

STOP MESSAGE

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

Issue 28 - July 2023



<https://xhfrs.org>



**Overton's Watertender, Farnborough's Watertender Ladder
and an officer's car at Court's store, Fleet 21 June 1983**

INSIDE



LETTERS TO THE EDITOR

From caterpillars to furniture factories. Lots of interesting reads from our readers!

PAST TIMES

Focus on Burley Fire Station

JUST FOR FUN!

Can you spot the snake in this field of tortoises?



Did you spot the pencil in the last edition?



Apology – As Editor and sole producer of 'Stop Message', I apologise to everyone for the gap in sending out the magazine. There will now be three editions close to one another to catch up and, each magazine will have 8 extra pages. Sorry, thanks for your patience. AH

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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Malcolm Whitehouse, Sid Cole and (I think Paul Chandler), watching turning-over operations at Courts shop, Fleet on 21 June 1923.



STOP MESSAGE



Dennis F24, 775 DTR, 'Number 10'. Purchased new by the Southampton Fire Brigade to serve as a spare Major Pump or Pump Escape. When used as a PE, the water in the tank was reduced from 300 gallons to 200 gallons.

FROM THE EDITOR

Fortunately, it has been possible to avoid a national strike by members of the FBU. It is perhaps not for retired members to make comment on the issues facing today's serving firefighters, but I for one was relieved that an agreement was reached. History tells us just how destructive and traumatic for the individuals and the organisation such action can be, let alone the impact on the general public.

There is no doubting that the UK Fire and Rescue Service is about to enter yet another of those periods of close scrutiny, as all public services face budget pressures. FRS's will be expected to show that they are providing effective and efficient service delivery to meet today's needs and to show that they are challenging themselves about past thinking, how they are organised, where their resources are positioned and how they are used.

With the seemingly increasing challenges to crew retained 'on-call' stations and pumps, how long before a new model evolves for the future? Many FRS's are having to think carefully about how they best serve county communities in particular. Apart from the Fire Reform White paper, FRS's are now being hit with a Home Office thematic inspection focussing on the handling of misconduct cases, with some pretty tight reporting timelines. Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services will be leading on this, following on from their 'spotlight report' on "Values and Culture in Fire and Rescue Services".

Interestingly and perhaps, quietly, changes have been made to the Royal Warrant for the award of the Fire Brigade Long Service and Good Conduct Medal, which is now to be known as the Fire and Rescue Service Long Service and Good Conduct Medal, with a 30 Year and a 40 year clasp inow awarded. This follows on from similar changes to the equivalent police medal.

I have correspondence I initiated on this dating back to the 1980s, to no avail, so I am delighted to see that these extra years of service are now being recognised. My failure to achieve this recognition was of course the reason I proposed and designed the HFRS Meritorious Service Medal.

These extra years of service however are seemingly not going to be retrospectively recognised for those who completed 30 and 40-years' service, prior to the new Royal Warrant!

I cannot help but wonder how this sort of thinking fits in with Values and Culture. But then I am still left confused as to why Control staff did not receive recognition by the award of the Platinum Jubilee Medal, when they were so recognised for the Diamond Jubilee Medal? After all, those who were awarded the medal would not respond if it were not for the Control staff kicking off the process, accessing the needs and fulfilling the resource requirements. Values? Oh, and it's the KFSM now and not QFSM.

Until the next time... Alan House, Editor



Introducing Ruby



Ruby is the 1938 Austin Seven that I purchased in April 2021. Having decided to retire completely, at the beginning of 2021, I focussed on looking for a project which would involve a social element.

Her Vital Statistics

Make: Austin
Type: Seven
Variant: Series Two
Model: Ruby Deluxe Saloon
Registration date: 11 October 1938
Registration Number: EOK 662
Registered: Birmingham
Purchased from: Yenton Garage (Erdington, Birmingham)
Engine: Four-cylinder side valve
Cylinder capacity (cc): 746
Fuel: Petrol
Horsepower: 17HP @ 3800 rpm
Four speed gear box and reverse
Weight: 1.2 Imperial tons
Carburettor: Zenith 26 Va
Clutch: Single dry plate
Transmission: Shaft and torque tube
Real axle: ¼ floating spiral bevel
Brakes: Upgraded Morris Minor hydraulic
Suspension: Front - Transverse spring;
Rear- Quarter elliptic springs
Electrical system: 6-volt 50 amp

The original taxation cost was £1-2s-0d per annum

Restoration History

Ruby has undergone various restoration over the past years by her previous owners.

She has had a brake upgrade, from cable to hydraulic using Morris minor brakes and in 2016, her engine was rebuilt. This was followed by a complete body refurbishment and respray, in its original colours, in 2019.

At present I am attending to minor refurbishments such as replacing the floor pan that is missing under the front bulkhead, repairing the lights, fixing oil leaks and, general repairs such as replacing bushes etc. Classic and Vintage vehicles leak and creak like humans do as they age!

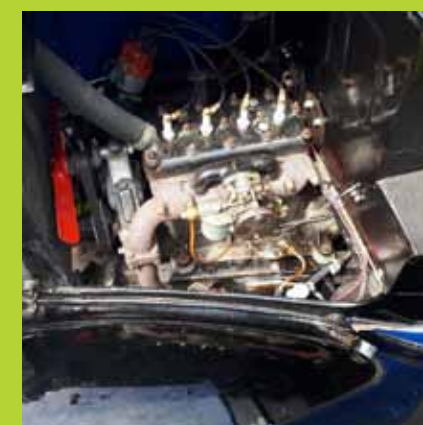
The Social side

Having purchased Ruby, I am enjoying joining various clubs and enjoying the forums, attending classic car shows and researching the parts required to keep her roadworthy and 'in good health'. Meeting and talking to fellow enthusiasts is part of the fun of owning her and showing her off.

I have had a tow bar fitted to my car and am able to hire a trailer to transport her to events for longer journeys. If there are any other PMA members who own a classic or vintage vehicle and would enjoy a meet up and possible a drive out with a lunch, please contact me at bsm978@aol.com and I will look to arrange something. Happy motoring.

Mark Bates. (ex-Sub Officer 978, WW B24 Southsea)

Ed: The simplicity of this era of motoring can seem to defy logic that, over 80 years on, cars such as Ruby are still gracing our roads and show grounds much to the pride of their owners. It is thought that here are several PMA members owning hobby cars and motorbikes (and fire engines), so do we have the makings for a meet or drive? We have had a few examples in the past and if you send me a photo of your vehicle, preferably with yourself and brief details and I will dedicate some page space in a future edition.



CRISPS

Humour on our Irish holiday



My sincere apologies for the Irish amongst you for the “Make it Irish” that I got from Google, but in my head, it is necessary for the reader to have some feel of the Irish accent I experienced.

Some years ago, late 1980’s, Margaret and I decided a driving holiday on the southwest coast of Ireland would be a treat, and so it proved to be.

Starting early, off to Fishguard we went and following a very pleasant crossing, arrived in Rosslare in less than four hours. We drove towards Kerry and not having booked any first night accommodation we looked out for an appealing B & B which we duly found somewhere east of Cork.

A memorable evening conversing with another English guest who proved to be a self-employed piano mover. This was intriguing. It transpired he had developed a small business which required him to arrange the collection, delivery, setting up and tuning of various types, styles, and qualities of pianos, for professional pianists appearing at venues around Europe.

We just happened upon him in Ireland, where he was fulfilling a contract. He had been commissioned by a whole host of notables, from classical to pop throughout the 12 years he had been operating. It was amazing to listen to his stories of difficulty and disaster during the process of providing pianos. It’s not a subject one ordinarily thinks about. We just listen to the music and don’t really consider the back story. How interesting people can be if you can just catch them in conversation.

The following morning, we took full advantage of the ‘Full Irish’ breakfast as we planned to have a light lunch on the road and then go to a restaurant for our evening meal. The ‘Full Irish’ seemed little different from the ‘Full English’ to me, but what did I expect?

Off we went westwards, our target being the Ring of Kerry.

Ireland is a sparsely populated country outside the main cities. Only five counties having more than 50,000 occupants. So, if one is going for the cities, it’s Dublin, Cork, Limerick, and maybe Galway and Waterford, beyond these the towns and villages can be very small to tiny. Ireland, with a population of around 5 million, is just under a third the land mass of England, which has a population of more than ten times that at 53 Million. So one begins to understand how few people one might see out in the countryside. And if one is going to see the true ‘Emerald Isle’, then you are really spoilt for choice.

On day three having by now experienced Blarney Castle, and the almost overwhelming beauty of both the Ring of Kerry and the Ring of Beara, we decided to head up the west coast a little.

Having adopted our practice of a generous breakfast, we looked out for a shop to get something for a simple lunch. On we drove, no shops, no pubs, no houses. On we drove through stunning countryside, more miles and no signs of habitation.

And then we spied a building in the distance. Was it a farm shop, or a garage of sorts? We pulled up next to three pumps, one petrol, one diesel, and one paraffin.

Next to these was a jumble of various galvanised railings of the sort used to manage livestock. To one side were stacks of bricks and a heap of concrete blocks some broken, a mixer with a tired ‘for hire’ sign hanging from it.

Away to the other side was a trailer with a flat tyre and a defunct Ford Transit, which it seemed must have died some years before our arrival. This did not appear to be ‘for hire’ as there was no sign on it.

The door to the shop was open and in we stepped. It was larger than I had imagined to my right was the clothing section, which appeared to have a wide range of functional trousers, boots, and socks. Also hanging up was a couple of raincoats that did not appear to be new. And quite incongruously there was a coat hanger with half a dozen or so ties of various designs and colours. It was difficult to assess all this stock at a glance. One would need a week to take inventory, not that I wanted to.

Moving forward I saw the hardware section and to my left the grocery element of the store. We did not need any hardware, so it was to the food end we gravitated.

Behind the glass topped counter stood the proprietor, ruddy faced and beaming. A spider at the centre of his web. Ah! He must have thought here’s the morning rush. Customers, business, sales, profit, income, holidays abroad, he must have thought. These two look a likely couple.

Me: ‘Good morning’

Shopkeeper: “Good mahnin to you soir and ‘ow can i ‘elp you”

Looking through the countertop I see some bread rolls

Me: “I’d like some bread rolls”

Shopkeeper: “Ah! de bread rahlls dey’re very fresh, joehtst frahm de baker, deyll be deliciooehs and ‘ow many woehld you like”

Me: (*unconsciously looking round for the baker from whence they might have just come, we’re in the middle of nowhere*) - “Four please”

Shopkeeper: “Fooer it is soir”

Me: (*looking at the very nice whole ham on display*) - “May I have some slices of ham?”

Shopkeeper: “ ah! de ‘am soir, its beautifoeht soir, sweet and tasty yooehll enjahy de ‘am soir. ‘ow moehch woehld you like?”

Me: “Four slices please”

Shopkeeper “Fooer it is soir”

Me: “and two tomatoes please”

Shopkeeper: “And two o’ de tahmatoes soir, deyre deliciooehs, juicy, sweet, I pecked dem myself”

Me: “Do you have any crisps?”

Shopkeeper: Ah! de crespss ahh yes soir, deyre over dere soir, deyll be de bahxes wit de ‘ahles knahcked ooehht”

I look at the boxes of crisps which are all various flavours.

I prefer plain crisps and asked the shopkeeper if he had any.

Shopkeeper: “Ahh yes soir, plain crespss. I keep dem behend de cooehter fahr de adoehhts.”

On hearing this I grin from ear to ear, and so does he. As he stooped down, he asked me how many packets I wanted and I replied ‘Two please’.

Shopkeeper: “Ahh yes soir, two packets it is soir”

Triumphantly he produces two packets of cheese and onion crisps

I look and respond: “But these are cheese and onion.”

Shopkeeper: “Ahh yes soir”

Me: “But I wanted plain crisps.”

Shopkeeper: “Ahh yes soir”

The shopkeeper looked completely confused and said: “Plain crespss you say, now whtll dey be tastin of’

Me (laughing) “Potatoes”

Shopkeeper: “Pahtatoes you say, what’ll dey be tinkin o’ next.” “Mary, Mary comb and lesten to tis!!

I kid you not, this story is true. It is but one of the funny things that happened on our Irish holiday, it is though the funniest. I could not make up this story!

I recommend everybody to have a holiday in Ireland, it will leave you with fond memories.

Malcolm Waterman

Ex – B Division and Headquarters

Letters

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

MOBIL PETREL: Received from Colin Millar were these teleprinter sheets which when he kept them, he just knew would 'come in handy one day'! Great addition to the archives Colin.

INFO INTEREST OF PERSONNEL WHO HAVE NOT ATTENDED MOBIL PETREL AT 1552 HRS 7/11/89 A CALL WAS RECEIVED FROM ESSO FAWLEY, INITIAL MINOR INCIDENT BERTH 5 MARINE TERMINAL ESSO FAWLEY, INITIAL ATTENDANCE DESPATCHED: 1620HRS FORWARD MAIN CONTROL SET UP. LST(LOUD SPEAKING TELEPHONE LINK TO HFB ESTABLISHED: 1620HRS INFO EXPLOSION CONFIRMED IN ULCC 200,000 TONNES NO FIRE: 1710HRS MAKE PUMPS 10: INFO ULCC LOADED WITH 1.0 MILLION BARRELS CRUDE OIL: EXPLOSION DEEP IN BOWEL OF SHIP, VAPOUR DETECTED FORWARD END OF SERVICE TUNNEL: 1907 ALL PERSONNEL EVACUATED, VAPOUR IN ENGINE ROOM, ALL SERVICES BOILERS CLOSED DOWN: SOLFIRE ACTIVATED: 2020HRS MAKE PUMPS 15: 9/11/89 OPERATION REDUCED TO 10 PUMPS, VESSEL IN CRITICAL CONDITION, FLOODING OF ON BOARD SHIP TANKS: TO ENGINE ROOM, FORE PEAK SHAFT AND MID SHIP TANKS: 18/11/89 0500-0730 MOBIL PETREL DEPARTS ESSO: 1107 HRS VESSEL ANCHORED: CREWS AND OFFICERS HAVE BEEN IN ATTENDANCE 24 HOURS A DAY SINCE. FOAMING OPERATIONS HAVE CONTINUED DURING THE WHOLE EXPANSION FOAM IT IS BELIEVED THAT THIS IS THE LARGEST USE OF HIGH EXPANSION FOAM EVER RECORDED: FOAM USED 127,550 LITRES THROUGH 5 HI EX GENERATORS. UP TILL 15/11/89 VEHICLE MOVEMENTS 100 (INCLUDING 9 OTB) HANPOWER 1,005 ATTENDANCES BY BRIGADE PERSONNEL: FOAM OBTAINED FROM ALL OVER UK CONTINENT, ANOUS HAVE BEEN WORKING ROUND CLOCK TO MAINTAIN FOAM: MOBIL PETREL 200,000 TONNES ULCC (VERY LARGE CRUDE CARRIER) LENGTH 340M. BREADTH 54M. DRAUGHT 22M. (17/11/89 2003)NNNN

Message sent out via Control over the teleprinters, from CFO John Pearson, informing the 'Brigade' what was going on.

1158 H.F.B.
TO OFFICERS IN CHARGE OF ALL STATIONS FOR IMMEDIATE ATTENTION OF ALL PERSONNEL
HAMPSHIRE FIRE BRIGADE
FIRE FIGHTING AT SEA - MOBIL PETREL
MESSAGE FROM THE CHIEF FIRE OFFICER :
IT IS WITH DEEP CONCERN THAT I LEARNED THAT OVER THE WEEKEND THE HAMPSHIRE FIRE BRIGADES UNION HAVE, ARBITRARILY AND WITHOUT CONSULTATION, CHANGED THEIR POLICY, AS PREVIOUSLY AGREED WITH ME, REGARDING ATTENDANCE AND PARTICIPATION BY FIRE BRIGADES UNION MEMBERS IN THE INCIDENT ON BOARD MOBIL PETREL. A 200,000 OIL TANKER NOW ANCHORED IN STOKES BAY, GOSPORT. FURTHERMORE, I UNDERSTAND THAT THE FIRE BRIGADES UNION IS ACTIVELY DISCOURAGING ITS MEMBERS FROM KEEPING THEIR COMMITMENT TO VOLUNTEER FOR DUTY AT THIS INCIDENT AND THREATENING TO WITHDRAW THE BENEFITS OF THE UNION MEMBERSHIP FROM THOSE WHO DO SO.
MEMBERS OF THE BRIGADE NEED TO BE FULLY AWARE THAT THIS INCIDENT IS STILL ONGOING AND STILL PRESENTS A VERY SERIOUS RISK OF FIRE AND/OR EXPLOSION AND THAT A STOP MESSAGE HAS NOT YET BEEN INITIATED.
1ST PAGE OF 5NNNN

WITHOUT SKILLED FIRE FIGHTING COVER, THE RISK OF EXPLOSION WILL INCREASE TOGETHER WITH THE CONSEQUENTIAL RISKS TO THE SHIP CREW, REPAIR CREWS AND EVEN THE PUBLIC FROM THE POSSIBLE BLAST OR FIRE WHICH WOULD FOLLOW. ADDITIONALLY, THE RISK TO THE ENVIRONMENT FROM THE CARGO OF CRUDE OIL IS OBVIOUS.
DAMAGE CONTROL PLANS HAVE BEEN DEVELOPED BY MARINE EXPERTS IN CONJUNCTION WITH THE HAMPSHIRE FIRE BRIGADE, BUT ARE ONLY FEASIBLE IF HI-EX FOAM IS CONTINUOUSLY APPLIED IN BULK.
IT HAS TO BE STRESSED THAT THE VESSEL IS STILL ANCHORED WITHIN THE PORT LIMITS OF SOUTHAMPTON UNDER THE CONTROL OF THE SOUTHAMPTON HARBOUR MASTER AND WILL NOT BE PERMITTED TO LEAVE UNTIL THE RISKS HAVE BEEN FULLY CONTAINED. QUITE CLEARLY THE HAMPSHIRE FIRE BRIGADE HAS AN URGENT JOB TO DO AND THIS IS LIKELY TO CONTINUE FOR SEVERAL DAYS.
MEMBERS OF THE BRIGADE SHOULD BE AWARE THAT LAST THURSDAY (9 NOVEMBER) I PERSONALLY CONSULTED WITH THE BRIGADE FIRE BRIGADES UNION SECRETARY, WHO RAISED NO OBJECTIONS TO THE BRIGADES CONTINUED INVOLVEMENT IN THIS INCIDENT WHILST THE SHIP WAS MOORED AT SEA, PROVIDED ONLY VOLUNTEER PERSONNEL WERE USED.
PAGE 2 OF 5NNNN

I, THEREFORE, REGARD IT AS IRRESPONSIBLE FOR THE FIRE BRIGADES UNION TO DELIBERATELY ATTEMPT TO DISSUADE HAMPSHIRE FIRE FIGHTERS WHO HAVE PREVIOUSLY INDICATED THEIR WILLINGNESS TO ATTEND INCIDENTS AT SEA, FROM ATTENDING THIS MAJOR INCIDENT BEFORE IT IS COMPLETELY UNDER CONTROL AND THE STOP RETURNED.
LET ME MAKE IS ABSOLUTELY CLEAR THAT THE BRIGADE WILL CONTINUE TO DEAL WITH THIS INCIDENT TO BRING IT TO A SAFE AND SATISFACTORY CONCLUSION. TO DO THIS WE SHALL CONTINUE ONLY TO USE VOLUNTEER PERSONNEL. WHEREAS UP UNTIL NOW EVERY EFFORT HAS BEEN MADE TO LINK WORKING PATTERNS AT THIS INCIDENT WITH SHIFT PATTERNS, RELIEF PERIODS WILL NOW BE REVISED TO SUIT THE BRIGADE AND THE LOGISTICS OF THE INCIDENT, EVEN IF THIS INVOLVES EXTENDED USE OF OVERTIME.

IN ALL OF THIS THE SAFETY OF HAMPSHIRE FIRE BRIGADE PERSONNEL REMAINS PARAMOUNT. ANY MEMBER OF THE BRIGADE UNDERTAKING DUTIES OF THIS NATURE WILL CONTINUE TO BE COVERED BY ALL OF THE USUAL EMPLOYEE INSURANCES, THE PROVISIONS OF THE GREY BOOK AND THE FIREMEN'S PENSION SCHEME. PARTICIPATION IN VOLUNTARY DUTIES DOES NOT IN ANY WAY DIMINISH THE RIGHT ENTITLEMENTS OF AN EMPLOYEE OR THE RESPONSIBILITIES IMPOSED ON THE BRIGADE AS A GOOD EMPLOYER.NNNN

TO OFFICERS IN CHARGE OF ALL STATIONS FOR IMMEDIATE ATTENTION OF ALL PERSONNEL.
A1, B20, C29, D53 COPIES TO DIV HQ'S.

HAMPSHIRE FIRE BRIGADE
FIRE FIGHTING AT SEA - MOBIL PETREL
MESSAGE FROM THE CHIEF FIRE OFFICER :

FURTHER TO MY PREVIOUS MESSAGE ON THIS SUBJECT, AN URGENT MEETING HAS BEEN HELD WITH BRIGADE OFFICIALS OF THE FIRE BRIGADES UNION WHO HAVE CLARIFIED THEIR POSITION AS FOLLOWS:-
WHEREAS THE FIRE BRIGADES UNION DO NO OBJECT TO THE USE OF VOLUNTEERS AT THIS INCIDENT IT IS OFFICIAL FIRE BRIGADES UNION POLICY THAT THEIR MEMBERS SHALL NOT PARTICIPATE IN FIRE FIGHTING AT SEA.
IN THIS CONTEXT THE FIRE BRIGADES UNION FEEL DUTY BOUND TO INFORM THEIR MEMBERS THAT INTERNAL FIRE BRIGADES UNION DISCIPLINARY PROCEDURES WILL FOLLOW.
PAGE 1 OF 2
1934NNNN

IT IS PROPOSED THAT THE DIALOGUE BETWEEN THE BRIGADE'S FIRE BRIGADES UNION AND MYSELF WILL CONTINUE.

THE FIRE BRIGADES UNION HAVE ASKED ME TO INFORM THEIR MEMBERS VIA THIS MESSAGE THAT A HAMPSHIRE FIRE BRIGADES UNION EXECUTIVE COMMITTEE MEETING WILL BE HELD TOMORROW AT WHICH THE NO 13 REGION EXECUTIVE COUNCIL MEMBER WILL ATTEND. ALSO THAT AN EMERGENCY BRIGADE COMMITTEE MEETING WILL BE HELD ON THURSDAY 16 NOVEMBER 1989 AT 1400 HOURS AT FAREHAM FIRE STATION.
END OF MESSAGE.

Subsequent messages sent out by the CFO in an open to all approach to confront the policies of the FBU at the time, regarding maritime firefighting. Always and interesting conversation about ship fires within the Southampton Water and Portsmouth Harbour in respect of the geographical area of the 'county'. A different argument to chew over when of came to the ship being moved into the Solent. The job got done.

A one-all draw

Sat in my office one day at 'C' Div. HQ the 'phone rings. "Deputy here Mr Wells. I'm visiting some stations in the brigade today and want to include some of yours"

"Yes Sir, of course which ones?" "I'll let you know that when I arrive at your office; in about half an hour." The phone goes dead. Clearly and undoubtedly deliberately, no opportunity to initiate a tip-off.

Most of us will remember DCO Les 'Smokey' Cummins, a brave dyed-in-the-wool firefighter who rose to fame in the ship firefighting days of Southampton City Fire Brigade. Highly respected, knowledgeable and good company. But, by reputation, definitely not someone to be on the wrong side of.

The Dep duly arrives, driving himself. "Right, Mr Wells, I've got a busy schedule so I'd like to visit just one station of yours, Botley will suit".

"Yes Sir, please follow me". I set off from Div. HQ at Eastleigh towards C38 Botley, the Dep follows closely behind.

I remind readers, this is the 1980s. Car windows are 'wound' up and down by hand, not whizzed at the touch of a button. No mobile phone, no WhatsApp, no texting, so no surreptitious tip off is possible. Apart from the brigade radio I'm isolated. The whistles gone and the game is on.

En-route I take a turn off a roundabout. Instantly I realise I've made a mistake and gone the wrong way. The Dep has followed. There's no side road handy to slip back onto the correct route - hopefully unnoticed. No choice but to indicate left and draw slowly to a kerbside halt. The Dep draws up close behind. I step out of the car and walk towards the Dep's car. As I approach the window is slowly wound down. Our eyes meet. "I do apologise Sir; I've mistakenly taken a wrong turn. We shall have to" There's no finishing. Cut short, I politely stand and listen to the profound wisdom of what it means to be a senior officer in the Brigade; coupled with the importance, need and benefit of having a thorough knowledge of the local geography and topography in one's area of responsibility.

The lecture ends with a terse "now sort it out". The Dep winds the window up. I return to my car, negotiate a U turn, the Dep follows

and we are on our way once more. I realise I'm already one nil down and it's not yet even half time!

The remainder of the journey to Botley Fire Station is uneventful. Driving into the station I notice the grass neatly cut, flower beds tended and the station deserted. We park and I open up the station. As the Dep enters, I sense a determination in the air to make this two nil. Doors are opened and closed. Logbooks scrutinised. Appliance lockers opened and kit inspected. There's little conversation between us, just occasional murmurs of satisfaction from him. No praise. Inspection over we sign out. The Dep declares his intention to return to Southampton and we make our formal farewells.

I stand and watch the Dep's car drive slowly away. I'm glad it's over, somewhat dejected because of my cock-up, but appreciating it could have been worse. It wasn't thanks to the lads at Botley who run a good station. I watch as the Dep's car pauses at the junction with the road where I expect to see it turn left to go to Southampton.

But it doesn't - the car turns to the right. My heart misses a beat, an inner smile comes over me and I say to myself - 'Gotcha; that's the way to Winchester, not Southampton'. With cap squared, leather gloves clasped in hand, I walk down to the roadway and stand smartly to attention, knowing for sure that in three to five minutes he will be back having realised he has made a wrong turn. Sure enough, glancing to the right the Dep's car re-appears. As it passes by, I snap off a smart salute which is acknowledged with a half-hearted 'Royal wave' as I watched him pass by- towards Southampton.

My dejection fades: I return to my car and set off to return to the office, content with a 'one all draw'.

Alan Wells
DC 'C' 1984-88

WINCHESTER

SOUTHAMPTON

The Caterpillar Club

I read with interest the 'Stop Message' article about Sgt Fred Gardiner, RAF, (Issue 20 Nov 16) and thought your readers might enjoy a short background story related to the experience of Fred and many others like him. On that night in August 1943 Sgt Gardiner joined an exclusive club, a club that no one seeks to join but over the years has had tens of thousands of members. That club is the 'Caterpillar Club', an informal, unofficial club for people whose lives have been saved by a parachute.

The story begins in 1919 when Leslie Irvin, an American stuntman and parachutist, made the first free fall parachute descent demonstrating his own free drop parachute design. The demonstration was so successful that the parachute became standard equipment for both the US Army Air Corps and the RAF. Later that year the Irvin Air Chute Company became the first designer and manufacturer of parachutes in the world when the factory was established in Buffalo New York. By 1926 production had expanded and the first European factory was established in Letchworth, Hertfordshire.

The Caterpillar Club began in 1922 when Leslie Irvin, founder of the Irvin Air Chute Coy, decided to present a gold caterpillar badge and certificate to anyone who had saved their life using an Irvin parachute. The club name derives from a reference to the silk worm which lets itself descend gently down from height by spinning a silk thread from which to hang. Indeed the club's motto is "Life depends on a silken thread". Up until 1941 parachute canopies were made from silk.

You can recognise club members by the gold brooch in the shape of a caterpillar with two ruby eyes worn on the lapel. The name of the recipient is engraved on the back.

The onset of WWII increased demand for parachutes and not surprisingly membership of the Caterpillar Club also increased rapidly. The Irvin factory at Letchworth was producing 1500 parachutes per week during the height of the war. By the end of WWII the club had 34000 members. As a consequence of wartime shortages the gold brooch was manufactured in gilt.

Even today the principles established by Irvin in the 1920s still hold true and for those eligible membership of the Caterpillar Club is still open as is the issue of caterpillar brooch and membership card. The company may have changed its name several times but Irvin Aerospace Ltd. has kept all the old records, so it is still possible to get a replacement certificate or brooch.

Irvin also manufactured the sheepskin lined leather flying jacket designed to keep aircrew warm at altitude in the days before pressurised heated cabins. Nowadays the Irvin jacket can often be seen worn by those with the time to spend behind the wheel of a classic open topped sports car.

Ian Soutar - OIC Sutton Scotney



Hi Alan
The Cricket team photo on the back cover of Stop Message 27 is the HFRS team taken, I think, at the HCC ground, Chilcombe. Not exactly sure of the date but the late John Barrett is in the shot and he passed away in 1986, so the photo pre-dates that.

The team that day was: Back row L to R - Ray Cousins, Frank Harris, Ian Warner, Andy Stinton, Trevor Griffin, John Barrett (Umpire)
Front row L to R - Steve Barrow (Capt), Nigel Berry, Keith Boyce, Ian Goodchild, Pete Kavanagh, Cyril Sankey.

If my memory serves me right, I think we played Surrey FB that day.
Regards - Ian Goodchild

Hi Alan, thanks for another great magazine (Issue 26). The photos of Furniture factory Basingstoke brought back some memories, being one of the initial BA crew. On the front cover is Jeff Vaine and possibly LfM Roy Reynolds and Ian Jones (Retained, Basingstoke) handing in their tallies.

September 11th, 1984 and Basingstoke Green Watch was on nights, The bells went down at 05:45 for WrL WrT. As a LfM, I was unusually riding BA in the back of the WrL, with Steve May.

As Sub O Tony Bliss got in the cab he read the call sheet, "Fire, Furniture Factory Winchester Street". We just looked at each other with a, "this is going to be a job acknowledgement".

As soon as we booked mobile at 05:46, Control came back with "receiving multiple calls to explosion and large fire, early informative required"

It's only a few minutes' drive but Tony and I discussed the layout of the building which had recently been a Marley DIY store. "So in the front doors staircase on the left to 1st floor, ok Tony got that"

Again, Control requested an early informative message due to the large amount of 999 calls being received - bearing in mind the early morning time.

We turned the corner at Winton Square, in the old part of the town, and the fire was out the front of the shop curling across the street in the old part of the town and hitting the empty department store opposite.

At 05:49 Tony Bliss radioed "in attendance make pumps 4, HP required" The then BAET was also ordered on to the job. Bob Brown, who was driving, somehow fluked a short lull in the flames and heat to park up just passed the shop.

Steve May and I got two high pressure hose reels to work to protect the Halifax Building Society next door; Steve turned his hose reel to the department store opposite and as soon as the water hit the plate glass it shattered due to the radiated heat. Hydrants were set in.

At that point a policeman came up and asked if the people were out? What people we asked; it's a shop?

The Assistant Manager had made an illegal flat on the top floor and had a female member of staff in there with him. As we prepared to start up and go search for the two missing people it was quickly reported that the occupants of the flat were safe. Tony Bliss then wanted myself and Steve to wait for the HP, which was just turning up and gain access through the 1st floor window to get behind the fire and stop it spreading further in to the shop full of foam furniture.

At 05:55 "Make pumps 6"



L/R Steve May, Leighton Reed, Dave Darkin



L/R Leighton Reed, Steve May, Started up and ready to get into the cage to the 1st floor. Dave Darkin. Far right LfM Ian Tressler, Pete Morrell

The HP had two lines of hose connected and charged, we climbed into the cage rigged in BA and all the kit needed, the cage was raised to the 1st floor and I was just climbing through a small window on the 1st floor, when the HP operator said we had to come back down ASAP. (We were not impressed, as Steve said later, we were just champing at the bit to get in).

When we got down, StnO Chris Green saw the fibreglass cab was starting to blister with the heat, (he was not a happy chap). We had to make up turn the HP around and set down again, ready to go back up for a second time get inside and attack the fire. At that point part of the 1st floor collapsed, phew! lucky escape or what?

We went back up in the cage and used the monitor into building. Whilst this was going on, at the front, a crew led by, (I think, LfM Andy Marrant) was trying out gain access to the rear of the premises but were confronted with heavy steel doors which were barred and locked from the inside. This prevented BA crews getting in and attacking the fire from the rear. Crews were also deployed with several jets to a first-floor flat roof on the empty department store opposite at the front - this proved to be very effective.



In the cage, myself & Steve May, after the HP was turned around.

At 06:27 "Make pumps 10"

Just a note, Phil Crisford had just been made ADO OiC Basingstoke but was still living in Gosport (I think), and by the time he'd got there he said most of the singing and dancing was over. Anyway, thanks for coming Chris!

Steve and I were given different tasks by now; Steve pairing up in BA and using a jet at the rear where access had finally been made.

Malcolm Whitehouse, Divisional Commander, got me to go with ADO Roy Gear in BA and make an assessment of the progress of the fire on both floors.

Mac Whitehouse had given me the impression I was there to watch out for Roy, Ha Ha!! - little did I know until the following day I'd have the privilege of being a BA buddy with someone who'd been one of the first to fight the fire onboard the Pacific Glory for which I think Roy was awarded a medal. Even before this I always had a lot of respect for Roy, top officer. *(Ed – Yes Roy was awarded the BEM for his part on the Pacific Glory which he attended as a member of the Portsmouth City Fire brigade)*

The fire was finally extinguished, and the building declared unsafe by building inspectors. They struggled for days to try and knock it down, and it became a bit of a joke, I think it was safer than they thought. Sad as I'm sure the facade could have been saved and an iconic Basingstoke landmark could have been kept.

At 08:01 Stop message:

"A 3-storey building used as a furniture warehouse. Approx 30m x 10m. All floors severely. 6 jets 2 HP monitors 8 BA. Adjoining properties slightly damaged by smoke and water".

The cause of the fire was the result of a petrol bomb being thrown through the front window of the shop. One story was that a female member of staff had been in a relationship with the manager who had been sacked and she was now living with the assistant manager in an illegal flat on the roof of the building. The sacked manager and a friend threw the petrol bomb as revenge on the company, and both of them.

By sheer luck a cleaner cycling to work at the police station at about 05:45 saw 2 men running down London Road past the Police Station looking suspicious. When the cleaner went into the Police Station and said what he'd seen, the police immediately gave chase and caught them. I believe I'm right in saying that they were given very stiff prison sentences for arson with intent to endanger life.

Thanks to Steve May for the photos by David Berne
Leighton Reed Ex A1 Basingstoke



Esso Refinery Fire Station and line-up, 1980s. Photo: Alan House

HAMPSHIRE'S INDUSTRIAL, WORKS, AVIATION AND MILITARY FIRE BRIGADES

In the last edition we looked at some of non-local authority fire brigades which have protected commercial, industrial, aviation and military establishments around the county of Hampshire. Here are a few more examples of the vehicles of these additional firefighting resources that exist or have existed. Although greatly reduced in number today, the county has, over the years, had many examples of these additional fire brigades and specialist firefighting vehicles. Greater general safety and fire precaution legislation and practices, together with greatly improved detection and automated extinguishing systems, coupled with reviews of operating costs have all contributed to the reduction of on-site resources with greater reliance being placed on a local authority FRS response – although regulations related to various categories of airfields and airports continue to dictate what immediate on-site response is required.

Many members of these brigades have also served at county fire stations resulting in a two-way beneficial exchange of experience, knowledge, and training.

Where there has been a growth, is in the number of independent providers of fire protection at public events, such as music festivals and other large public-attendance events which take place on fields and other open-spaces, and for which a risk assessment has dictated that on-site fire cover is necessary to satisfy safety requirements and secure event insurance etc, especially where there are large areas of tented accommodation and temporary staging or display areas.

This has become an increasingly used (unregulated) 'industry' with perhaps some examples of questionable credibility and competence, alongside others of a more professional public-safety approach. It is still the case

that 'fire engines' do not fall under some of the regulations applicable to other vehicles of similar size, making them a popular second-hand purchase and permitting anyone to badge them in a style similar to local authority FRS's and equip them to provide event 'fire cover' to a level of their own choosing. Several ex-Hampshire appliances have ended up in this second/third/fourth-life role over time. Others service the film and television industry providing on-scene fire cover during filming with special effects etc, provision of water or to fulfil the needs of action/drama scenes to portray responding fire crews.

Unless otherwise indicated, the images on this page are from the collection of Colin Carter, who so often contributes to 'Stop Message'.

Alan House

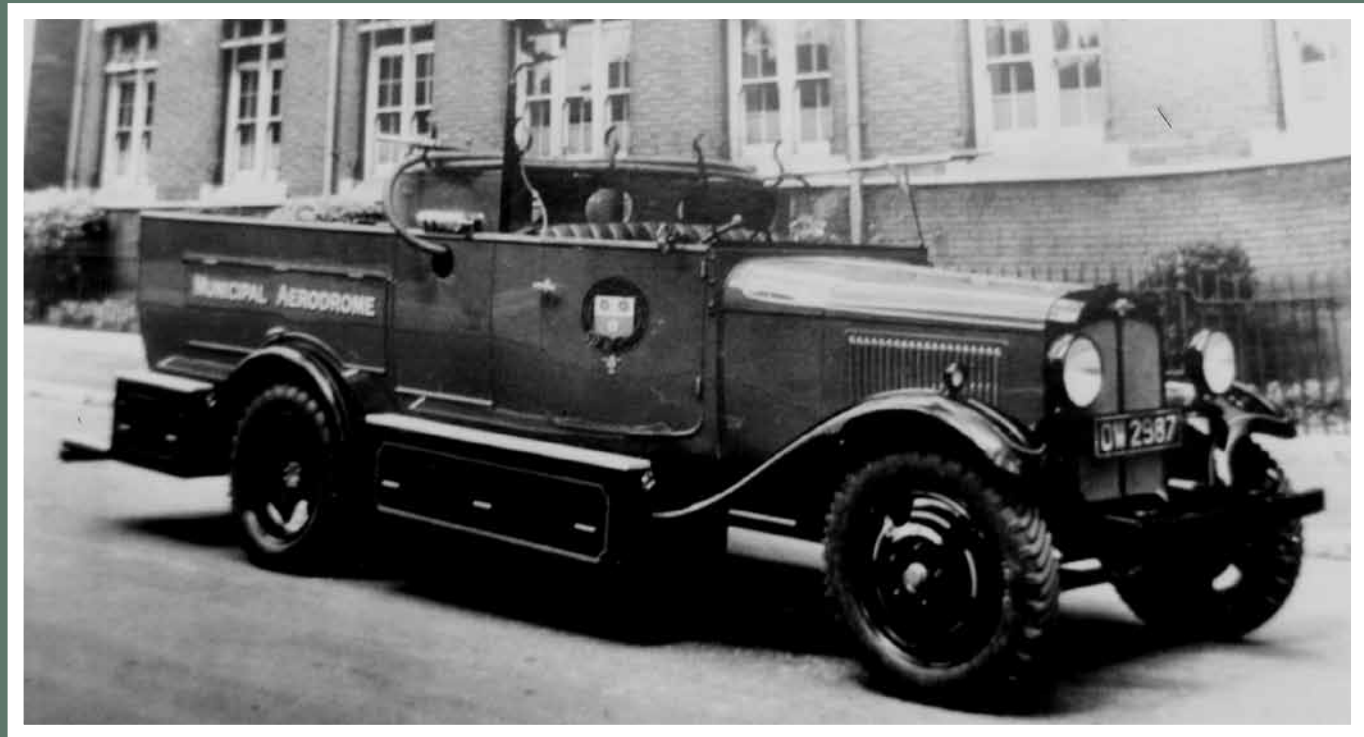
Esso Refinery Dennis/Foamite Foam Tender. Photo: Dennis Wills



Esso Refinery Fire Station. An impressive line-up in 1972. One of the biggest industrial brigades to exist in this era. Photo: Alan House



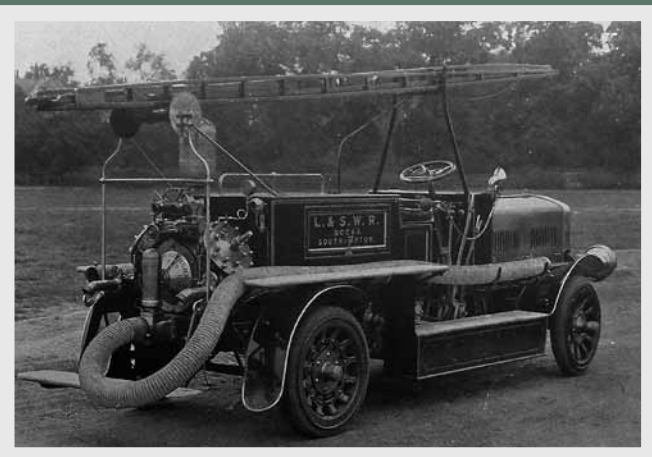
Esso Refinery Forward Control Unit. Photo: Alan House



Merryweather/Hatfield Motor Pump, built for the London & South Western Railway Fire Brigade, Southampton Docks in 1915. Photo: Alan House



Royal Aircraft Establishment, Farnborough. Thornycroft Crash Tender. Photo: Dennis Wills



Surrey Dodge Tender built for the Southampton Municipal Airport (Now Eastleigh) in 1934. Photo: Alan House



Esso (Exxon) Refinery, Fawley.
The refinery has operated a variety of appliances over the years including a few former Hampshire appliances. One of the latest to join the fleet is this Mercedes Atego, built by Spanish bodybuilders Protec Fire. For years, the largest and best equipped industrial brigade in the county.



Southampton International Airport. Rosenbauer Panther Crash Tender. One of the most popular crash tenders in production.



Farnborough Airport. Another airport that has operated a number of appliances over the years. The mainstay CrT is now the Rosenbauer Panther.



Southampton International Airport. Scania Rapid Intervention Vehicle. Built on a standard 4x4 truck chassis with bodywork completed by Carmichael, a name long associated with the fire service that is no longer in business.



Bristow Helicopters, Lee on the Solent. As part of the HM Coastguard Search and Rescue helicopter fleet around the country, each base has its own dedicated fire appliance. All are identical Isuzu RIV finished in silver.



The former HMS Daedalus site, which had its own military fire service until it closed, now has this former Hampshire FRS (Lyndhurst and Brockenhurst) Steyr Puch Super G 'H4T' on the run as an RIV. The appliance was sold direct to the airport and HFRS Fleet Maintenance Centre completed foam installation and conversion from H4T to RIV.

Scrapbook Memories



A Fire Service College photo of the 1970 Accelerated Promotion course, the first to be held at Moreton, with some faces familiar to many who served in Hampshire.

Back row: far right Graham Meldrum who later came to Hampshire as a DO and then moving on in his career becoming CFO of West Midlands and then knighted as Her Majesty's Chief Inspector of Fire Service. Next to Graham is Colin Jones who was an ADO at Basingstoke before moving on and fourth from right is Alan Hold, who retired as DO Training Officer based at HQ.

Front row: far right - Eric Hounslow, who retired from Headquarters as ACO Recruitment and Training, sat next to him Peter Clarke, then in Gloucestershire, later in Hampshire on return from service in Australia and starting again as a Fireman and finally retiring as a Sub Officer having served at Basingstoke and Training Centre. Next to Peter is Graham Smith, known to some will be Des Wale from Dorset, fourth from left.

Several future Principal Officers on this course.

The two course directors will also be known to some who attended the many courses at the College - Left, DO Hannaford and right, DO Lund

Red patches under their impeller rank markings indicating that they are AP Station Officers.



Recruits Course - Possibly end of 1981



RH/77

The Furniture Factory, 11 September 1984, Basingstoke More photos from this 10-pump fire. In the images gathered at X-ray can be seen ACO Gordon Hurrell, ADO Andy Anderson, Lfm Dougie Boyes (BA maintenance), ADO Phil Griffiths, Sub O Geoff Rackham. Fireman not identified, but someone will tell me no doubt.

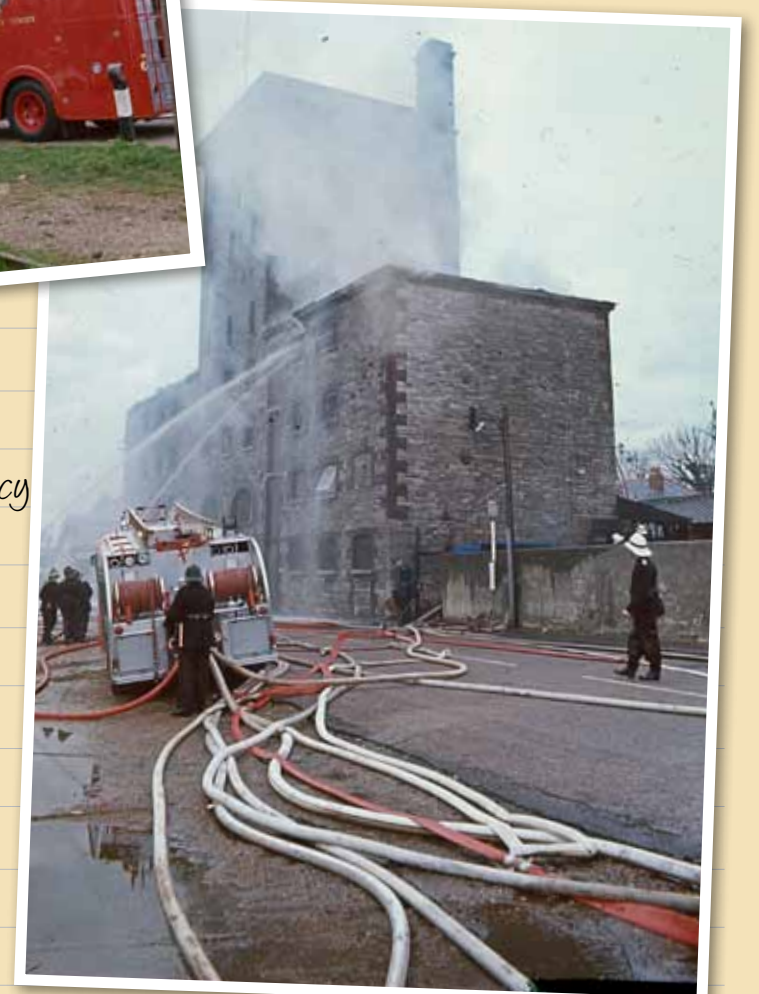


Unidentified
- any clues?
Eric Probert?



Eling Mill, 31 March 1966, make Pumps 12. Southampton Fire Brigade Emergency Tender (No 8) with Lyndhurst Wrt COR298C in the background.

Lyndhurst Wrt with one line in and two lines out to fight the fire. CFO 'Ted' Ashill on the right of the shot.



The old Committee Room at Headquarters, circa 1986, now part of an open-office area. In the shot are Stn O Mick Stead, DO Derek Wynne, Stn O Keith Simmons, Stn O Steve Thomas, DO Terry Craven, ADO Phil Griffiths, DO Terry Craven, ADO Chris Green and DO Alan Hold. And a mystery person sat next to Keith - looks like a DO shoulder rank marking. (Clearly posed for some publicity shot or presentation slide!)

SNIPPETS

An intriguing email came into my PMA address recently. A retired member of the London Fire Brigade wrote telling me that he had lost his recruit pass-out photo. His father had also served, and he had his photo, which he then wanted to place with his own. He had tried via the LFB to secure a copy to no avail and then remembered that there were two Southampton Fire brigade recruits on his course. The SFB for a number of years had sent their recruits to London for their training. The course concerned passed out at the end of 1970.

I knew that at this time the SFB sent their last recruits to London, moving shortly thereafter to doing their own training at Redbridge Hill. Through a process of elimination of my own memory and trawling back through old SFB brigade Orders I figured that one of the guys was likely to be John Bishop, although I did not know who the other one was. I contacted John who confirmed that he did indeed pass-out at the said date and he sent me a copy of his squad photo. The second SFB guy was then revealed, and it was Tony 'Mitch' Mitchell, who later served at Basingstoke/A Division.

The person seeking the photo was absolutely delighted and it was very satisfying to me to have been able to help someone out with a fond memory of his past. All as a result of a long shot in the dark and a sad person who has a home office full of 'stuff that might come in handy'!

Ed



SFB recruits Fireman Tony 'Mitch' Mitchell, back row, second from left and Fireman John Bishop, front row, right, all shiny, honed and ready to start their respective careers in September 1970.



Well, it seemed a good idea at the time! If the smoke did not finish you off, drowning would!

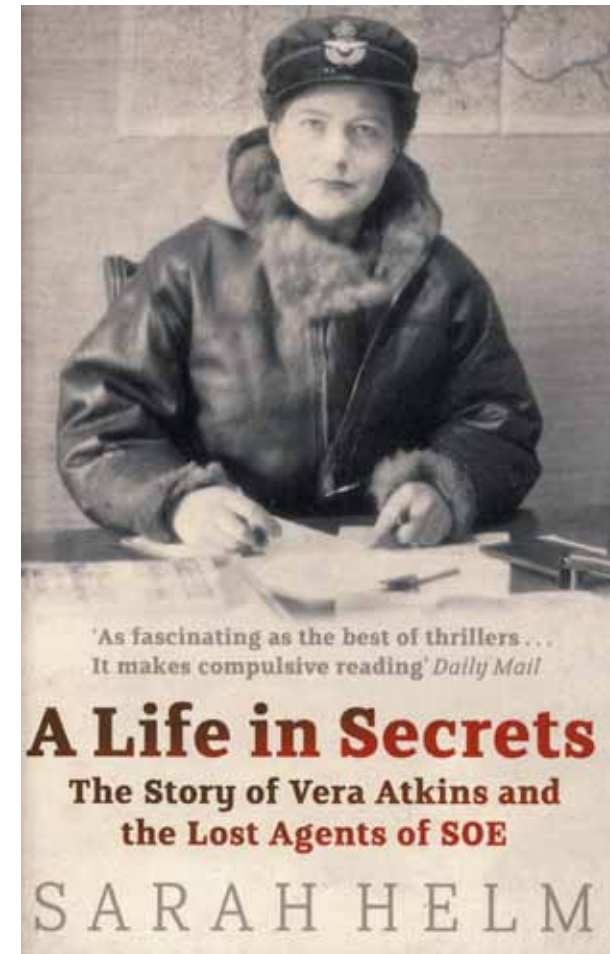
“**‘Fire’ Magazine – July 1910**
Every Fire Brigade should
contain sufficient men to
give every member one full
day’s rest in seven.”

Book Review

A Life in Secrets

The incredibly detailed story of Vera Atkins, who helped to prepare Agents of the Special Operations Executive (SOE) who went into France for various operations behind German lines in occupied France during World War 2.

There are of course many books which give details about the exploits of these brave men and women, but this account focuses on the work of 'Miss Atkins' who started work as a secretary with SOE's French Section, based in Baker Street, London. She then became an assistant to section head Colonel Maurice Buckmaster and a leading member of the team sending men and women to secret missions across the English Channel. At the end of hostilities vera, who had then gained the rank was determined to find out what happened to the many agents who did not return home, including a number for whom there was no end story – no-one knew what happened to them, with many meeting their death in concentration camps, after enduring long periods of torture. Having persuaded the authorities that there needed to be proper closure around what happened to the 'disappeared' and that people needed to be held to account for their fate, she travelled throughout liberated Europe and the then occupied Germany to investigate what happened to these Agents after their capture.



This she did with both vigour and great success, bringing closure for bereaved families and tracking down the culprits for the treatment and/or death of some very brave men and women, presenting much evidence to the Nuremberg trials. It is a detailed and well written account of one woman's quest for the truth, justice and the honour those had played a vital part in the liberation of Europe. She ultimately became a Squadron Officer in the Women's Auxiliary Air Force. She was later made a CBE and awarded a Croix de Guerre and made a Knight of the Legion d'Honneur in recognition of her work.

Alan House (Published by Abacus. ISBN 978-0-349-1936-6)



Are you reading this magazine and are not a member?

Membership of the HIWFRS Past Members Association costs just £10 per annum and is open to anyone who has retired from Hampshire and Isle of Wight Fire and Rescue Service, and it's previous constituents, or anyone who is former employee of HIWFRS (or its forerunners) and worked for them for at least 5 years, or has retired from any other FRS and is now living in Hampshire.

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PMA xhiowfrs (@PMAhantsfire) / Twitter

For more information

<https://xhfrs.org>

RADIO LUXEMBOURG

In the last edition you were reminded about the joys (or otherwise) of listening to Radio Luxembourg. Space did not permit the inclusion of this listing of programmes in November 1966, with its well-known names of the period and the commercial sponsors of the individual shows. If you were 'square' however you could of course just keep listening to the 'Light' programme, or perhaps the 'Third' or 'Home' or even 'AFN' (American Forces Network)!

SUNDAY, 6th NOV.

6.00 STUART GRUNDY
spins the discs that are moving on the scene today.

8.00 TOMMY VANCE
plays records to suit all tastes.

8.45 MECCA MUSIC PARADE
Introduced by Tommy Vance (Mecca Ltd.)

9.00 TOMMY VANCE
plays records to suit all tastes.

9.45 PART I of the fantastic READY, STEADY, RADIO!
with another great line up of top artists. R.S.R. presents nothing but the best for your entertainment. (Maclean's Toothpaste)

10.00 STUART GRUNDY
spins the current top discs.

10.30 READY, STEADY, RADIO! (Part II)
(Maclean's Toothpaste)

10.45 CURRY'S CORNER
with Tommy Vance

11.00 TOP TWENTY
A review of the week's best selling records in accordance with the charts of the New Musical Express. Introduced by Stuart Grundy (J. S. Fry & Sons Ltd.) (Sunmilk Shampoo)

12.00 MIDNIGHT WITH MATTHEW
Brian Matthew introduces the latest and greatest in pops from Pye. (Pye Records Ltd.)

12.30 COLIN NICOL'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down

MONDAY, 7th NOV.

6.30 HAPPY MEMORIES
Peter Aldersley recalls your happiest memories and dedication to you the latest top discs. (Beecham Proprietary Medicines) (Pye Records Ltd.)

7.00 MONDAY'S REQUESTS
Introduced by Colin Nicol

7.45 ON THE BRADY BEAT
with Pete Brady (E.M.I. Records Ltd.)

8.00 YOUR DATE AT EIGHT
with David Jacobs (E.M.I. Records Ltd.)

8.30 SWINGIN' POPS
Introduced by Colin Nicol

8.45 MECCA MUSIC PARADE
Introduced by Stuart Grundy (Mecca Ltd.)

9.00 THE DON MOSS SHOW
When you can hear him talkers by E.M.I. (E.M.I. Records Ltd.)

9.30 BATTLE OF THE GIANTS
Doug Stanley referees a contest on record between two giants. **MANFRED MANN** versus **SPENCER DAVIS GROUP** (National Records)

9.45 LINE ENGAGED
Introduced by Keith Fordyce (Beecham Brand Ltd.)

10.00 TOP POPS
A cross-section of British and American hits. Presented by Peter Murray (Vitalis Hair Dressing) (Sunmilk Shampoo)

10.30 Oooooooo... It's Monday! and time for HIT PARADE
Introduced by Jack Jarman (The Decca Record Co. Ltd.)

11.00 THAT BOY, THESE GROOVES
with Don Wardell (Pye Records Ltd.)

11.15 PEPSI-COLA CLUBLAND
(The Pepsi-Cola Bottling Co. Ltd.)

11.30 POPS TILL MIDNIGHT
Presented by Alan Freeman (Thirty minutes of late night discs. (De Kuyper Advocaat) (E.M.I. Records Ltd.)

12.00 HI, MIDNIGHT!
Introduced by Dave Cash (Polydor Records)

12.30 TONY BRANDON'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down

TUESDAY, 8th NOV.

6.30 PETER ALDERSLEY'S SPINS YOUR WAY
A selection of the latest hits presented by your old pal, himself. Prize Competition. (Beecham Proprietary Medicines) (Pye Records Ltd.)

7.00 TUESDAY'S REQUESTS
Introduced by Tommy Vance

7.45 LET'S TAKE A SPIN
Introduced by Tommy Vance (E.M.I. Records Ltd.)

8.00 THE ANGLO SHOW
Introduced by Jim Dale (Anglo Confectionery Ltd.)

8.30 DON MOSS ON THE AMERICAN SIDE
All the latest discs from the U.S.A. (E.M.I. Records Ltd.)

8.45 MECCA MUSIC PARADE
Introduced by Tommy Vance (Mecca Ltd.)

9.00 BRIAN MATTHEW'S POP PARADE
(Pye Records Ltd.)

9.15 Time to meet KEITH FORDYCE
(Philips Electrical Ltd.)

9.30 SAM COSTA'S CORNER
In which Sam presents the pop discs in his own inimitable style. (E.M.I. Records Ltd.)

10.00 THE JIMMY YOUNG HOUR
A fast-moving programme of the latest hits on record. (E.M.I. Records Ltd.) (Rayette)

10.30 TEEN & TWENTY DISC CLUB
The week's first get-together of the world's largest radio record club. Introduced by Jimmy Savile (Coca-Cola Export Corporation)

11.00 THE DAVID JACOBS' SHOW
David picks a bunch of top pops. (E.M.I. Records Ltd.)

11.30 POPS TILL MIDNIGHT
Presented by Alan Freeman (Thirty minutes of late night discs. (De Kuyper Advocaat) (E.M.I. Records Ltd.)

12.00 HI, MIDNIGHT!
Introduced by Brian Vaughan (Polydor Records)

12.30 MUSIC FOR SOPHISTICATS
with Alan Dell (E.M.I. Records Ltd.)

1.00 STUART GRUNDY'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down

WEDNESDAY, 9th NOV.

6.30 PETER ALDERSLEY'S TRANSATLANTIC MAILBAG
Teenage pen-pal addresses in America for you plus the latest hits from across the Atlantic and "on-the-pop-1964" reports from the U.S. scene. Prize Competition. (Beecham Proprietary Medicines) (Pye Records Ltd.)

7.00 WEDNESDAY'S REQUESTS
Introduced by Tony Brandon

7.30 DISC DRIVE
Introduced by Tony Brandon (Pye Records Ltd.)

7.45 208 TURNTABLE
Introduced by Tony Brandon

8.00 THE SAM COSTA SHOW
Thirty minutes of Top Discs (E.M.I. Records Ltd.) (Rayette)

8.30 NEW TO THE CHARTS
Introduced by Tommy Vance

8.45 MECCA MUSIC PARADE
Introduced by Tony Brandon (Mecca Ltd.)

9.00 Time to meet KEITH FORDYCE
(Philips Electrical Ltd.)

9.15 TONY'S TIME
with Tony Brandon plus his special voices and discs. (Horace Batchelor)

9.30 DAVID JACOBS' Mr. D.J. Himself PLAYS THE POPS
(De Kuyper Advocaat) (E.M.I. Records Ltd.)

10.00 THE PETER MURRAY SHOW
One of your favourite disc jockeys presents the pick of the British and American hit records. (The Decca Record Co. Ltd.)

10.30 TEEN & TWENTY DISC CLUB
A radio get-together of teen and twenty record fans. Jimmy "it's all happening" Savile is your club host and there are surprise guests, competitions, with records from today's, tomorrow's—and yesterday's—hit parade. (The Decca Record Co. Ltd.)

11.00 SPIN WITH THE STARS
Introduced by Don Wardell (D.D.D. Co. Ltd.)

11.15 Time to meet DAVID GELL
(Philips Records Ltd.)

11.30 POPS TILL MIDNIGHT
Presented by Alan Freeman (Thirty minutes of late night discs. (Gordon-Moore Cosmetic Toothpaste) (Tackle)

12.00 HI, MIDNIGHT!
Introduced by Dave Cash (Polydor Records)

12.30 MUSIC FOR SOPHISTICATS
with Alan Dell (E.M.I. Records Ltd.)

1.00 TOMMY VANCE'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down

THURSDAY'S REQUESTS

Introduced by Stuart Grundy (Horace Batchelor)

8.45 MECCA MUSIC PARADE
Introduced by Colin Nicol (Mecca Ltd.)

9.00 DAVID JACOBS' STARTIME
In which David introduces the start on record. (Maclean's Bristow) (E.M.I. Records Ltd.)

9.30 THE CATHY MCGOWAN SHOW
Cathy spinning the new selected releases heading for the top. (Pye Records Ltd.)

9.45 HITS-A-HAPPENING
with Pete Brady (E.M.I. Records Ltd.)

10.00 THE JIMMY YOUNG HOUR
The YOUNG Sound The POP Sound The HIT Sound All on the E.M.I. Label (Vitalpointe) (Disky Cosmetics)

10.30 THE JIMMY YOUNG HOUR (Continued)
(Beecham's Powders) (E.M.I. Records Ltd.)

11.00 BRIAN MATTHEW'S POP PARADE
Introduced by Brian Matthew (D.D.D. Co. Ltd.)

11.15 JIMMY SAVILE'S "15"
(De Kuyper Advocaat)

11.30 POPS TILL MIDNIGHT
Presented by Alan Freeman (Thirty minutes of late night discs. (Gordon-Moore Cosmetic Toothpaste) (Rayette)

12.00 HI, MIDNIGHT!
Introduced by Brian Vaughan (Polydor Records)

12.30 MUSIC FOR SOPHISTICATS
with Alan Dell (E.M.I. Records Ltd.)

1.00 TONY BRANDON'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down

THE AMERICAN SIDE

All the latest discs from the U.S.A. (E.M.I. Records Ltd.)

8.45 MECCA MUSIC PARADE
Introduced by Tony Brandon (Mecca Ltd.)

9.00 THE ALAN FREEMAN SHOW
(The Decca Record Co. Ltd.)

9.15 THE PETER MURRAY SHOW
Peter Murray spins the latest British and American hit discs. (The Decca Record Co. Ltd.)

9.45 THE EENY MEENY MINERS SHOW
Introduced by Dave Cash (Miners Make-up)

10.00 SIMON'S SCENE
The latest releases from E.M.I. Records Introduced by Simon Dee (Vitalpointe) (Disky Cosmetics) (De Kuyper Advocaat) (E.M.I. Records Ltd.)

11.00 BRIAN MATTHEW'S FRIDAY DISC SHOW
Playing some of the latest and greatest in pop records. (Tackle) (Pye Records Ltd.)

11.30 POPS TILL MIDNIGHT
Presented by Alan Freeman (Thirty minutes of late night discs. (Rayette) (E.M.I. Records Ltd.)

12.00 HI, MIDNIGHT!
Introduced by Dave Cash (Polydor Records)

12.30 FRIDAY NIGHT—SATURDAY MORNING
with Katie Boyle (Pye Records Ltd.)

1.00 THE TONY HALL SHOW
(Shell Petrol)

1.30 TEEN & TWENTY DISC CLUB
Introduced by Jimmy Savile (Coca-Cola Export Corporation)

2.00 a.m. — Close Down

9.00 TOMMY VANCE
plays records to suit all tastes.

9.45 PART I of the fantastic READY, STEADY, RADIO!
with another great line up of top artists. R.S.R. presents nothing but the best for your entertainment. (Maclean's Toothpaste)

10.00 STUART GRUNDY
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10.30 READY, STEADY, RADIO! (Part II)
(Maclean's Toothpaste)

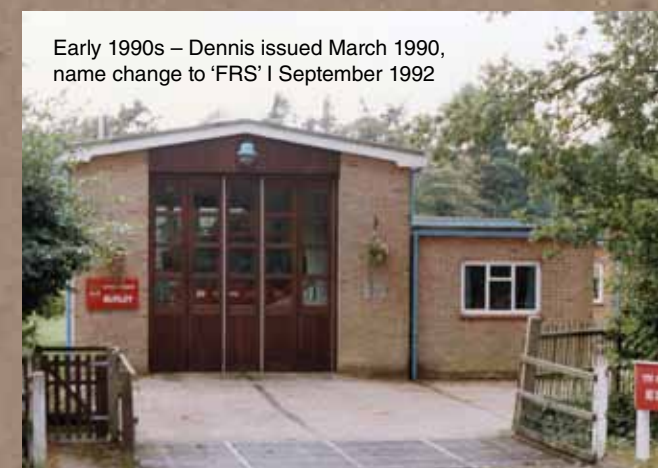
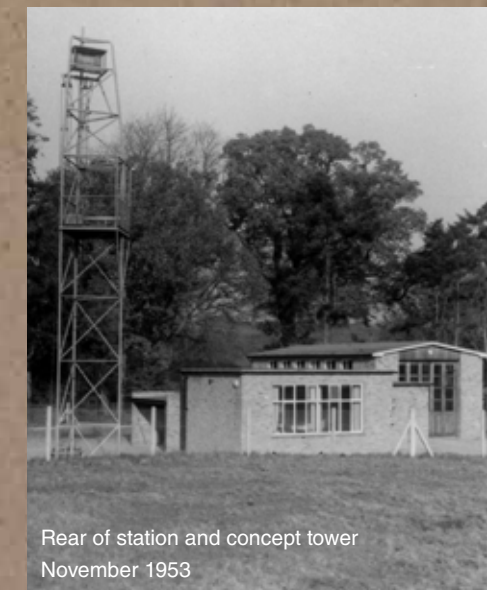
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with Tommy Vance

11.00 TOP TWENTY
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12.00 MIDNIGHT WITH MATTHEW
Brian Matthew introduces the latest and greatest in pops from Pye. (Pye Records Ltd.)

12.30 COLIN NICOL'S MUSIC IN THE NIGHT

2.00 a.m. — Close Down



PAST TIMES

Focus on Burley Fire Station

A fire station was first established in Burley Street, on the outskirts of Burley Village in 1939, as an AFS unit of the Ringwood and Fordingbridge Rural District Council Fire Brigade, becoming a sub-station of C3V (Ringwood) and later B3M5 of 16 Fire Force, on the formation of the National Fire Service after 18 August 1941, and then station 52 in D 'District' later 'Division', on the formation of the Hampshire Fire Service on 1 April 1948.

In October 1949, it was agreed that part of the grounds of Campden House, Ringwood Road, would be used as a site for a fire station, transferred from the Welfare Committee to the Fire Services Committee.

The transfer took place in July 1952 when the site was valued at £30! The erection of the fire station was costed in October 1952 at £7,550. (Approval of the design was also given for Beaulieu and Kingsclere). The station was opened sometime November/December 1953, with a 40ft drill tower was then featured in the May 1954 edition of 'Fire' magazine.

The tower was designed by the County Architect specifically for 'the small, retained stations', being of triangular design to

use less steel, with a single platform for 35ft ladder drills, the drying of hose and for mounting the call-out siren at the top, all at the cost of £275 including installation on site. (These lightweight towers ultimately proved not to stand the test of weather and time).

An extension to the length of the appliance room to better accommodate the Watertender and Land Rover L4T was completed in August 1998.

This year sees the 70th anniversary of this station serving the community.

HIWFRS HAPPENINGS

FLEET NEWS

By the time this report is published the delivery will have commenced of 32 Light Rescue Pumps that are being supplied by Angloco. Stations earmarked for some of the first ones are Cosham, Basingstoke, Eastleigh, Alresford, Bordon, Botley, Burley and Bishops Waltham. Two appliances will be delivered each month and will be a welcome sight for many, particularly Fleet Maintenance, and will allow the disposal of older appliances, some now reaching 20 years old. (Ed: A credit to Volvo engineering and the skills of the Fleet Maintenance Team. 20 years old!! That has not happened for many years).

Delivery of new Rescue Pumps will commence during the third quarter of 2023, these will be on the standard Volvo FLL 16 ton chassis.

One appliance in the fleet has received a much-needed upgrade. HX08 FAU a Volvo

FLL240/Emergency One was originally a WrL allocated to Gosport before transferring to Driver Training. Due to the deterioration of some parts of the bodywork, Fleet Maintenance removed the bodywork behind the crew cab and fire engineering (pump, tank etc) and sent it to local bodybuilders Solent Bodybuilders for a new dry freight body to be installed. It then returned to FMC for full refurbishment including respray, new livery, re-upholster and redesign of the crew cab and weight ballasting and has been reissued to Driver Training as a designated Driver Training Vehicle.

STATION NEWS

The new station at Bishops Waltham is progressing well and the crew should be moving back in during the first quarter of 2023. The planned rebuild of Redbridge has been cancelled due to funding. Instead, the station will be refurbished.

INCIDENTS

28 January 2022. ToC 20.01. Ship fire alongside, Berth 109, Western Docks, Southampton. Vessel name: 'The Nord Baltic' of 35,332 tons. Fire involving approximately 8000 tonnes of scrap metal within hold number 2. Hold has been sealed and CO2 drenching commenced. As this was deemed a protracted incident, once the hold had been sealed the initial attendance was reduced to two pumping appliances on a watching brief with rotation of crews every four hours. This was subsequently reduced to one pumping appliance that remained in attendance for several days until the hold was opened and the fire confirmed out. The initial attendance was – RP and RSV Redbridge, RP, LRP and ALP St Marys, RP and CSV Eastleigh and ICU Headquarters. Stand by moves LRP Winchester to Eastleigh, WrL Alresford to Winchester, WrT Hamble to Hightown, WrT Botley to Redbridge, RP Fareham to St Marys, replaced with WrL Bishops Waltham as Fareham mobilised to RTC the Avenue with RP Hightown and WrT Portchester to Fareham. Relief crews (in order of attendance) – WrL Cosham, WrT Hamble, RP Basingstoke, WrT New Milton, WrT Beaulieu, RP St Marys, WrT Hamble, WrT Botley, RP Fareham, RP Eastleigh, after this the watching brief relief was supplied by St Marys appliances.

2 February. ToC 21.37, ToS 07.28 (3rd February 2022). Heath fire, Caesars Camp, Church Crookham. Approximately 1.5km of undergrowth affected by fire. Attendance RP, LRP, H4T, L4T Rushmoor, WrC Fleet, WrC Bordon, L4T Hartley Wintney, L4T Farnham (Surrey FRS), CSV Eastleigh, ICU Headquarters, HVP Hardley.

15 February. ToC 12.30 approx. Make pumps 8, ALP required, 28 St John Road, Kingsclere. Fire involving domestic building of two floors, brick and tile construction, 25m x 25m. Building fully affected by fire, one person believed, 2 jets, 2 hose reel, PPV level 3. Attendance RP, LRP, ALP Basingstoke, WrL Kingsclere, WrL Tadley, WrT Fleet (from s/by Basingstoke), LRP Whitchurch, WrT Sutton Scotney (from s/by Basingstoke), WrL x 2 Newbury (Royal Berkshire), CSV Rushmoor and ICU Headquarters. Standby moves LRP Winchester and RP St Marys to Basingstoke and LRP Hightown to Winchester.

19 March. Make pumps 12, WrC 2. The White Cottage, Binley Bottom. Binley. ToC 17.40. ToS 08.13 20 March 2022. Fire involving domestic property of thatch and brick construction, 15m x 10m. Fire involving thatch roof and entire building. 4 jets, 1 hose reel, 4BA. Attendance LRP Whitchurch, Andover,



Driver Training Vehicle

RP, LRP, CSV and ALP Basingstoke, WrL Stockbridge, LRP Winchester, RP Eastleigh, WrL Tadley, WrL x 2 Newbury (Royal Berkshire FRS), WrLR Ludgershall (Dorset and Wiltshire FRS), ICU Headquarters, CSV Eastleigh, EPU Romsey WrC Fleet, WrC Ramsbury (Dorset and Wiltshire FRS). Stand by moves LRP St Marys to Winchester, WrLR Salisbury to Andover, WrT Hamble to Eastleigh, diverted to St Marys, WrT Botley to Eastleigh. Relief crews WrL Bishops Waltham, RP Fordingbridge, RP St Marys, WrT Overton, WrT Romsey and WrT Bordon.

21 March. Make pumps 6, WrC 2. Storms Farm, Kewlake Lane, Cadnam. ToC 11.57. ToS 18.12. Fire involving barn / workshop 20m x 50m, containing 120 bales of straw and 4 tonnes of animal feed. 100% involved in fire. 4 CAFS jets, 3 jets and 1 ground monitor. Attendance RP Redbridge, RP Eastleigh, RP St Marys, RP Romsey, RP Lymington, RP Hightown, WrC Ringwood, WrC Fareham, WrC Wilton* (Dorset and Wiltshire FRS) and ICU Headquarters. Stand by moves WrT Hamble to Redbridge, LRP Winchester to Hightown, replaced with WrT Sutton Scotney (from s/by Winchester) due to further incident, LRP Basingstoke to Winchester. * Wilton WrC mobilised due to Fareham's WrC being stuck in mud on road approaching incident. Also, of interest Wilton WrC was mobilised to a three pump stables fire in Lower Upham prior to attending this incident.

25 March. Make pumps 12. Thatch roof fire, White Owl Cottage, Parsonage Lane, Durley. ToC 20.08. ToS 23.18. Fire involving thatched property, 18m x 10m, 2 fire breaks

successfully created effective use of CAFS 3 jets, 3 CAFS jets, 1 hose reel, 18 BA and ALP in use. Attendance RP Hightown, RP, LRP and ALP St Marys, RP, WrC and CSV Eastleigh, WrL Bishops Waltham, WrT Droxford, RP and LRP Fareham, LRP Winchester from standby Eastleigh, RP Redbridge, WrT Botley, RP Cosham, CSV Portchester and EPU Romsey. Standby moves WrL Alresford to Eastleigh, WrT Emsworth to Fareham, WrL Hythe to Redbridge, RP Southsea to Cosham, LRP Whitchurch to Winchester, WrT Totton to St Marys and LRP Gosport to Hightown.

A four pump ALP incident in centre of Winchester occurred whilst the Durley incident was in full swing and was attended by LRP Whitchurch from Winchester, WrT Totton from St Marys, WrL Alresford from Eastleigh and WrL Hythe from Redbridge. LRP Andover and WrL Stockbridge were then mobilised to stand by at Winchester, RP Hardley to Redbridge, replaced with WrL Hythe when they became available from the Winchester incident.

23 April Numerous Hampshire appliances were part of the attendance to two major heath fires over the border during the day. The first at Henley Park Ranges Pirbright saw H4T and L4T Rushmoor, H4T Bordon, WrC Fleet and L4T Hartley Wintney being committed for a considerable time whilst just before 18.00 Dorset and Wiltshire FRS had a make pumps 15, WrC 4, L4T 6 incident on Canford Heath. Hampshire appliances attending were WrC and L4T Ringwood, RP Fordingbridge, RP New Milton, WrC Eastleigh and WrC Fareham. New Milton WrT stood by at Springbourne.



24th April. ToC 17.46. ToS Make pumps 6, Somerton Avenue, Southampton. Fire involving bonfire spread to outbuildings 20m x 30m, 4 jets, 1 hose reel, 14BA. Attendance - RP and LRP Hightown, RP and LRP St Marys, WrT Eastleigh from stand by St Marys, WrT Botley from stand by Hightown, CSV Portchester and ICU Headquarters. Stand by moves WrT Hamble, replaced with RP Eastleigh to Hightown, RP Hardley to St Marys, LRP Winchester to Eastleigh.

29 April. Make pumps 6, Fernhill Road, Blackwater, Camberley. Fire involving single storey timber construction outbuilding, 15m x 20m. 100% by fire, 2BA, 3 jets, 1 45mm jet, 2 ground monitors in use. Attendance RP, LRP and WrT Rushmoor, WrT Yateley (from stand by Rushmoor), RP Hartley Wintney, LRP Basingstoke (from stand by Rushmoor), WrL Chobham (Surrey FRS), WrC Bordon, CSV Basingstoke, ICU Headquarters. Stand by moves LRP Liphook to Rushmoor.

1 May. Make pumps 6, Toys R Us, Brighton Hill Retail Park, Winchester Road, Basingstoke. Fire involved disused derelict warehouse, 160m x 90m, PPV for smoke clearance, 2 jets, 2 hose reels in use. Attendance RP, LRP x 2 and ALP Basingstoke, WRL Tadley, WrL Odiham, RP Hartley Wintney, CSV Eastleigh and ICU Headquarters. Stand by moves LRP Winchester to Basingstoke and LRP St Marys to Winchester.

5 May. Make pumps 5, ALP required. Fire domestic, 10 Chivers Close, Basingstoke. ToC 15.24. ToS 19.34. Fire involving row of five properties, 6m x 30m, used as domestic properties of two floors and traditional construction. Fire in number 10, 100% by fire, 2 jets, 1 hose reel. Attendance

RP, LRP x 2, CSV and ALP Basingstoke, RP Hartley Wintney (from stand by Basingstoke), LRP Andover, WrT Fleet and ICU Headquarters. Stand by moves WrT Eastleigh to Andover and RP Hightown and Alton to Basingstoke.

11 May. Make pumps 10. Fire high rise, 228 Grafton Street, Portsmouth. ToC 15.53. ToS 17.19. Block of flats of traditional construction, 50m x 15m consisting of four floors. Fire in top floor flat, fire spread prevented, 15 people led to safety. 10BA, 3 jets, ALP monitor in use. Attendance RP, LRP and ALP Southsea, RP and WrL Cosham, WrT Portchester, LRP Havant, LRP Fareham, RP Hayling Island (from s/by Havant), RP St Marys (from s.by Cosham), WrT Waterloooville, CSV Eastleigh, ICU Headquarters and EPU Alton. Stand by moves LRP Hightown to Cosham, LRP Gosport to Southsea, WrL Alresford to Hightown, WrT Botley to Havant, RP Hightown to Fareham.

16 June. Make pumps 5, Selby Avenue, Gosport. ToC 10.29. ToS 13.23. Fire involving 6 terraced properties, fire confined to loft space of one property, minor heat damage to adjoining property, 6BA, 3 jets, 2 hose reels, ALP in use. Attendance LRP and RP Gosport, LRP Fareham, WrL Cosham, LRP and ALP Southsea, CSV Portchester and ICU Headquarters. Stand by moves RP Cosham to Southsea, RP Southsea to Gosport, LRP Hightown to Fareham and LRP Havant to Cosham.

18 June. Make pumps 5, ALP and WrC required. Brune Park Community School, Military Road, Gosport. ToC 17.45. ToS 21.25. Fire involving derelict school of brick construction with two floors 30m x 10m. Fire in flat roof of first floor



involving 10% of building. 2 jets, ALP monitor and 17 BA. Attendance LRP and RP Gosport, LRP RP and WrC Fareham, ALP Southsea, WrT Portchester, CSV Eastleigh, ICU Headquarters. Stand by moves LRP Hightown to Fareham and WrL Cosham to Gosport.

30 June. Make pumps 6, WrC 2. Deep dene Farm, Beaulieu Road, Marchwood. ToC 00.14. ToS 08.45. Fire involving agricultural building, 30m x 30m of wood and metal construction containing hay and a vehicle. 100% by fire. 2 hose reels, 2 jets, 1 ground monitor and 3 PPV in use. Attendance RP Redbridge, RP Hardley, WrT and CSV Beaulieu, WrL Hythe, RP and LRP St Marys, WrC Eastleigh, WrC Fareham, ICU Headquarters.

4 July. Make pumps 5, ALP required. Barton Road Eastleigh. ToC 17.51, TOS 22.24. Fire involving end of terrace house of traditional construction. Fire involving first floor and roof, 6BA, 2 hose reels, 3 jets. Attendance RP, WRT and CSV Eastleigh, RP, LRP and ALP St Marys, RP Redbridge, ICU Headquarters. Stand by moves LRP Hightown to Eastleigh, RP Hardley to Redbridge, WRT Botley to St Marys then redirected to Eastleigh and WRT Hamble to St Marys. Relief crews LRP Winchester, LRP Hightown, WrL Alresford and WrT Droxford.

6 July. Make pumps 10, ALP required, Haworth Castings, Greatbridge Business Park, Budds Lane, Romsey. ToC 03.20. ToS 06.43. Fire involving single storey warehouse used as foundry, 40m x 30m of brick and corrugated roof construction. Fire involving machinery and packaging material, building 25% by fire, 100% by smoke, 16BA, 3 jets, UHPL in use. Attendance – RP Romsey, RP and RSV

Redbridge, RP, FoU and CSV Eastleigh, RP, LRP and ALP St Marys, RP Cosham, RP and LRP Hightown, LRP Winchester, WrL Stockbridge, WrT Botley, ICU Headquarters and EPU Alton. Stand by moves WrL Wickham to Eastleigh, WrT Hamble to Hightown, RP Hardley to Redbridge and LRP Fareham to St Marys.

7 July. Make pumps 6, Derelict Building, BMW Financial Services, Bartley Wood Business Park, Hook. ToC 17.19. ToS 18.42. Fire involving derelict building used as offices, 2 floors, 45m x 45m, brick and tile construction. 4 BA, 1 jet and PPV in use. Attendance RP and LRP x 2 Basingstoke, RP and LRP Rushmoor, CSV Portchester, ICU Headquarters and WrL Camberley (Surrey FRS). Stand by move RP Alton to Basingstoke.

8 July. Make pumps 14, ALP 2, WrC 2. 7Bone Restaurant, 110 Portswood Road, Southampton. ToC 19.26. ToS 01.25. Fire in retail building of two floors and basement, 20m x 40m. Well developed fire throughout building, partial collapse of roof, 20BA, 8 jets, 1 hose reel, ALP and WrC in use. Attendance RP, LRP and ALP St Marys, RP Redbridge, RP and LRP Hightown, RP and CSV Eastleigh, WrT Hamble, LRP Winchester, WrL Bishops Waltham, LRP Basingstoke, LRP Fareham, RP Romsey, RP Cosham, LRP Lyndhurst, ALP Southsea, ICU Headquarters, CSV Portchester, EPU Romsey, WrC Ringwood, WrC Fleet. Stand by moves RP Fareham to St Marys, WrL Wickham to Hightown, WrL Hythe to Eastleigh, RP Basingstoke to Winchester, LRP Havant to Fareham and ALP Weymouth (Dorset and Wiltshire FRS) to St Marys. Reliefs at 23.30 RP Ringwood, RP Basingstoke, WrT Hayling Island, WrT Droxford, WrT Botley, WrT Bordon.

14 July. Make pumps 15, Land Rover 8, Water Carrier 3. Darby Green House, Stroud Lane, Blackwater. ToC 11.32. Heath fire involving 35 hectares of gorse and undergrowth. 15 people evacuated from 7 properties. Land Rover's, WrC and beaters in use. Attendance – Hampshire and Isle of Wight FRS – RP and H4T Rushmoor, WrT Overton, RP and L4T Alton, WrT Horndean, LRP and WrC Fareham, WrC Fleet, WrT Grayshott, LRP Basingstoke, WrL Tadley, L4T Liphook, L4T Hartley Wintney, L4P and WrC Andover, CSV Beaulieu and Eastleigh and ICU Headquarters. Surrey FRS – WrL Egham. Royal Berkshire FRS – WrL Crowthorne, WrL Wokingham, WrL Bracknell, WrL Theale, WrL Lamborn, WrL Whitley Wood, WrL Maidenhead and L4T Mortimer. This protracted incident was open for over 48 hours, during this time every Land Rover, H4T and WrC from Hampshire attended at various times for relief duties as well as numerous pumping appliances.

14 July. Make pumps 6, ALP required. Elm Crescent Hythe. ToC 20.15. Fire involving 2 semi-detached properties 15m x 8m. Fire involving ground and first floor spread to roof, 16BA, 3 jets in use. Attendance RP Hightown, PR and LRP St Marys, RP Romsey, RP Hardley, RP Redbridge, CSV Eastleigh, ICU Headquarters, ALP Salisbury (Dorset and Wiltshire FRS). Relief crews RP Lymington, WrT Hamble and WrT Botley.

15 July. The hot weather resulted in numerous heath and undergrowth incidents across the county. A six pump, four Land Rover's and 3 WrC's protracted attendance was required for an incident in Cranborne which saw appliances from Hampshire and Dorset and Wiltshire in attendance for two days. A similar attendance, although without the assistance of Dorset and Wiltshire was required at a nature reserve in Warsash.

16 July. Make pumps 8, ALP, WrC 2. Brownhill Road, Chandlers Ford, Eastleigh. Fire involving roof and first floor of detached bungalow, 10m x 20m. Whole building affected by fire, 12BA, 5 jets, ALP in use. Attendance RP and CSV Eastleigh, RP Redbridge, RP and ALP St Marys, RP Hightown, WrT Droxford (from stand by Winchester), WrT Totton, WrL Wickham, RP Hardley, CSV Portchester, WrC Ringwood, WrC Fareham. Stand by move WrL Stockbridge to Eastleigh.

24 July. Make pumps 6, WrC 1, L4T 1, H4T 1. Pennington Common, Lymington. ToC 14.41. Fire involving 2 hectares of gorse and undergrowth, 3 CAFS jets, 4 hose reels and H4T in use. Attendance RP Lymington, RP and WrT New Milton, WrL Burley, WrL and WrT Christchurch (Dorset and Wiltshire FRS), H4T Lyndhurst, WrC Eastleigh, CSV Portchester and ICU Headquarters. Stand by moves RP Eastleigh to Lymington, RP Redbridge to Lyndhurst and LRP St Marys to Redbridge.

26 July. Although over the border in Wiltshire, HIWFRS was heavily involved in a make pumps 18, ALP 2, WrC 3 incident at Jagdalik Road, Tidworth. ToC 09.45. ToS 14.19. Fire involving stable block 50m x 50m used as offices and storage. Attendance – HIOWFRS RP and LRP Andover, RP,

LRP and ALP Basingstoke, LRP Whitchurch, LRP Winchester, WrC Eastleigh, RP Fordingbridge, WrL Tadley, RP Eastleigh, RP Hardley, WrC Ringwood and CSV Beaulieu. Dorset and Wiltshire FRS WrLR and WrT Salisbury, WrLR Pewsey, WrLR Marlborough, WrLR Chippenham, WrLR Stratton St Margaret, WrLR Devizes, WrLR Warminster, ALP Swindon, ISU Hamworthy, HVP Christchurch. Royal Berkshire FRS WrL x 2 Newbury. Stand by moves WrT Eastleigh to Andover, WrL Bishops Waltham to Winchester, WrL Wickham to Eastleigh, WrL Stratton St Margaret to Swindon, WrLR Mere to Devizes and WrL Frome (Devon and Somerset FRS) to Warminster.

27 July. Thatch roof fire, Moors Inn, Totland. ToC 05.30. ToS 17.24. Fire involving domestic thatched property, 2 floors, 15m x 5m. 100% by fire, 2 jets, ALP monitor in use. Attendance WrL and WrC Freshwater, WrL Cowes, WrL Ventnor, WrL Shanklin, WrL Sandown, RP x 2, ALP and ICU Newport, EPU Alton. Stand by moves, Southsea to the IOW and used the two resilience appliances (88P4 and 89P4) to standby at Ryde and Sandown, RP Ryde to Freshwater, RP Ryde to Newport and RP Cosham to Southsea.

28 July. Make pumps 6, WrC 2, Barn Fire, Upper Bisterne Farm, Dragon Lane, Bisterne. Fire involving two barns. Attendance RP and WrC Ringwood, WrC Eastleigh, CSV Portchester, ICU Headquarters, Dorset and Wiltshire FRS WrLR and WrT Christchurch, WrLR Verwood, WrT Wimborne. Stand by move LRP Fareham to Ringwood.

28 July. Make pumps 6, WrC 2, Barn Fire, Upper Bisterne Farm, Dragon Lane, Bisterne. Fire involving two barns. Attendance RP and WrC Ringwood, WrC Eastleigh, CSV Portchester, ICU Headquarters, Dorset and Wiltshire FRS WrLR and WrT Christchurch, WrLR Verwood, WrT Wimborne. Stand by move LRP Fareham to Ringwood.

6 August. Make pumps 6, ALP required, Chedworth Close, Portsmouth. Fire involving terrace of four houses of pre-fab construction. 8BA, 2 hose reels, 5 jets, ALP used as water tower. Attendance RP and WrL Cosham, RP, LRP and ALP Southsea, LRP Havant, WrL Waterlooville, CSV Basingstoke, ICU Headquarters.

6 August. Make pumps 6, WrC 2, Land Rover's 3, HVP required. Little Dean Farm, Little Dean Lane, Upton Grey. Fire involving bonfire and 2 hay ricks, hay ricks containing 1500 ton of hay, surrounding area being protected, 3 jets, 1 hose reel, CAFS in use. Attendance RP, LRP and RSV Basingstoke, L4T Hartley Wintney, RP, H4T, L4T and CSV Rushmoor, WrL Farnham (Surrey FRS), WrL x 2 Camberley (Surrey FRS), WrC Wilton and WrC Pewsey (Dorset and Wiltshire FRS), L4T Alton, WrL Tadley, HVP Hardley, L4T and PM Fordingbridge, Foam Unit Eastleigh, ISU Salisbury (Dorset and Wiltshire FRS) and ICU Headquarters. Reliefs RP Alton, RP St Marys, WrC Eastleigh, LRP Basingstoke, WrL Wickham, WrC Ringwood, RP Hardley, LRP Liphook, WrL Stockbridge, RP Hartley Wintney, RP Hightown, WrC Fareham, WrT Yateley, RP Fareham and WrL Bishops Waltham

7 August. Make pumps 8, WrC 2, Property called Tree Tops, A31 between Winchester and Alresford. ToC 19.57. Fire involving timber framed building, 15m x 8m, 4BA 1 hose reel, 4 jets. Attendance RP and LRP Winchester, WrL Alresford, RP Eastleigh, from stand by Winchester, RP Redbridge, LRP Whitchurch from stand by Winchester, WrT Alton from stand by Winchester, LRP Hightown from stand by Eastleigh, WrC Andover, WrC Fareham, CSV Eastleigh and ICU Headquarters. Stand by moves WrL Cosham to Eastleigh, WrL Waterlooville to Winchester, WrT Botley to Redbridge

10 August. Make pumps 8, WrC 2, L4T 2. Court Drove Overton, fire involving 800 tonnes of baled straw. Attendance WrT Overton, RP Basingstoke, RP and LRP Winchester, WrT Botley, WrL Alresford, LRP Whitchurch, WrL Tadley, WrL Whitley Wood (Royal Berkshire FRS), L4T and WrC Andover, L4T Alton, WrC Wilton (Dorset and Wiltshire FRS), ICU Headquarters.

11 August. was a very busy day for HIOWFRS. With temperatures in the low 30's the service was flat out all day. Incidents of interest included a make pump 6, L4T 2 at Peartree Common, Southampton. Attendance RP and LRP St Marys, LRP Hightown, RP Eastleigh, RP Romsey, LRP Gosport, LRP Southsea, L4P Hardley, H4T Lyndhurst and CSV Beaulieu. Meanwhile, earlier in the day neighbouring Dorset and Wiltshire FRS had a make pumps 12, L4T's 8, WrC 3 heath fire at Studland. Hampshire and Isle of Wight resources committed to this incident included RP New Milton, WrC Eastleigh, WrC and L4T Ringwood, L4T Hythe and L4T Fareham.

Whilst crews were committed over the border, 10 pumps, 3 L4T's and 3 WrC's were required at a field fire in Hinton Manor Lane, Horndean. Attendance RP and WrL Cosham, RP and LRP Havant, WrL Waterlooville, WrT Horndean, WrT Droxford, RP Gosport, LRP St Marys, RP Eastleigh, WrC Bordon, WrC Petworth (West Sussex FRS), H4T Bordon, L4T Liphook, WrC Andover, L4P Alresford, CSV Portchester and ICU Headquarters.

There was no let up for crews on Saturday 13 August, six pumps, 2 WrC's and ALP were required at a make pump 6 at Thorns Farmhouse, Sowley Lane, East end near Beaulieu where a workshop measuring 30m x 30m was involved in fire. Attendance WrT Beaulieu, RP Lymington, RP New Milton, RP Hardley, WrL Hythe and WrLR Wilton (Dorset and Wiltshire FRS) which was on standby at Springbourne (Dorset and Wiltshire). Specials attended were WrC Eastleigh, WrC Pewsey (Dorset and Wiltshire FRS), ALP St Marys, CSV Eastleigh and ICU Headquarters. Stand by moves saw LRP Winchester at Lyndhurst and RP Basingstoke at Winchester.

As the East End incident was in progress crews were called to two addresses in Totton where a large area of gorse and undergrowth was alight endangering properties. Attendance

RP and LRP Hightown, WrL Cosham, LRP Winchester, WrL Bishops Waltham, RP Eastleigh, RP Basingstoke, WrT Portchester, RP Redbridge and LRP St Marys. Specials attending were L4P Alresford, L4T Ferndown (Dorset and Wiltshire FRS), WrC Pewsey (DWFRS), CSV Rushmoor and ICU Headquarters.

14 August. Make pumps 5, WrC 2, L4T 2. Field Fire involving 2 hectares of standing crop, West Hill Park Independent School, St Margaret's Lane, Fareham. Attendance RP and LRP Fareham, RP Southsea, WrT Portchester, RP Hightown, WrC Eastleigh and Ringwood, L4T's Havant and Eastleigh and CSV Eastleigh. Stand by moves LRP Winchester to Eastleigh, WrT Hamble to Havant and RP St Marys to Fareham.

29 September. Make pumps 8. Hill House, Down Street, Dummer ToC 15.38. ToS 20.48. Fire involving three storey domestic dwelling of brick and tile construction, 25m x 9m. Fire involving second floor and roof, 4BA, 1 jet, 3 hose reels. Attendance RP, LRP and ALP Basingstoke, WrL Odiham, LRP Winchester, LRP Whitchurch, LRP Andover, RP and WrT Eastleigh, CSV Rushmoor and Portchester, ICU Headquarters. Stand by moves WrLR Salisbury (Dorset and Wiltshire FRS to Andover, WrT Botley to Winchester and WrL Tadley to Basingstoke.

1 October. Make pumps 5, WrC required. The Big Biscuit Company, Whitehill and Bordon Enterprise Park, Bordon. ToC 03.34. Fire involving industrial building 100m x 25m with corrugated roof, fire located in warehouse, 4BA, 3 PPV, 2 hose reels, 1 jet in use. Attendance WrT and WrC Bordon, LRP Liphook, WrL Haslemere (Surrey FRS), RP Alton, RP Petersfield, CSV Rushmoor, ICU Headquarters.

15 October. Make pumps 8, ALP required. Drake Cottage, East End, West Meon. ToC 15.04. ToS 18.30. Fire involving residential property of two floors, 12m x 17m. Fire involving roof void, 80% of roof and first floor affected, 50% of first floor and ground floor water damaged. 12 BA, 3 jets, 3 hose reels and PPV in use. Attendance WrL Bishops Waltham, WrL Alresford, WrL Cosham (from s/by Droxford), WrL Wickham, LRP Winchester, LRP Fareham, LRP Havant, RP and EPU Alton, CSV Eastleigh and Portchester, ALP Southsea and ICU Headquarters. Stand by moves LRP Hightown to Eastleigh, WrT Waterlooville to Fareham, WrT Hamble to Winchester.

17 October. Make pumps 6, ALP required. 48 Northam Road, Southampton. ToC 08.21. ToS 15.38. Fire involving residential house of two floors and basement. Fire in basement with smoke to first floor, estimated damage 50%, unable to confirm due to lack of access. 20BA, 1 hose reel, 2 jets and CAFS in use. Attendance RP, LRP and ALP St Marys, RP and LRP Hightown, RP (from standby St Marys) Eastleigh, WrT Hamble (from standby Hightown), CSV Portchester, ICU Headquarters. Reliefs RP Winchester and RP Southsea. **3 November.** Make pumps 6, ALP required. 70 Fawcett Road, Southsea. Fire involving building used as ground

floor retail unit with flat above, 100m x 20m. Fire involving cannabis factory, spread to roof, numerous persons rescued. 12BA, j jets, 3 hose reels, ALP in use. Attendance RP, LRP and ALP Southsea, RP and WrL Cosham, WrT and CSV Portchester, LRP Havant and ICU Headquarters. Stand by moves WrT Horndean to Southsea and RP Waterlooville to Cosham

8 December. Make pumps 12, Thatched roof alight, Rose Cottage, North Lane, Denmead. ToC 00.32. ToS 12.15. Fire involving thatch cottage, 15m x 15m, 2 floors. 100% of roof and first floor destroyed by fire, 100% of ground floor damaged by water and smoke. 20BA, 4 jets, ALP in use. Attendance WrT Horndean, RP Waterlooville, RP and LRP Havant, RP, WrL and RSV Cosham, LRP and WrC Fareham, WrT Droxford, LRP and ALP Southsea, WrL Wickham, RP Hayling Island, WrT Hamble, CSV Portchester and Eastleigh, EPU Alton, ICU Headquarters. Stand by moves included RP Hardley to Gosport. Relief crews LRP Hightown, WrL Bishops Waltham, LRP Liphook, WrT Botley, RP St Marys, LRP Winchester, WrL Alresford, LRP Gosport, RP Fareham, WrL Odiham, WrT Sutton Scotney, ALP St Marys, CSV Basingstoke and Rushmoor.

10 December. Hampshire and Isle of Wight USAR crews attended the collapse of a block of flats in St Hellier, Jersey. The request for assistance was made by JFRS shortly after

the collapse which is believed to have been caused by a gas explosion. The service incident room at Headquarters was set up to manage the deployment and by mid-morning the first USAR teams were on the ground in Jersey having been airlifted by HM Coastguard helicopter from Lee on the Solent Airfield. A second airlift took place later in the day with further USAR members plus USAR dogs and handlers from Avon and Essex FRS. A third airlift took place from Southampton Airport by RAF Chinook in the evening saw additional USAR crews and equipment deployed to the channel island. South West Ambulance HART teams were flown direct from Exeter Airport using the HM Coastguard helicopter from Newquay in Cornwall. West Midlands Ambulance also supplied a HART team.

20 December. Make pumps 8, RSV required, Fulcrum 6, Solent Way, Whiteley. ToC 04.41. ToS 09.40. Fire involving warehouse used for interior construction of ships consisting of two floors, 90m x 40m. Fire involving wood and textiles. 12BA, 3 jets, PPV level 2. Attendance RP and LRP Fareham, RP and LRP Hightown, WrT Botley, WrT Portchester. LRP and ALP St Marys, RP and CSV Eastleigh, RP and RSV Cosham, EPU Romsey, CSV Beaulieu and ICU Headquarters. Stand by moves LRP Gosport to Fareham and WrL Wickham to Hightown.

Colin Carter

FINAL SALUTE

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

Wilfred ‘Ivor’ Collins

On 30 March 2022 - Aged 82
Ivor served as a retained Fireman at Andover from February 1960 until retirement in February 1994.

Derek Mengham

On 31 March 2022 - Aged 78
Derek joined the retained at HAVANT in 1961, whilst serving with the RAF Fire Service at Thorney Island. He joined Hampshire Fire Service wholetime in 1965, until his medical retirement in 1986.

Andrew Richards

On 31 March - Aged 75
Andrew served as a Fireman at New Milton, from November 1978 until April 1988.

John Tarrant

On 7 April 2022 -Aged 88.
John joined the Southampton Fire Brigade in July 1955 and served as a Fireman at Central (St Marys) and Docks, until his retirement in August 1985.

Brian Miles

On 14 April 2022
Brian served with the post-WW2 AFS, attached to the Southampton Fire Brigade.

Ron Livesey

On 16 April 2022 - Aged 76
Ron served as a Fireman at Redbridge and then at Lyndhurst from June 1975 until September 1989.

Eric Collins

April 2022 - Aged 81
Eric was retained at Fareham from April 1970 until May 1996, retiring as Sub Officer in charge of the retained section. His primary role was a Control Room Operator from April 1970 until May 2006.

Neil Cole BEM

20 May 2022 - Aged 67
Neil Cole was a member of Shanklin Fire Station for 37 Years, from April 1978.

He was awarded the 2011 Isle of Wight Emergency Service Person of the Year and also the Overall winner of the 2011 Local Island Hero Award.

He was instrumental in raising in excess of £250,000 for national and local charities.

Among his fundraising feats for charity have been walks in full breathing apparatus from Newport Isle of Wight HQ to London Fire Brigade HQ on no fewer than 4 occasions.

Neil was recognised in the 2012 New Year’s Honours list for his service to the community, when he was awarded the British Empire Medal.

Chris Yates

On 23 May 2022 - Aged 78
Chris served at Whitchurch from April 1977 until his retirement in November 1989.

Alan Oakley

On 27 May 2022 - Aged 77
Alan joined the retained at Beaulieu in October 1963 and then to wholetime in June 1974, serving at Redbridge, St Marys and Community Fire Safety before retiring as a Sub Officer in October 1999.

Dave Raggett

On 9 June 2022 - Aged 84
Dave joined Southampton Fire Brigade in September 1964, serving at Woolston, Docks and Redbridge Hill, before retiring as Sub Officer in D Division FP in March 1980.

Rodney ‘Dusty’ Miller

On 20 June 2022 - Aged 78
Dusty joined Southampton Fire Brigade in September 1970, and with the exception of a short period at St Marys, served his whole career as a Fireman at Redbridge, retiring in August 1998.

Adrian ‘AJ’ Johnson

On 29 June 2022 - Aged 58
AJ joined as a retained member at Ringwood in 1997, before joining wholetime.

At the time of his passing, he was a serving Crew Manager at Eastleigh and member of the USAR team, having also served at Cosham, St Marys and the Training Centre, and was very involved with the Fire Cadets programme at Ringwood.

Brian Rood

On 5 July 2022 - Aged 79
Brian joined the Southampton Fire Brigade in May 1963 and served at Redbridge Hill and then Eastleigh, retiring as a Sub Officer at Eastleigh in June 1994.

Peter Heaney

On 20 July 2022 - Aged 86.
Peter joined Berkshire Fire Brigade October 1958. He transferred to Hampshire Fire Service in February 1965 and served all his time at Basingstoke, with the exception of a two-year posting at to A Division Fire Prevention.

He retired as a Sub Officer in February 1986. Peter was instrumental in forming the Basingstoke Old Fire Engine Society and for a number of years their Dennis attended events raising money for the ‘Ben Fund’.

Richard (Jock) Riddell

On 22 July 2022 - Aged 88
Jock worked as a Control Room Operator, from January 1974 to February 1999.

Tom Smith

On 31 July 2022 - Aged 85
Tom joined Portsmouth City FB in October 1959 and retired from Hampshire Fire Brigade as an ADO in March 1990. During his career, he served at Copnor, Cosham, Southsea, (where he served as the OiC) and B Division HQ.

Barry Bevis

On 20 September 2022 - Aged 78
He joined Hythe in October 1975 and retired as the Sub Officer in charge in February 1999.

Ron Fenech

On 12 October 2022 - Aged 79
Ron started his fire service career as a retained fireman at Romsey fire station in February 1971. He then joined wholetime in February 1974 and after training was posted to Eastleigh. In May 1978 he transferred to Winchester, and remained there, retiring as a Fireman in June 1998.

Sid Smith

On 5 October 2022 - Aged 89
Sid joined Portsmouth City Fire brigade April 1956, serving at Copnor and Cosham. He retired in February 1985 as Leading Fireman BA Maintenance.

Basil Cole

On 24 October 2022 - Aged 89
Basil joined Lymington Fire Station on 1st Dec 1959 and retired as Sub Officer in charge on 1st Mar 1988.



Remembering that there was once a fire station at Farnborough – A03



Top Photo

Day Manning crew and appliances early 1970s
Bedford WrT was issued in September 1964; Land Rover Motorway ResT was issued in February 1972; Dennis WrL was issued in June 1972

Bottom Photo

Left to right:
Frank Poulter,
Dennis Andrews,
Eric Hounslow, Paul
Chandler, Martyn Long

*(Photos from Paul
Chandler)*