble than they are worth around here. Oh yes, they might brighten up the atmosphere and make the place look pretty, but that's about all the good they would do".

Told that some of the women were calling him 'old fashioned' the CFO responded with laugh and said, "not at all, just practical minded. Just imagine what would happen if we tried to mix a handful of blondes with the 200 men members of my AFS unit. It would upset the whole show, besides taking the men's minds off their work"

Asked if he had also refused to allow women to act as telephone operators, the CFO responded, "we have plenty of men to do the job. A woman's place is not in a fire station. The only fit place for a woman in war time – the only really fit place – is in a hospital, as a nurse, and they should be made to realise this"

Good grief – can you imagine this being said today? Many women did of course serve in both the AFS and later the NFS. They were never however permitted to perform firefighting roles although they were trained to tackle incendiary bombs and fires caused by them, on fire service premises. Probably as a novelty, women teams also used to compete in trailer pump drill competitions. Many served in essential roles in the numerous control rooms which existed, and many served as motorcycle despatch riders or drove petrol lorries to keep pumps going at incidents – neither considered too dangerous, but as part of a firefighting crew – no! A number died or were injured as a result of their duties and several were also recognised with bravery awards. The Firewomen were the first to be released from the NFS as the war in Europe came to an end.

A 'Chief Woman Fire Officer' was appointed at the Home Office to look after the interests of the nation's 'Firewomen' – Lady Betty Cuthbert, as she was later titled, lived in Hampshire, and in due course became a County Councillor.

'Fire' Magazine – May 1939

When the AFS was created in the lead up to WW2, this was the first open opportunity for women to become members of the Fire Service albeit in a restricted role and certainly not for firefighting. Even this did not meet the approval of all.

The magazine reported:

In refusing to admit women into uniform the CFO of the Leyton Fire Brigade has done what a large number of Chief Officers throughout the country have hoped to be able to do. From communications received, there is a strong feeling that if women are to be admitted to the AFS at all, their work should be confined to cleaning stations and equipment after they have been used by men auxiliaries. This would enable more time for the instruction of male auxiliaries.

At the same time, it would demonstrate that the women are genuinely inspired with a desire to assist their country and not to strut about in a new type of uniform.

Wow!!!

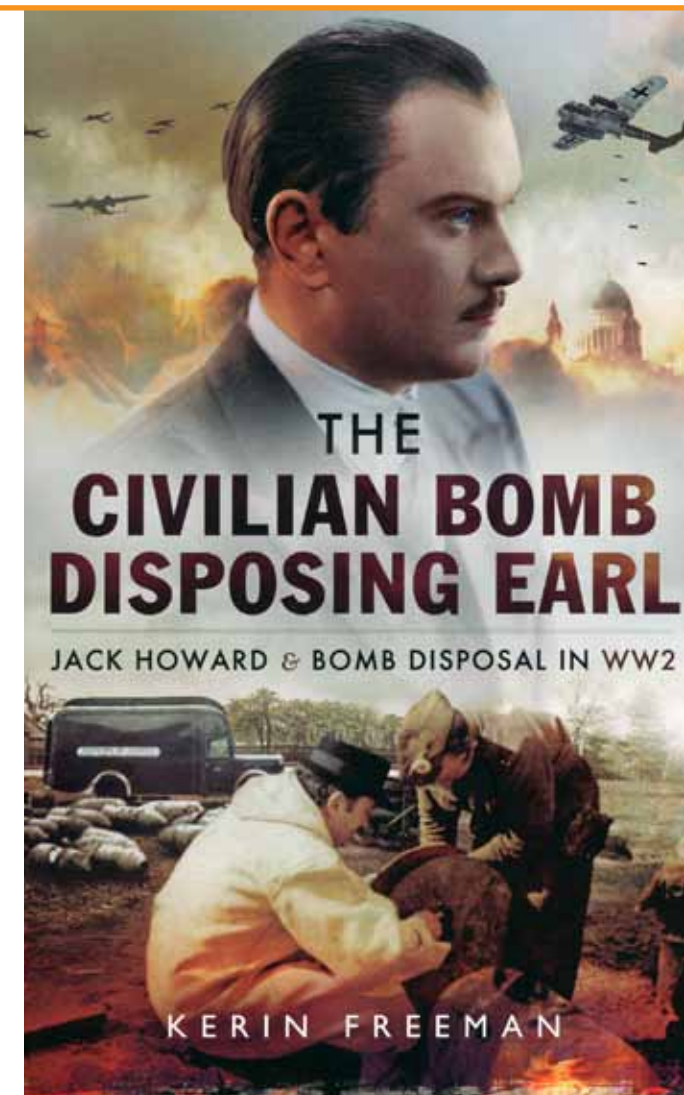
Book Review

The Civilian Bomb Disposing Earl

A fascinating and perhaps the little-known story of an adventurer and a pioneer in many of the techniques adopted for bomb disposal during and following WW2.

'Jack' Howard BSc(Hons) FRSE FRSSA GC, Earl of Suffolk and Berkshire was, without doubt a man of courage, having a spirit of adventure and whose life before his foray into the early days of bomb disposal was extraordinary in itself, including being the person who brought much of the stock of diamonds from Holland, Belgium and France, the entire stock of 'heavy water' and eminent scientists, chemists and engineers to England, one step in front of the advancing German Forces as they began their invasion and occupation across Europe. 'Mad Jack' as he became known, was a clever engineer and chemist and he established a private bomb disposal team of his own and outside of the teams that became so necessary within the structures of the three arms of the UK armed forces and made safe many different types of bombs and devices in the days when little was known about the designs and deliberate booby-traps built into them. A fascinating and detailed read.

Published by Pen and Sword Military. ISBN 1473825601
Alan House



Are you reading this magazine and are not a member?

Membership of the HFRS Past Members Association costs just £10 per annum and is open to anyone who has retired from Hampshire Fire and Rescue Service, or has retired from any other brigade and is living in Hampshire or anyone who is former employee of Hampshire Fire and Rescue Service (or its forerunners) and worked for them for 5 years or more.

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HIWFRS HAPPENINGS

Fleet News

Angloco have been awarded the contract for the supply of 48 Light Rescue Pumps (LRPs) based on 14-ton Volvo chassis over a four-year period. This is the largest single order for pumping appliances ever placed. Delivery, subject to chassis supply, which are facing severe shortages due to the Covid pandemic should start to arrive in July / August 2022. Ed – now that is a serious order! A significant number to place in the hands of one builder. They will of course all grow old together too so future replacement planning will be interesting.

The previous model was 7 per year, to keep pace with the then vehicle-life policy, so 28 over a four year period. Angloco are having a re-birth in terms or regular pumping appliances, after focussing for many years more on 'specials'.

Tenders have also been issued for the supply of 15 Rescue Pumps (RPs) based on Volvo 16-ton chassis for delivery over a four-year period. As with the Light Rescue Pumps, chassis

delivery has been severely hampered due to the Covid pandemic so at the time of writing no delivery dates or successful contractor had been confirmed.

Emergency One will soon be starting the construction of a new Incident Command Vehicle. The new appliance will be based on the standard Volvo FL chassis and incorporate a full crew cab with separate command and control area. Delivery is expected towards the middle of 2022.

Recently placed "on the run" were six new specification Co Responder cars that are based on a standard Ford Focus Zetec estate and converted in house by the Fleet Maintenance Team. These cars allocated to Botley, Hamble, Hythe, Portchester, Ringwood and Wickham replace aging Vauxhall Corsa's.

For the first time in many years Fleet Maintenance have completed full refurbishments on several appliances including two of the first generation LRP's and several Rescue Pumps,

Water Tender Ladders and Water Tenders. The work, completed to the usual high standards, have been gratefully received by crews and significantly enhance the appearance of the appliances. Stations receiving updated appliances this year include Hayling Island, Alresford, Petersfield, New Milton, Liphook, Lyndhurst, Romsey and Hartley Wintney.

Currently being converted into a replacement Water Rescue Unit for Fareham is the second of the Iveco Daily First Response Vehicles. Alterations to the bodywork included removing the water tank and the result will make the appliance a very user friendly for crews. Ed – this is one of the small FRVs trialled for a while but now having a re-purposed role.

Station News

By the time these notes appear in print Bishops Waltham will be about to move into temporary accommodation whilst their station is rebuilt on the same site. Whilst the work is completed they will occupy a new build industrial unit a few hundred yards from the current site.

construction, 48m x 68m containing 35000 tons of household waste. HVP supplying water from Timsbury Lake, WrC's providing water shuttle to incident. 6 jets in use, mechanical digger in use creating fire break. Attendance WrL Romsey, RP Redbridge, RP Eastleigh, RP, LRP and ALP St Marys, WrL Bishops Waltham, RP Hightown, WrT Hamble, WrC Andover, CSV Beaulieu and Portchester, HVP and L4P Hardley, ICU Headquarters, EPU Alton. Stand by moves WrT Botley to Redbridge, WrT Droxford to St Marys, RP Fareham to Hightown.

24 July 2021. ToC 04.37. ToS 07.18. Make pumps 6, ALP required. House struck by lightening, Mercia Avenue, Charlton. Fire involving two semi detached houses. Roof and first floor of first property 100% by fire, first and ground floor of second property by smoke and water. 2 jets, 1 hose reel, 4BA, ALP in use. Attendance LRP Whitchurch (from standby Andover), WrLR Amesbury and Ludgershall (Dorset and Wiltshire FRS), LRP Winchester, WrT Overton, LRP and ALP Basingstoke, CSV Headquarters, CSV Rushmoor. Stand by moves WrLR Salisbury to Andover and WrL Alresford to Winchester.

27 August 2021 - Make pumps 5, ALP and WrC. Hamble Yacht Services Ltd, Port Hamble Marina, Satchell Lane, Hamble. ToC 10.24. ToS 12.02 Fire involving spray booth within single storey industrial warehouse of sandwich panel construction, 40m x 40m used for boat and yacht construction. 3 jets, 2 hose reels, 4BA, tac vent level 3. Attendance – RP and LRP Hightown, RP, LRP and ALP St Marys, RP Fareham, WrC and CSV Eastleigh, ICU Headquarters. Stand by moves – LRP Havant to Hightown, WrL Cosham to St Marys, WrL Bishops Waltham to Eastleigh, WrL Wickham to Hamble.

31 August 2021– Make pumps 6, WrC 2, Barn fire, Green Lane Farm, Ashley Road, Ryde. ToC 11.44. ToS 18.23 (31/08/2021). Fire involving barn 80m x 30m containing 600 bales of hay plus tractor and trailer, 12 BA, 2 hose reels, 4 jets. Attendance – RP and WrL Ryde, WrL Sandown, RP, WrL and ICU Newport, WrL Cowes, ISU East Cowes, WrC Freshwater, WrC Ventnor, CSV Portchester and PM + Manitou Eastleigh. Stand by moves, RP St Marys to Freshwater, LRP

St Marys to Newport, LRP Hightown to St Marys, LRP Havant to Southsea, both resilience WrT's crewed by Southsea crews stood by at Ryde and Sandown. Relief crews included RP Havant, WrL Shanklin, WrL East Cowes, RP Newport, WrL Cowes and RP Ryde. In addition to appliance from the mainland attending this incident, three Hampshire based officers and one Equipment Maintenance Technician also attended this incident.

26 September 2021 – Make pumps 7, Thatch Roof Fire, Merlins Cottage, Elm Lane, Calbourne, Isle of Wight. ToC 19.07. ToS 05.22. Fire involving domestic dwelling consisting of 2 floors with thatched roof and tiled extension, 11m x 5m. Roof 80% by fire, first floor 100% by smoke and water, ground floor 100% by smokes and water. Salvage operations completed; roof striped of thatch. 49BA, 4 jets, 4 hose reel and ALP in use. Attendance (PDA) RP x 2 Newport, WrL and WrC Freshwater, WrL Cowes, WrL East Cowes, ALP Ryde, CSV Portchester, ICU Headquarters. Make pumps 7 WrL Shanklin from Freshwater and RP Ryde from standby at Newport, ISU East Cowes. Stand by moves LRP Hightown, LRP St Marys, RP Fareham plus Southsea crew in station van to Ryde to crew Hampshire appliance (89P4) and 2 x FDS officers. Relief crews – LRP St Marys, LRP Hightown, RP Fareham and IOW resilience WrT. 06.00 relief WrL Cosham, LRP Havant and RP Eastleigh.

29 September 2021 – Make pumps 8, WrC required. Lasham Gliding Society, Lasham Airfield. ToC 05.20. ToS 07.12. Fire involving single storey, traditional construction commercial kitchen, 30m x 15m, 4BA, 2 hose reels and PPV in use. Attendance RP and WrT Alton, RP, LRP, ALP and CSV Basingstoke, WrL Alresford (from stand by Alton), WrL Hartley Wintney, WrL Tadley, WrL Guilford and Farnham (Surrey FRS), CSV Rushmoor, WrC Bordon, ICU Headquarters. Stand by moves WrT Fleet to Basingstoke.

22 October 2021. Make pumps 6, ALP required, Explosion, persons reported, 30 Nelson Avenue, Portsmouth. ToC 13.56, ToS 21.07. Fire involving domestic terraced property, 15m x 5m, ground first floor and roof severely damaged by fire, 1 male and 1 female to hospital with potential life threatening injuries, 1 female discharged at the scene.

INCIDENTS

29 May 2021. Make pumps 6, ALP required, Papa Johns, The Broadway, Portswood, Southampton. Fire involving a terrace of shops, 65m x 20m of traditional construction, 2 jets, 1 hose reel, 4BA, PPV in use. Attendance RP, LRP and ALP St Marys, RP Hightown, RP and RSV Redbridge, RP and CSV Eastleigh, WrT Hamble and ICU Headquarters. Stand by moves RP Fareham to Hightown, WrL Bishops Waltham to Redbridge, LRP Winchester to Eastleigh and WrT Sutton Scotney to Winchester.

16 June 2021. ToC 06.59. ToS 10.00. Make pumps 6, Make WrC 2, ALP required, Fire persons reported, 3 Winchester Road, Crampmoor. Fire involving bungalow 13m x 8m, whole of building involved in fire, 20 BA, ALP, 3 jets, 2 hose reels. One person confirmed deceased within property. Attendance WrL Romsey, RP Redbridge, RP, WrC and CSV Eastleigh, RP,

LRP and ALP St Marys, LRP Hightown, WrC Ringwood, ICU Headquarters. Stand by moves WrL Hythe to Redbridge, WrT Botley to St Marys, RP Fareham to Hightown.

9 July 2021. ToC 21.21. ToS 00.08. Make pumps 7, WrC required. Manor Farm Cottage, New Road, Swanwick. Fire involving two storey building used as a school, 20m x 10m, of traditional construction, fire in roof void, 4 BA, 1 jet, 2 hose reels. Cause doubtful. Attendance RP Hightown, RP Fareham. Make pumps 3 WrT Botleyand CSV Portchester. Make pumps 5 RP and LRP St Marys. Make pumps 7 WrT Hamble from stand by at Hightown and WrL Wickham from standby at St Marys. WrC required, WrC Eastleigh. Stand by moves RP Cosham to Fareham then moved to Hightown, WrT Totton to St Marys and WrT Portchester to Fareham.

24 July 2021. ToC 04.02. ToS 16.24. Make pumps 8, WrC 2, ALP and HVP. Ace Liftaway, The Waste Centre, Yokesford Hill. Fire involving single storey building of concrete and steel



Light Rescue Pump



Rescue Pump



Co-Responder Car



FRV due to be converted to Water Rescue Unit

All persons accounted for. 6BA, 2 jets, 2 hose reels, ALP in use, tax vent level 3. Attendance RP, LRP and ALP Southsea, RP, WrL and RSV Cosham, WrT Portchester from standby Cosham, LRP Havant from standby Southsea, WrT Emsworth, CSV Portchester and ICU Headquarters. Stand by moves WrL Waterlooville to Southsea, WrL Wickham to Cosham. Relief crew WrL Bishops Waltham.

31 October 2021. Train incident, Fisherton Tunnel, St Marks Avenue, Salisbury. ToC 18.58. ToS 22.40. Hampshire and Isle of Wight crews joined colleagues from Dorset and Wiltshire FRS at a train derailment at the above address. The incident declared a major incident involved the collision and derailment of two trains with an estimated 100 casualties involved. The driver of one train was trapped and was released by FRS using hydraulic rescue equipment. Casualties were conveyed by ambulance to Salisbury District and Southampton General Hospitals. Hampshire attendance was RP Fordingbridge, WrL Stockbridge, RP and RSV Redbridge, USAR Advisor and two Prime Movers. Dorset and Wiltshire attendance was WrL x 2 Salisbury, WrL Tisbury, WrL Amesbury and HRT Trowbridge. Stand by moves saw LRP St Mary's to Redbridge and WrL Romsey and WrL Cranborne to Salisbury.

8 November 2021. An interesting over the border call was received at 03.55 requesting the attendance of the DIM vehicle and support crew to an address in Truro Cornwall. The incident which had been classed as a potential CBRN incident had been attended by Cornwall FRS earlier in the evening. Detection, Identification and Monitoring equipment was requested and the nearest based at Patchway Fire Station in Bristol was unavailable so Winchester's DIM vehicle, LRP plus Duty Equipment Maintenance Technician and two DIM qualified officers were mobilised. After probably the longest blue light run any of the crew had been involved in, testing was conducted on the substance which thankfully confirmed it was harmless.

21 November 2021. Derelict building, The Broadway, Totland. ToC 19.38. ToS 22.29. Single storey disused building destroyed by fire. 4 jets, 3 hose reels, 2BA. Attendance WrL and WrC Freshwater, RP x 2, ICU Newport, WrL Cowes, WrL Shanklin, WrL Sandown, RP Ryde, WrL East Cowes, LRP

Southsea, CSV Portchester. Stand by moves Southsea crew via Hovercraft to crew Resilience Appliance at Sandown, RP Eastleigh to Newport, RP St Mary's to Newport.

25 November 2021. Make pumps 5, Overton House, London Road, Overton. ToC 07.29. Fire involving block of flats, 20m x 20m of traditional construction, top floor flat and roof severely damaged by fire, 8BA, 3 jets, 2 hose reels. Attendance RP, LRP x 2 and ALP Basingstoke, WrT Overton (off the run at time of call, became available and mobiles used as part of make pumps 5 attendance), LRP Andover, CSV Eastleigh and ICU Headquarters. Stand by moves RP Alton to Basingstoke and RP St Marys to Andover.

12 December 2021. Make pumps 5, ALP required, Bakers of Oakley, Bakers Yard, Oakley. ToC 22.46. ToS 00.43. Fire involving vehicle within large commercial garage, 25m x 20m, of brick, tin and asbestos roof construction. Vehicle 100% by fire, garage 50% by smoke and asbestos roof 10% by fire. 1 jet, 2 hose reels, 1 dry powder extinguisher and PPV used. Attendance RP, LRP x 2 and ALP Basingstoke, WrT Overton, WrL Tadley from stand by at Basingstoke, CSV Eastleigh and ICU Headquarters. Stand by move, WrL Odiham to Basingstoke.

26 December 2021. Make pumps 10, WrC required. The Old Rectory, Church Road, Eversley. ToC 01.39. ToS 08.20. Fire involving grade 2 listed domestic property, 40m x 20m. Fire in roof space 60% by fire, 80% by water. All persons accounted for. 6BA, 3 jets, 3 ladders in use. Attendance – WrT Yateley, WrT and WrC Fleet, RP, LRP and CSV Rushmoor, WrL Odiham (from s/by Rushmoor), WrL x 2 Camberley (Surrey FRS), WrL Ascot, WrL Crowthorne, WrL Wokingham Road, WrL, Hazmat Unit and ALP Whitley Wood (all Royal Berkshire FRS), RP, LRP and CSV Basingstoke, EPU Alton and ICU Headquarters. Stand by moves LRP St Mary's to Winchester, LRP Liphook and RP Hartley Wintney to Rushmoor, LRP Winchester and WrL Tadley to Basingstoke.

Colin Carter

FINAL SALUTE

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

Peter Bromfield - 15 May 2021 - Aged 82

Pete served as a Fireman at Burley from June 1965 until December 1982

Barry Glover - 27 May 2021 - Aged 85

Barry served as a retained member at Lyndhurst from March 1957 until his retirement as Sub Officer in December 1990. He was also a member of the Monsanto Chemicals Fire Brigade at Hardley.

Ken Mason - May 2021 - Aged 80

Ken served as a Fireman at Odiham January 1980 until March 1996

Ted Pither - 6 June 2021- Aged 85.

Ted served at Odiham, joining in June 1957, and retiring as the Sub Officer in charge in December 1990. He was also very much into fire appliance preservation.

Bernie Searle - 3 September 2021 - Aged 71.

Bernie joined in May 1974 and retired September 2000, serving at Aldershot, Lyndhurst and the IT Dept at HQ, plus a short period with the ICU team.

Dave McKitterick - 16 September 2021- Aged 70

Dave joined in January 1979, after a career serving in the Royal Navy. He served the whole of his fire service career on White Watch, Copnor before retiring in March 2002.

John Moon - 20 September 2021 - Aged 69

Known as 'Mooner', John joined in January 1971 and served his entire career at Winchester Fire Station, retiring as a Fireman in December 2001.

Jim Barrett - 7 October 2021 - Aged 69

Jim joined in 1980 after serving as a Constable in the Metropolitan Police. He served at Cosham, Training Centre, Woolston, Hightown, D Division Fire Safety, OiC of St Mary's and a Divisional Training Instructor, before retiring as a Station Manager in the role of Service Hazmat Officer in 2010.

John Brooks - 30 October 2021- Aged 92

John served at Alton, from March 1950, until retiring as Leading Fireman in February 1981

Hugh Jackson - 14 October 2021 - Aged 76

Hugh served at Gosport as a Retained Fireman from October 1985 to January 1997

Roy (Mac) McCleod - 10 December 2021- Aged 79

Roy served at a Fireman at Alton from April 1969 until December 1997

Theodore (Tim) Mason - 26 November 2021 - Aged 93.

Tim joined Portsmouth City Fire Brigade December 1952 and served at Copnor, Cosham, Southsea and Havant. He retired as Station Officer at Cosham in December 1982

Pete Young - 21 January 2022 - Aged 81

Pete joined Southampton Fire Brigade in May 1962 and retired as a Sub Officer in April 1987. Apart from a spell at the Training centre and a brief pre-retirement period in D Div Fire Prevention, he served all of his time at Woolston.

Roy (Topper) Browne - 7 February 2022 - Aged 80

Roy served at Alton from May 1965, retiring as Sub Officer in charge in October 1996

Gordon Rackett - 19 February 2022 - Aged 92

Gordon joined in February 1954 and served at Eastleigh, Havant, Lyndhurst, Aldershot, Headquarters (Winchester), HQ (Eastleigh) and C Div FP. One of his roles at HQ was that of Mobilising Officer in the rank of ADO during the busy summer of 1976. He retired as a Divisional Officer, (Deputy Senior Fire Prevention Officer), at Fire Service Headquarters in June 1984.

Lest we forget

