

# 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>



## A lucky escape for a car driver at Ashurst Crossing, New Forest, 6 March 1981

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Annual Brigade Camps from way back when!*

### PAST TIMES

*Focus on  
Whitchurch Fire Station*

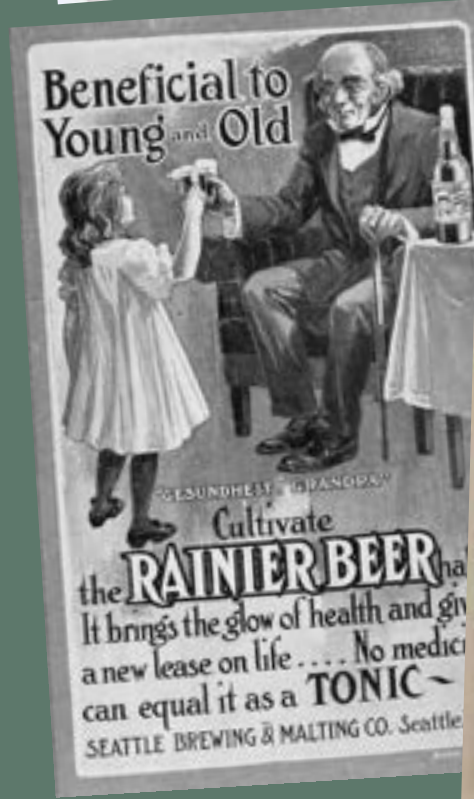


# ADVERTISING WAY BACK WHEN!

Some rather interesting old adverts!



Did you spot the snake in the last edition?



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Magazine contributions sought and gratefully received.

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Train into car at Ashurst Crossing, New Forest 6 March 1981. Crews from Totton, Redbridge, Lyndhurst and St Marys, with Station Officer Alan House. Car driver survived.



## STOP MESSAGE



The graceful lines of Southamptton Fire Brigade 'No 4', Bedford 'S' Major Pump issued to Woolston in June 1953. Designated as a spare in June 1968 and designated 'No 4A'. Resprayed green by the editor in 1973 and used as a driver training vehicle until disposal in February 1975.

## FROM THE EDITOR

So, as promised here is another catch-up edition, hot on the heels of Number 28. It is another extra- page production, which I hope you enjoy reading and which stirs up some memories. I try to mix the content, but clearly, unless I am sent anything, I look around the archive and through my personal notes and jottings to come up with something which hopefully gives some reading enjoyment.

It's not been the greatest of July's has it, and as I write this, August has not been shaping up so well to date. That said, we as a nation and certainly the nations' firefighters have not had to contend with the fires being experienced in so many parts of the world over the past few months some resulting in the deaths of firefighters on the ground and also aircrew trying to place much needed water from fixed wing aircraft and helicopters.

What I find myself wondering though, and putting aside for the moment fires in the USA, Canada and Australia, is whether we would in fact cope with the sort of fires on the scale that our colleague firefighters in Europe are dealing with? 'Wildland' fires as UK FRSS are increasingly calling the 'forest' and 'gorse' fires of the past, are causing widespread devastation to the landscape and loss of life. Recent years with wet and cool summer months, together with squeeze on budgets, may have steered some mindsets when it comes to preparedness and contingency. As a nation, some reductions in rural firefighting capability, or at the least, reduced investment in fleet, equipment and PPE or perhaps lack of re-thinking capability and technology may mean that we may not as prepared as we could or should be. And, whilst being no-one's fault, is there now an experience gap? Do we have the fleet capability required for extended off-road operations with, the ability to transport and deliver the level of water required to control a spreading front. Sometimes, for contingency, there is a need to have vehicles and equipment that is only seasonally used and accept that it can be underused out of season. That does not always go down well with those who like to 'sweat the assets'!

Perhaps there will be a need in the future for regional or national resources? After all, HM Govt, reacted to perceived new needs to cope with increased wide-area flooding and the threat of terrorist attack, in the form of the 'New Dimension' programme. Do we have the appropriate arrangements and capability to deliver water drops from the air? Do we have in place the support arrangements for personnel at sustained operations over wide areas of terrain? Yes, we may have different terrain and different wildland fuel. Yes, there has been good investment over recent years in landscape management and creating breaks and maintain access routes across many prime areas, but what are we learning from this new era of 'global warming' fires and the stretch on resources? What happens when the 'jetstream' shifts and lets the heat move over the UK? Time will tell, I guess.

**Until the next time... Alan House, Editor**

Vaseline on toast... Yummy!



# DRILL COMPETITIONS PART 1

One of the important events in the calendar of many post-NFS era Fire Brigades were the annual Drill Competitions and this was certainly the case for the Hampshire Fire Service, which existed from 1 April 1948 until 1 April 1974

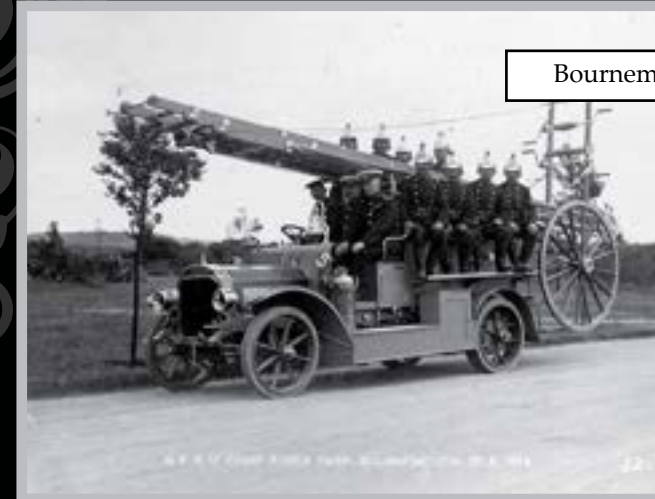
The gathering of Brigades to participate in drill competitions had been a long-standing tradition in the history of the fire service and the National Fire Brigades Union, (NFBU) – not a trade ‘union’ (later the National Fire Brigades Association (NFBA) and then the British Fire Services Association (BFSA), through various amalgamations) can proudly boast that it was the architect of properly structured and organised competitions, held throughout the country.

The National Fire Brigades Union (NFBU) was formed in 1887 and the newly formed body was quick to realise that it could play an important role

in giving structure, protocols and rules for these gatherings. The first formal record found referring to competitions was in February 1889 when it was reported in the Annual Report of the NFBU that the Stafford Volunteer Fire Brigade would have the patronage of the Union for a “demonstration and competition” to be held on the following Bank Holiday, 5 August 1889. This agreement was on the understanding that the rules of the competitions be submitted to the Executive Council for approval. So began a tradition of the NFBU endorsing Brigades coming together to compete for prizes and reputation, not to mention a degree of glory!



Bournemouth Camp 1914



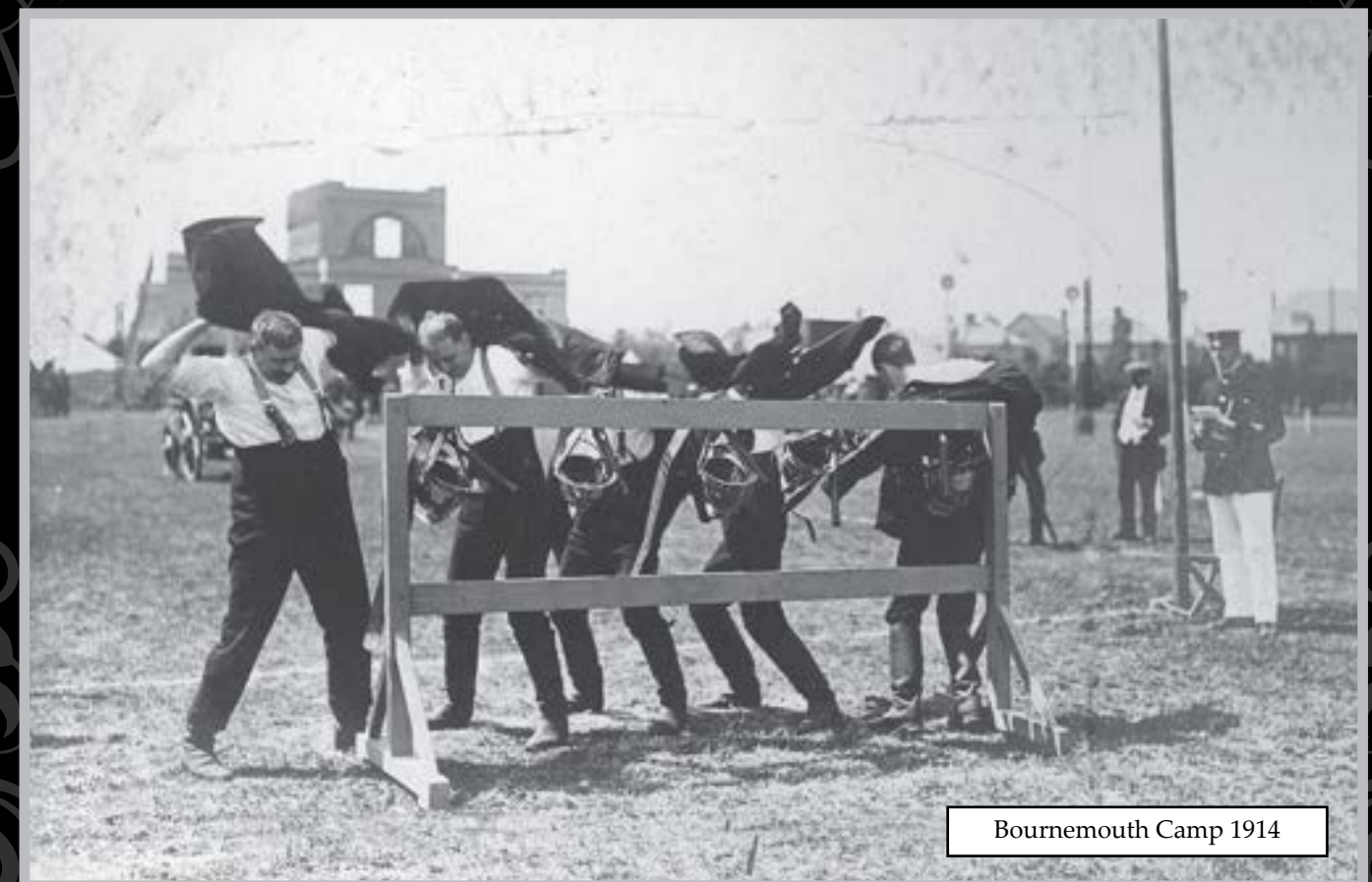
Bournemouth Camp 1914



However, as far as can be ascertained the first actual ‘gathering’ of Union Members at a NFBU organised event, at which competition drills took place was at Belvoir Castle, Leicestershire on 13 June 1889. It was reported that 224 firemen were on parade and marched up to the castle grounds where drills took place. This was followed in the evening by a torchlight tattoo.

This does not mean of course that Fire Brigade competitions did not take place in some form

or another prior to the formation of the NFBU in 1887 and indeed, on a local area basis such drill competitions did take place organised by individual Brigades or, for example, by the ‘Midland Fire Brigades Association’ who were instrumental in the formation of the wider ‘Union’. The Midland Association along with the ‘Surrey Fire Brigade Association’ was formed in 1882 and they are believed to be the first such Fire Associations. They became a ‘District’ of the Union in January 1888. >>



Bournemouth Camp 1914



In the early years these 'gatherings' truly were demonstrations, being a chance to show off skills and equipment to the general public. They were initially a one-day event only.

A sub-committee established to look specifically at the types of drills to be adopted recommended that the recently printed Drill Book written by the NFBU President, Captain Eyre Massey-Shaw, be adopted as the basis for standard drills.

It was decided that in any area where a NFBU District had been formed the local District Executive should take charge of such gatherings and should strive to make such events for the benefit of the District members and not for just one Brigade only. This was the first formal discussion on a matter which would over future years become one of the mainstream activities for the NFBU, NFBA and BFSa.

## “Firemen should learn to keep themselves erect in their walk”

At the Annual General Meeting of the NFBU held on 10 June 1891, it was reported that the Sub-Committee formed to produce the Union rules and regulations for competition drills had almost completed the task and that although not yet in print were in the final revision stage. Lieutenant Colonel Seabrook, Chief Officer of Rugby Fire Brigade and Chairman of the Executive Council further reported that “a certain amount of literary matter to the drills had been added. In respect of gear and the appearance of the men, he thought it important “that firemen should learn to keep themselves erect in their walk. He had seen them in uniform with a very slouching gait and badly in need of this class of drill”

The growing status and importance of various fire brigades around the nation was perhaps reflected in a “gathering and demonstration of firemen and firefighting equipment” at the “Crystal Palace Review” on Saturday 11 July 1891 and this could be regarded as the first “grand gathering” of the Union.

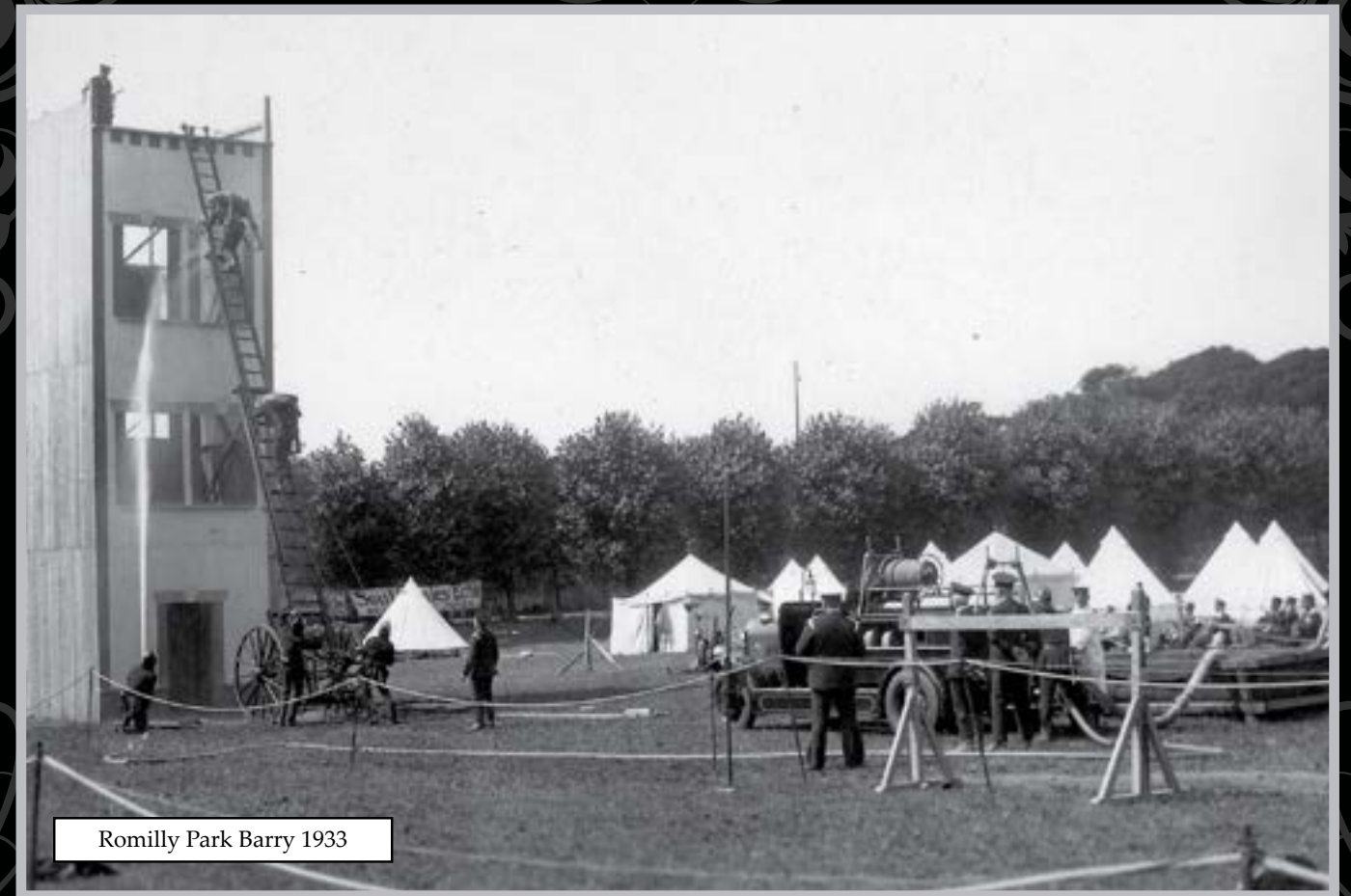
In preparing for the event the Union and the individual brigades were faced with range of organisational problems including the making of special arrangements to get equipment and horses to the event, bearing in mind that the pumps of the period were all built on wooden wheels not designed for long journeys. Agreements were made with the railways companies to lay on trains to transport men and equipment direct to the Palace. Horses had been secured locally at a reasonable rate (thirty shillings per pair). The horse contractor had also agreed to provide coachmen but each brigade would have to provide uniform for the coachmen. It was ruled that in the grand parade, no more than 7 men should ride on a manual engine and no more than 6 on a steamer.

An Ambulance Detachment of 12 men under the command of a Surgeon-Major was to be provided for the event of the Union to deal with any injuries or illnesses. The suggestion was made that before the meeting at Crystal Palace, Chief Officers of Brigades “should instil into the minds of the men the severity of attending a few squad drills”.

The review was under the command of Captain (later “Sir”) Eyre Massey-Shaw, the now famous Chief Officer of the London Fire Brigade. He was a leading member of the Union from its conception.

The weather on the day was described as “gloriously fare” as the men and engines from 131 brigades began to arrive through the Penge entrance to the Palace grounds. The assembled men were formed into Divisions by Brigade alphabetical order, with each Division having a Chief Officer appointed as a “Brigadier”. Brigades were represented from the length and breadth of the country. A report of the event concluded:

“The Brigades having been marshalled by ‘the Brigadiers’ at 5 o’clock, Major Seabroke gave the word to march, and the Brigades proceeded to the parade ground on the terrace in front of the Palace. A preliminary march round past the dais erected immediately in front of the Paxton Memorial then took place, the engines and dismounted men marching in the order given above. >>



Romilly Park Barry 1933



Newbury 1928





Tonbridge

Considerable difficulty was caused by this arrangement, the distances between Brigades could not be maintained as the horses of the different engines did not walk the same pace, so to simplify the parade the men on foot were separated from the machines and formed a double line along the terrace next the grass whilst the machines were placed in another line parallel to the men, immediately under the firework frames leaving a road between down which the Royal Party passed in their carriages on their way to the dais.

The fine band of the Royal Marines from Chatham was posted in front of the saluting point and played during the review.

After a long wait, carriages containing Princess Christian and Victoria of Schleswig-Holstein; the Duke and Duchess, Princess Alexandra and Prince Edward of Anhalt-Dessau drove down the line of Firemen about 6 pm. Shortly after, the Empress, with the Duke and Duchess of Edinburgh, Prince Alfred and Princesses Marie, Victoria Melita and Alexandra Louise of Edinburgh arrived.

At 7 pm the special train arrived at the low-level station from Wimbledon bringing the Emperor, the Prince and Princess of Wales, the Duke and Duchess of Connaught, Princesses Victoria and Maud of Wales, Duchess of Aosta, Duke of Clarence and Avondale, Prince Christian,

Prince Henry of Battenberg, Princes Christian Victor and Albert of Schleswig-Holstein, the German Ambassador Count Hartzfeldt, Countess Hartzfeldt, Sir Edward Mallet, and large staff of German officers.

When the Royal Party had taken their places upon the stand they presented a grand sight, the men being in uniforms of all imaginable varieties.

At once the march past commenced, the men on foot only taking part in this, led by Captain Eyre Massey Shaw, with Major Seabroke as Chief Brigadier. On reaching the dais, Captain Shaw left his position in front of the Brigades and saluting the Royal Party was introduced to the Emperor by the Prince of Wales. By the request of the former he took his place on the stand where he remained until the completion of the evolutions explaining the various features of the men and engines and replying to the numerous questions of the Emperor.

The men having filed by in fours then resumed their position on the lower terrace and a procession of the engines followed at a trot and then quickening their pace they re-passed the Emperor at a gallop, completing the maneuvers in a most creditable manner and winning applause of the spectators.

The cheers were long and loud as the familiar sight of the horses, engines and men dashing along the broad pathway was witnessed and the excitement increased when the gallop in some cases became a race as here and there a team of better mettle than the preceding ones essayed to pass the leaders, sometimes succeeding, sometimes not. After the last machine had left the upper terrace, the Chief Officers and the Brigadiers formed in line before the dais and Captain Shaw stepping to the front read the following address:

The force assembled here consists of 56 fire engines and 1413 Firemen who have come from no fewer than 131 places, many at a great distance, and some of them hundreds of miles from this spot, and I have the satisfaction to mention that a peremptory condition of attendance here has been the production of a certificate from the governing body of each locality represented to the effect that the safety of the place has been made certain during the absence of those now on parade.

In other words, I have to say that the force here represent comprises only about one-third of the Brigades represented and that the two-thirds who remain at home on duty join us who are here in respectful greetings to your Majesty.

Of this feeling we are the representatives here and I have to ask permission to present to your Majesty the officers in command of the several Brigades, including gentlemen of high position in many of the recognised professions of this country who have come here of their own accord in order to pay their tribute of honour to your Imperial and Royal Majesty."

"His Majesty replied in a few words, congratulating the Brigades upon the excellent style in which the parade had been carried out and then desired Captain Shaw to present to him the several Brigadiers and officers of the Brigades. The Royal Party having left the parade ground, the whole of the Brigades present was next drawn up together when Captain Shaw addressed them, repeating the congratulatory message of the Emperor and expressing His Majesty's satisfaction at the appearance and physique of the men. He also thanked the Brigadiers, Chief Officers and Firemen for their endeavors to make the day a success. Major Seabroke then said a few words to the men

and called for 3 cheers for Captain Shaw. These were lustily given and followed by further cheers for the Major and Captains Green and Gable and the men were dismissed, some to enjoy themselves in the Palace and grounds, and others to make their way with all haste to the railway stations."

Captain Dyer, a member of the 'Central Council' of the Union was recorded in the Annual Report for 1891 as saying "he was certain that much of the successful marching at the Crystal Palace parade was due to the military spirit instilled into the men by Colonel Seabroke, which was an excellent thing for the men." (Lieut Colonel Seabroke was the Chief Officer of Rugby Fire Brigade and Chairman of the Central Council).

This was the last public appearance by Captain Eyre Massey Shaw as Chief Officer of the London Fire Brigade. Just a few days before he had written his letter of resignation to the LCC. He remained a very much respected member of Union. In retirement he received a Knighthood (KCB) and he suffered several years of ill-health, having his right leg amputated below the knee in November 1898. He continued to make occasional appearances at Union gatherings and in January 1900 he inspected the firemen contingent before it sailed to serve in the Imperial Yeomanry Hospital in South Africa during the Boer War. He died on 25 August 1908 aged 78.

It was seen that not only did these 'gatherings' provide an opportunity to 'show off' but also a means to deliver additional training and for manufacturers to exhibit their latest products. This led to the introduction of longer events.

The first 'National Annual Camp' (ie, an event of longer than one day) took place at Blenheim Park, Woodstock, the home of the NFBU President, the Duke of Marlborough, in 1898, over a period of three days. In addition to some 150 tents accommodating the attending firemen, exhibition tents were occupied by 4 manufactures of fire equipment. The Duke of Marlborough proudly displayed the new Merryweather 'Greenwich' steam fire engine that he had recently purchased for his estate fire brigade. >>



# Annual Fire Brigade Camp.

Perry Hall Park, near Birmingham, July 21st to 28th, 1899.

## CAMP MESS

Firemen. 3 meals a day, with tent and kit, 4/6 per day. Not less than 3 days are issued. Six men will be in a tent unless a Brigade wishes to have one to themselves, when a charge will be made of 2/- for every vacant space.

*Breakfast* - Tea, coffee, bread, butter, and cold meat.

*Dinner* - Roast and boiled beef, mutton, & creamed potatoes, vegetables, sweets, or cheese.

*Tea* - Tea, bread, butter, cake, and jam.

## CANTEEN PRICES (FOR MEN ONLY).

Plate of cold meat 6d	Cake 1d and 2d	Brandy 4d
Bread and cheese 2d	Sandwiches 2d	Rum and milk 4d
Pickles 1d and 2d	Beer per pint 3d	Minerals large 2d
Preserves 1d and 2d	Bitter per glass 2d	Minerals small 1½d
Tea and coffee per cup 2d	Gin 2d	Cigars 2d and 3d
Bread and butter 2d	Whiskey 3d	

*Camp Kit* - Straw mattress with bolster attached, 2 blankets and a waterproof sheet. Camp Barber will attend daily - Shaving 2d; Hair Cutting 3d; Boot Black, 2d per pair.

## OFFICERS.

*Meals* 8/- per day. Not less than 3 days' mess tickets are issued.

*Kit* 15/- per Officer for the whole time, 2 in a tent, for 3 days 12/-.

Extra charge if only 1 Officer in a tent 5/-.

*Breakfast* - Tea, coffee, bacon and eggs, cold meats, bread and butter, toast, and preserves.

*Luncheon* - Hot and cold meats, sweets, and cheese.

*Dinner* - Soup, fish, joints, sweets, cheese, and dessert.

## CANTEEN PRICES

Scotch whiskey 3d	Sherry per glass 3d	Tea and coffee per cup 3d
Whiskey and soda 5d	Port per glass 6d	Apollinaris 4d and 6d
Special whiskey 4d	Liqueurs 6d	Syphons 6d
Ditto and soda 6d	Claret per glass 3d	Plain tea with
Rum and milk 3d and 4d	Bottled beer 4d and 6d	bread and butter 9d
Brandy 4d and 6d	Minerals large 2d	Cigars 3d, 4d and 6d
Gin and bitters 4d	Minerals small 1½d	

*Officers' Kit* - Tent, blankets, washstand and ware, pole strap, bath, bedstead, counterpane, water can, lantern, looking glass, pillow, chair, rug, with use of ante and mess tents.

Camp Barber will attend daily - Shaving 3d; Hair Cutting 6d; Boot Black 2d per pair.

**IMPORTANT** - No Officer or Fireman will be allowed to use the ante or mess tents unless he is a member of the mess and paid for the 3 days' tickets, it being a private club for the time being.

*All communications must be directed to the Camp Contractors.*

The St John Ambulance Association staffed the ambulance tents and during the period of the camp they dealt with over 50 cases, mostly exhaustion due to heat. A more serious injury was caused to one fireman when he lost control of a branchpipe.

It was recorded that 240 Brigades attended the event, together with a large contingent of brigade officers from overseas, including South Africa and Canada. The first gathering of Brigades over a period of days was deemed to be a huge success.

Mr Augustus Hill, the Chief Officer of Bedford wrote after the event and referring to the behavior of the men commented: "It was the first time a body of firemen have been brought together, not only in such large numbers, but also in very close company for a period of several days and nights; they are chiefly men of decided views and a certain amount of individuality and consequently was ground for grave anxiety as to the maintenance of something like military discipline. Happily, this, the chief fear, passed off on the part of the men with the most perfect good faith and humour; indeed, the veriest martinet could not have found fault with the men on the score of order and discipline. It spoke volumes for the spirit of our fireman when they eagerly sought permission to begin drilling at seven o'clock in the morning." He concluded, "the Blenheim Camp to my mind marks a decided step onwards in the history of the fire service".

Some quaint period wording used throughout this reporting!

The second Annual Camp was held at Perry Hall Park on 21 to 28 July 1899 when the newly formed NFBU Ambulance Department attended its first formal function to provide onsite injury and medical care.

Many fire brigades adopted 'Honorary Surgeons' some of whom were instrumental in developing the Ambulance Department. In addition to dealing with accidents or illness while attending the camp, it was seen as good opportunity to look at general health matters for attending brigade members – during an era when medical car and diagnosis was not affordable by many of 'the working class'.

The camps were of course also a major social event with the notable separation of 'the men' from 'the officers' for eating and socializing. The term 'camp' stemmed from the use of tents for accommodation and early photos show a mass of uniformly sited military style bell tents and tented equipment exhibition tents. They were of course the opportunity for equipment manufacturers to display their latest wares and make a sales pitch to the many Chief Officers and dignitaries attending the event. They became very grand and prestigious affairs and some of the trophies and shields being competed for were works of art and held a great deal of status and symbol of pride when taken 'home' by the winning team, to much local applause and publicity.

The Southampton Fire Brigade were keen participants of competitions and earned the nickname 'the Southampton Greyhounds', winning a number of prestigious trophies.

A snapshot of National Drill Competitions shows that in 1923 the events included various:

- Motor Pump Drills
- Escape Drills
- Steamer Drills
- Hosecart Drills
- Manual Pump Drills
- Ambulance Drills
- Hook Ladder Drills
- Knot Competition
- First Aid Competition

Such events were suspended during World War I, but in the latter years of World War II the National Fire Service found time to organise drill competitions.

Over the years, teams competed for a range of very prestigious and valuable trophies of beautiful and historical design. These competitions and the many practice drills before the 'big day' often served to be the main form of training that Brigade members undertook, and they were seen as an important part of developing skills and competence.

To be continued.....

Alan House



# 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 – a new experience for a Basingstoke crew.

Reading the articles about the Mobil Petrel in editions 27 and 28 stirred some memories. During my 15 years at Basingstoke, I never really thought too much about firefighting at sea, often on courses at training school there would be lots of mickey taking from those from B & D division about fires afloat on the local boating lake at Basingstoke and always wondered if we'd ever get to use the ship's stability charts carried on our ET. I did however go to HMS Bulwark fire in the early 80's whilst it was in Portsmouth dockyard with the then BA Tender loaded with foam.

So on a night in November 1989, I was surprised as OIC of the WtT to be ordered by control to Tricorn Gate Portsmouth Navy dockyard for midnight as a relief crew. Myself, Mick Stacey, Pete Morrell and a new lad from Porchester who's name escapes me (sorry).

We arrived just before midnight not quite knowing what to expect, parked up and we're given life jackets and with other crews boarded a small boat and made off into the dark, it felt like something out of an old war film. Soon the Mobil Petrel appeared - it seemed huge compared to our little boat, it was certainly an experience trying to board the fire tug tied up alongside bobbing up and down and then climb the 30m ladder to the deck where we were met by an officer who told us to remove our life jackets for the returning crews. I asked "so what do we wear? Nothing he said they'll be no good to you if this goes up" That filled me with confidence (not!). He also said to hand in any smoking material lighters matches etc and any cameras, asked why cameras, he replied because they weren't intrinsically safe ie batteries, as mine had no batteries I kept it in my tunic!

We were given the task of taking over from a crew who were manning one of the many Hi-Ex foam generators positioned over manholes above the oil tanks and told to not let the level of foam go down, so that was us for the duration.

It was eerily still and quiet; a cruise ship sailing close by all lit up making its way back to Southampton in the early hours was indeed a strange sight.

At some point during the night a senior officer came round to check on us and told me to hang on for dear life to the intrinsically safe radio I had been given when we boarded, he told us one had been dropped down into one of the holds and at £650 each and now at the bottom of a 30m tank of oil he wasn't best pleased.

Daylight came and I took the opportunity to walk around the ship with Pete, discreetly taking some photos, which I found out later were some of the very few that were taken on board (Ed – lucky for you I did!).

After a very welcomed full-English breakfast delivered in small foil trays from a hotel on land, we were finally relieved sometime mid-morning, duly given life jackets back and boarded a larger boat back to Portsmouth. It was a beautiful sunny day and most of the crews sat on the top deck I can remember the look of surprise from passengers on other boats passing by seeing all these fire crews wearing bright orange life jackets sat out in the sun.

So, I could now tick off from my list of jobs attended - ship firefighting, or rather preventing a ship fire.

Leighton Reed - Ex LfM A1 Basingstoke

*Ed – smuggled a camera onto the ship, eh? See me in my office LF! (I always knew the ship's gear on the A01 ET would come in handy one day).*





# Restoration of Dennis F7 Pump Escape, HOU 558, ex-Gosport



**Originally ordered via HM Govt Department of Works in 1949 this was the first purpose built fully enclosed fire appliance and was the only Dennis F7 to serve in Hampshire Fire Service.**

Delivered to Gosport (then B15), in July 1950 it served there until an unfortunate accident in 1971 which broke the escape whilst carrying out a stretcher drill. It was then transferred to driver training and finally sold out of service in 1972.



After spending the next 45 years in a barn, it moved to new ownership and a start was made on restoration, but then remained untouched for about 10 years, mostly outside under a sheet.

I purchased it (with a metal Merryweather escape) in 2016 as a retirement project, I hadn't intended to buy anything for at least another 6 years, but knowing this was a one-off iconic Hampshire appliance and with a sense of pride of having served in Hampshire, I knew I needed to buy it and restore it. Space was found at a local farm where other ex-fire appliances were stored, and then the work started.

Initially it was thought that with a bit of replacement timber, new doped canvas covering for the roof and a full respray it would be a 'job done'. But once at the new covered storage and removing some of the aluminium skin it became evident that woodworm and dry rot had taken its toll, particularly in the front of the cab. I was still working full-time so only had weekends, progress was slow.



I took, what some say was a very brave decision, to completely replace the whole front including the A-posts. Luckily, I was just about able to carefully use the old timber as a template to make new ones using Ash timber the same type as originally used by Dennis in the 50's.

This was not the easiest of jobs as not having some of the large woodworking machine they would have used in manufacturing.

The old tongue & groove roof was removed and replaced with custom made 5 metre lengths of Ash secured in place for extra strength this time with stainless steel screws rather than nails.



All of the steel mud guards, front panels, engine cover etc were sent for sand blasting, I then undercoated and glossed with 2 coats of each, our lawn looked like a painter's shop. The race was on now for what was to become the last ever Odiham Fire Show 2019.

Having served at Basingstoke for 15 years and being involved in supporting the shows both on and off duty it was going to be a huge moment of pride to take my F7 to the show, all be it on a recovery truck and in a state of restoration.



*“I had taken the decision to retire early and could now work 5 days a week on the restoration.”*



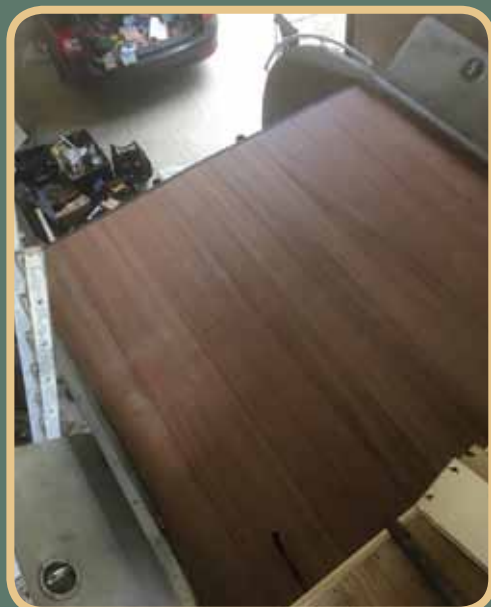


I had taken the decision to retire early and could now work 5 days a week on the restoration.

Sapele timber was replaced on the rear hose reel deck; the front was rebuilt; doors were refitted; wheel rims were sandblasted and painted.

An Ajax escape was found (but not the right type) and a temporary mounting system was made.

It was with huge sense of achievement that I showed off the restoration progress at the show and the interest shown and comments of encouragement were almost overwhelming.



After the show, the work continued; the suction hose lockers had to be removed one at a time and rotting timber replaced. This was done in the garage at home rather than at the barn storage, due to the amount of power saws, planers and routers etc needed, plus easier to step into the garage to work on them. Once repaired they were painted and refitted.

Rot was also found in the rear offside wing with more joinery work needed, so many joints to cut, one piece that locks it all in together is approximately 3metres long. I also decided to reinstate a locker between the front and rear cab, which seemingly had been removed when it went to Driver Training, probably for better visibility and communications between trainee drivers sitting in the rear cab.

By shear fluke I then managed to find a 50ft Bailey wheeled escape almost identical to the original one that was broken on a drill. The escape is a whole restoration in itself, requiring it to be completely broken down into all its component parts with much of the timber requiring replacement. Fortunately, the strings can be saved, and the wheels can be restored, but the levers and the rounds will all need to be replaced. I now have an 'interesting' box of metal parts and cables and a good deal of timber to use as templates for replacement components.







This year I was able to move it to more suitable accommodation and the restoration can now continue at a revitalised pace. The correct Dennis colour has been mixed using a locker door from the ex-Aldershot F12 as a pattern. The re-roofing to the Dennis canvas pattern will be another challenge, I am sure!

I am constantly on the lookout for original equipment and establishing the correct locker layout, having only some remaining brackets as a guide plus the knowledge of those who served around the county during the era.

I'm struggling to find photos which would help with knowing what it carried and where it was stowed and, of course photos of it attending incidents or on drills would greatly help me display the history life of this British fire service icon.

Little did I know when I first joined whole-time at Basingstoke and was on the same watch as Tom Garland who would often

recount tales of his days at Gosport and their F7, that I would one day own it. If only I had known then, I'm sure I could have gleaned so much more information and perhaps some photos.

Leighton Reed - Ex-A1 Basingstoke

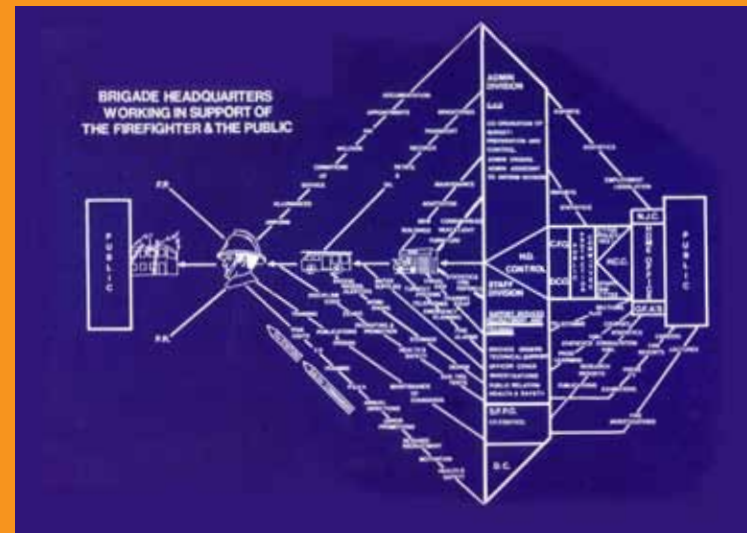
*To be continued.....*

**Ed – the F7 and the F12 were both such iconic examples of the British fire service in the 1950s. Born out of a need to provide the post-NFS era fire service with suitable fire engines, Dennis created these along with the smaller F8, having a similar cab style but used as a Pump/Major Pump. Hampshire had only one F7 and one F12, with the latter going to Aldershot, (still surviving but in deep barn storage). Southampton and Portsmouth also had examples from this range.**

**So why were these early post-NFS vehicles purchased via the Ministry of Supply? Simple really, the country was still recovering from the war years and materials were both in short supply and in great demand and so the government controlled the supply chain via supply contracts so as to balance demand across the emerging public services. Uniform also fell under these supply contracts, including the move over to traditional style helmets made from the new wonder 'plastic', as the round wartime steel helmet was replaced and passed over to AFS use. The Home Office maintained a number of supply depots around the UK. Leighton's approach to restoration is a great example as to how such projects should be approached.**

**His meticulous attention to detail brings great results. If you have any photos of this F7 when in service, especially any that show locker layout or indeed any stories related to the appliance, please share. This 73 year old vehicle needs to be restored to its former glory and shared with the public. Leighton also has the first Bedford TK WtT built by HFS Workshops (New Milton) and a Land Rover Rest (Petersfield) and he is one of the Thursday Crew working at the Solent Sky Museum preserving fire and police heritage.**

# SNIPPETS



## HQ Support Diagram

Some of you may remember seeing or even using this. Back in the .... CFO George Clarke liked to make great use of this chart in his presentations to local politicians, visiting dignitaries and the like, when promoting the 'Brigade' and, what it took to place trained personnel where they were needed.

I cannot help but wonder how a similar chart might look today – some years on?

## Book Review

### After the Reich - Giles MacDonogh

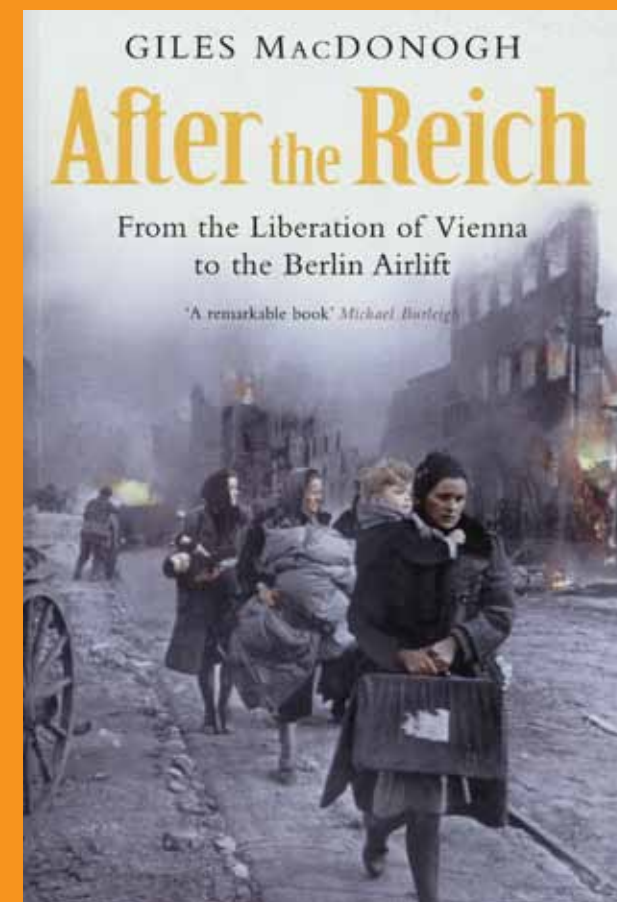
**This is a very detailed book, not about the war waged by the Nazis, but what happened after the collapse of 'the Third Reich'.**

It tells the story of the experience the German people, depending on what part of Germany and Austria they lived in and which of the Allies arrived first and occupied those areas. It amongst other detail, describes to process of reconstruction of conquered and divided nation, the fate and experience of the civilian populated, the dealing with German prisoners of war, the search for Nazi war criminals and the way general crime was tackled. A very comprehensive book, with some difficult topics and challenges in respect of all the occupying powers after the defeat of the Nazis. A thought-provoking read.

**Alan House**

ISBN 978-0-7195-6766-7

Published by John Murray Publishers



### Membership of the HIWFRS Past Members Association costs just £10 per annum

It 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.





# POPPING TO THE ‘LOCAL’

Going back in time, the early days of public drinking establishments in England, there were three types licenced to sell alcohol – Inns, Taverns and Alehouses. These names were used in a government survey of 1577. The term ‘Public House’ came into use in the late 17th century – originally spelt ‘Publick’.

Sometime in 1697, a statute required standard measures for the sale of ale and beer.

Inns were described as having the primary purpose of servicing travellers.

Taverns, dating back to the Middle Ages, were recognised to a restricted number of establishments selling wines. They were mostly in London and did not require Justices licences in the same way as Taverns and Ale Houses. Taverns became very associated with prostitutes. To try and counter this, in 1792, the Government introduced stricter controls over the issue of licences.

In English law, a pub is a public house, licensed to sell wines, beers, sprits & other alcoholic drinks, for consumption on or off the premises. An alehouse is a public house which is licensed only to sell beers, ciders and wines but no spirits. Pubs can be traced back to Taverns in Roman Britain and Anglo-Saxon alehouses,

It was not until the 19th century that pubs as we know them today first began to appear. Before this time alehouses were largely indistinguishable from private houses and the poor standard of rural roads meant that, away from the larger towns, the only beer available was often that which had been brewed by the publican himself. By the mid-19th century, pubs were being widely purpose-built, allowing their owners to incorporate architectural features which distinguished

them from private houses and made them stand out from the competition.

The Beerhouse Act of 1830 is widely considered to be a milestone in the history of public houses. Under the act any householder, upon payment of two guineas (roughly equal in value to £200 today), was permitted to brew and sell beer or cider in their own home. Beerhouses were not allowed to open on Sundays or sell spirits and fortified wines; and any Beerhouse discovered to be breaking these rules was closed down and the owner heavily fined.

Gin was popularised in England in the late 17th century, largely because it provided an alternative to French brandy at a time of political and religious conflict between Britain and France. Because of its cheapness, gin became popular with the poor, eventually leading to a period of drunkenness and lawlessness. In the 18th century, gin shops or ‘dram shops’ were just small shops (often originally chemist’s shops as gin originally had medicinal associations) that sold gin mostly to take away, or to drink standing up. As the legislation changed, establishments generally became larger and also had to be licensed and sell ale or wine. The earliest ‘Gin Palaces’ emerged in the 1830s. The earliest ‘Gin Palaces’ emerged in the 1830s. They were based on the new fashionable shops being built at the time, fitted out at great expense and lit by gas lights. They were thought to be vulgar at the time, although hugely popular.

The advent of the First World War and the adoption The Defence of the Realm Act, along with introducing rationing restricted pubs’ opening hours to 12 noon– 2:30 pm and 6:30 pm–9:30 pm. Opening for the full licensed hours was compulsory, and closing time was equally firmly enforced by the police. Although the hours were subsequently increased this was the origin of what for decades were seen the archaic opening laws for British pubs.

By the end of the 18th century, a new room in the pub was established: the Saloon. The Saloon was a room where, for an admission fee or a higher price of drinks, singing, dancing, drama, or comedy was performed, and drinks would be served at the table.

The Public Bar, or Tap Room, was where the ‘working class’ were expected to congregate and drink. It had unfurnished floorboards, sometimes covered with sawdust to absorb the spitting and spillages (known as “spit and sawdust”), bare bench seats and stools.

Drinks were generally lower-quality beers and liquors. Public bars were seen as exclusive areas for only men; strictly enforced social etiquettes barred women from entering public bars (some pubs did not lift this rule until the 1980s).

The “Snug” was a small private room or area which typically had access to the bar and a frosted glass window, set above head height. Often, a higher price was paid for beer in the snug and nobody could look in and see the drinkers. They were favoured by women in the days when women were not seen or welcomed in pubs, also the clergy, judges and even policemen or anyone who did not wish to be seen drinking or to be disturbed. They were very popular in Irish pubs.

It is reported that 7,000 pubs have been forced to close in last 10 years. Throughout 2022, some 32 pubs closed each month. The indication for 2023 is that this has risen to 51 each month.

## Whoops!

Forgot to include this detail from Leighton Reed in the last edition, regarding the Furniture Factory fire, 11 September 1984. *Apologies Leighton.*

Call Sign	Ordered	Left	Arrived	Returned	Riders	Info	Fail	Notes
101	05:45	05:46	05:49	18:05	5			
01	05:45	05:47	05:49	18:05	5			
11	05:51	05:54	?	10:53	6			P's 4
10	05:51	05:54	06:06	12:08	5			P's 4
901	05:51	?	06:03	16:12	2			
701	05:51	05:53	?	18:02	2			
09	05:55	05:58	06:11	10:44	6			P's 6
12	05:55						K	
108	05:55						B	
106	06:10	06:14	06:29	13:13	6			P's 6
04	06:10	06:14	06:34	11:22		S/by		A1 - P's10
05	06:12	06:15	06:35	09:50	6	S/by		A1 - P's10
31	06:15	06:19	06:46	08:55	6	S/by		A1 - P's10
HD2 R Berks	06:16	06:25	06:46	09:01	5	S/by		A9 - P's10
02	06:27	06:28	06:59	18:52		S/by		A1
30	06:28	06:33	06:59	12:29	5	S/by		A1
129	06:29	06:30	07:04	11:41	4	S/by		A6
15	06:32	06:36	06:45	08:06	6	S/by		A8
X-RAY	06:34	06:38	07:10	11:40	2			
930 CaV	06:49	07:25	08:04	12:53	2			
702	06:50	06:52	?	13:57	2	HP's 2		
HF2 Surrey	06:52	07:04	?	08:27	4	S/by		A2

### Fire summary sheet from control.

Note: 12 Tadley and 108 Hartley Wintney failed to turnout. I believe ‘K’= failed to start ‘B’= failed to man or no driver. Unable to confirm what the codes were. Can anyone remember?

10 pumps, BAET, 2 HPs, CU and not forgetting the CAV!

I wonder what the attendance would look like today?

Leighton Reed  
Ex- A01 Basingstoke.

**(Ed – you are testing everyone here Leighton with regard to the radio callsigns of the period – when things were simple!)**



# Scrapbook Memories



Taken at B20 Copnor, sometime between 1975 and 1981, left to right Mick O'Connor, John Lacey, Bob McDonald and Chris Ayres.

Jacob's ladder drills up the face of the tower circa 1972. I so remember taking part in this 'drill' dreamt up by the infamous Sub Officer Trevor 'Taffy' Evans. One of the old-style characters of the job and from whom I learnt so much. Note the complete lack of safety lines! The combination of 'Taff' and Station Officer 'Clarry' Hutchins was a real experience for a young keen Fireman!



Blue Watch St Marys – not sure of the year or the occasion, but the photo was taken near the statue of Lord Mountbatten in Grosvenor Square.



Docks fire station crew attending a Reliant Robin on fire in Canute Road, February 1982. Normally a pile of burnt fibre glass surrounding an engine and three wheels!





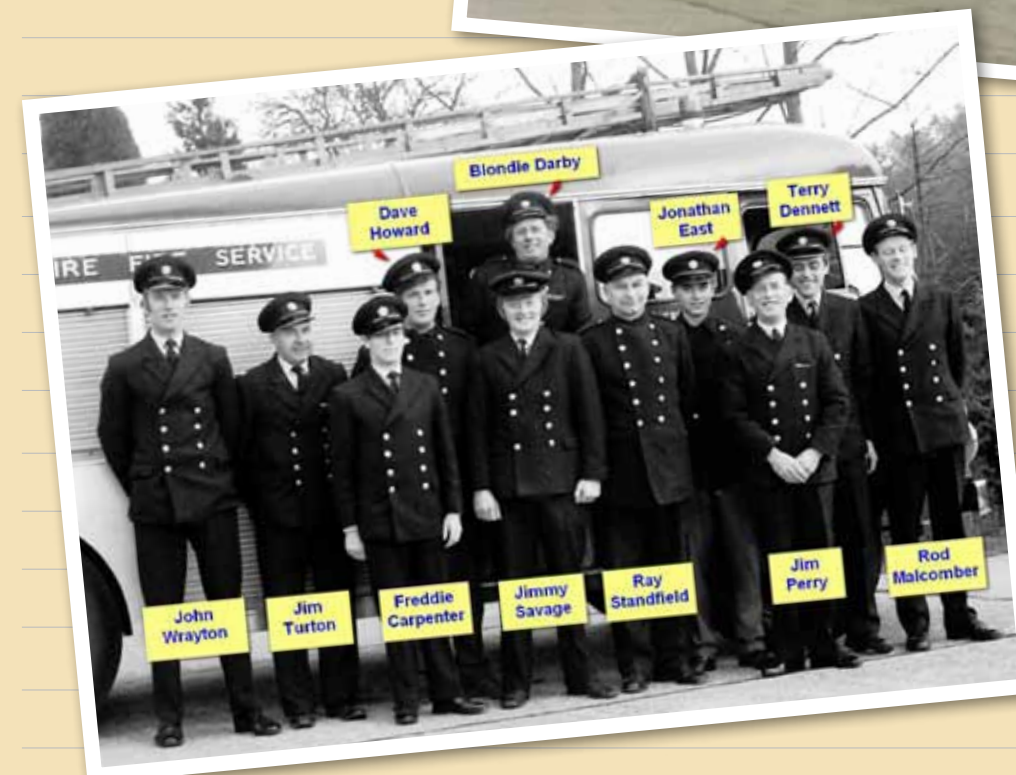
Sub O Fred Elliott and crew sat on newly converted Dodge Watertender, (Workshops conversion from a WW2 era 'Mobile Dam Unit'). On the side is a gear-driven hose-reel only pump, with the main pump at the back being a WW2 era Coventry Climax pump, which was originally designed to be slid from a trailer and wheeled wheelbarrow style. It this conversion, it could in fact be disconnected from the tank supply and taken to a water source. Two main jst achievable via a dividing breeching. And yes, crew members really did ride here if necessary – the days of riding 7. Photo probably 1950. Station may be Alresford??



Fareham fire station, Summer 1974 – Watertender, Pump Escape, Hydraulic Platform and Rescue Tender. The days of 'Day Manning' with Retained support.



Escape to the tower and lifting water from dam, constructed from ladders at Eastleigh for R3.77 Passout



Stockbridge crew 1969 (Photo Geoff Merritt)



Fireman Keith Weller using Plessey 'portable' communications! Havant 1974. How things have changed.



# PAST TIMES

## Focus on Whitchurch Fire Station

**It seems that in 1821 there was a manual fire engine provided by the Norwich Union Insurance Company, under the control of a local agent. Quite why it was considered necessary to have an insurance company provision in this way has not been established. Such arrangements were normally found in larger communities or for areas of high risk. Whitchurch Silk Mill did of course date back to 1816 and silk was considered a precious commodity.**

In 1869 it is recorded that the 'Engine House' was in Market Place. In June 1872, a meeting took place to form a Volunteer Fire Brigade to take over from the protection previously afforded by the Norwich Union. Twenty men enrolled and a Superintendent was appointed.

By 1895, the fire station was in Church Street. In October 1897, control of the fire brigade passed to the Whitchurch Parish Council. In 1897 the station was in Laundry Yard and a bell to call out the firemen was attached to the Superintendents shop nearby. A new Shand Mason manual fire engine was purchased in January 1898. Horses were provided by Mr Glasden of the White Hart

In 1906, the new landlord of the White Hart agreed to two horses and one man for use with the fire engine at the cost of four shillings per hour. On 19 March 1923 the brigade moved into a new fire station located within the Town Hall, in Newbury Street. 1929 it was decided to purchase a hose-cart to be used in support of the now aged and worn manual fire engine. In 1931, draw-bars were fitted to Messrs Warwicks & Barrs lorries to tow the manual fire engine.

From 29 January 1939, as a result of the fire brigades Act 1938, control of the fire brigade passed to Kingsclere & Whitchurch Rural District Council, (now responsible for the fire stations in Kingsclere, Overton and Whitchurch). Perhaps surprising to some, the fire protection in Whitchurch still relied on the old manual pump and a hose-cart and the Council declared that the firefighting equipment was inadequate.

In June 1940 the Chairman of the Fire Brigade Committee reported that the Bank of England staff and activities were being moved out of London and

would be based at Hurstbourne Park together with some 1100 staff accommodated in surrounding locations. This placed a whole new level of risk on the fire brigade. this in turn prompted a whole new level of thinking on firefighting equipment.

Thus, it was that, in June 1940, (just in time really, for the onslaught that would become 'the Blitz'), Whitchurch became mechanised with the issue of a second-hand Ford V8 saloon car towing a new Coventry Climax trailer-pump. The station also still had the manual pump and hose cart at its disposal for some time to come.

Such was the risk for the Bank of England that they provided and on-site firefighting response, which later became a NFS unit, who could also be used to assist at incidents in the local area.

By 1944 there was a Bedford lorry and a Dennis trailer pump, later replaced by an Austin ATV.

On the formation of the National Fire Service, in August 1941, Whitchurch became station A1V in 14 Fire Force and on the formation of the Hampshire Fire service on 1 April 1948, became station A06.

On 10 July 1958, the current fire station in Church Street was opened and the Austin and trailer pump combination was driven over from the old station in the Town Hall on a ceremonial 'one last call' journey. Training began immediately on the newly issued Bedford 'S' WRT, built by HFS Workshops, which was then placed into service on 28 July 1958.



Mr Glasden's horses at the White Hart 1908



Tucked in between the social club and the bank at the Town Hall, Newbury St, 1950



Newbury St, 1953. Note the callout siren sat in the structure below the weathervane. The bell is interesting. Was this once used to call out the 'brigade'?



Late 1970's. Photo Richard Lindsay



March 2010





# HIWFRS HAPPENINGS

## Fleet Update

The new Incident Command Unit arrived in February. This state-of-the-art appliance is the most technologically advanced appliance of its type in the country. It has already been very busy since it went on the run in May.

Another new appliance is a Welfare Vehicle. This Ford Transit was purchased second hand from a local dealership and had only covered 2000 miles from new. The vehicle will provide rest and recuperation and toilet facilities on the fire ground and will be mobilised to incidents with the Incident Command Team.

Delivery of the first new Light Rescue Pumps from Angloco commenced in March. This is the first of 32 such appliances currently on order with the company. Delivery of subsequent appliances has been delayed considerably due to supply chain issues with components required to modify all appliances in this order to feature BA stowed in external lockers instead of in crew cabs and adopt the clean cab concept.

The amount of work required to accommodate this requirement and not reduce the appliance inventory is phenomenal and very costly, however it's a decision HIWFRS has made and will feature on all new pumping appliances purchased from now on.



*Ed: sorry I could not resist it! :) Basingstoke WrT, circa 1960 with BA (Proto sets) in the rear locker. The wheel turns again!*

Running alongside the Angloco contract HIWFRS have 9 Rescue Pumps currently in build with Emergency One. These appliances will also feature the clean cab concept and a considerable amount of work has been required to make the changes possible. The first of these appliances are due to be delivered in late 2023.

The order for 9 Rescue Pumps has recently been increased to 16. The additional 7 appliances will have the standard Volvo crew cab rather than the extended cab and slightly larger front near and offside lockers. A further 17 LRP's will be ordered in the near future.

Other appliances that are currently on order are a new Incident Command Unit based on a MAN TGE 5.160 chassis and being built by Emergency One for Newport, Isle of Wight. Similar chassis have been ordered for a replacement Maritime Incident Support Unit and Search and Rescue Unit. All three appliances are expected to be completed towards the end of 2023.

A trial of a Ford Ranger fitted with a high-pressure fogging unit will commence very soon. A review of the services wildfire capability highlighted the

need for fogging units so the opportunity to test this type of system and a Ford Ranger could not be missed. Since the demise of the Land Rover Defender in its pick-up variation the service has had to consider its options. Although the Ford Ranger does not have the carrying capacity of the Land Rover it is one of the best in its class. Two stations will evaluate the appliance, Ringwood and Rushmoor.

The service has invested in several electric and hybrid vehicles. 20 Toyota Rav4 plug in hybrid's are in the process of being delivered and commissioned and allocated to FDS officers. A first on these vehicles is "covert" blue lights which alleviates the need to fit a magnetic light on the roof.

Other electric vehicles that have been purchased include Vauxhall Corsa's and Vauxhall Combo vans and crew vans. Every station now has at least one electric vehicle charging point installed.

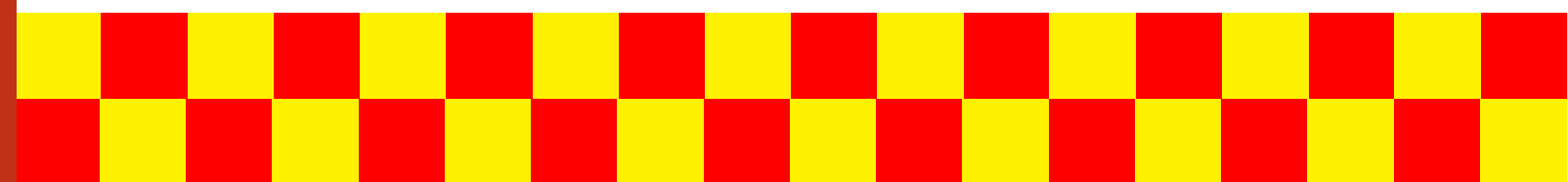
To supplement the Toyota Rav4, an order has been placed for 20 Skoda Kodiaq's which will predominantly be used by NILO officers due to the larger boot space required.



Light Rescue Pump



Welfare Unit





# Incidents

## 15 January 2023.

Make pumps 8, ALP and WrC required. Tennyson Road, Southampton. ToC 17.39. ToS 21.18. Fire involving single storey derelict commercial building of brick and tile construction, 30m x 50m. 40% of ground floor involved in fire, 100% heat and smoke damage. 8BA, 8 jets, 2 hose reels. Cause doubtful. Attendance - RP, LRP and ALP St Marys, RP and RSV Redbridge, RP and LRP Hightown, RP and WrT Eastleigh, WrC Fareham, RP and EPU Romsey, CSV Beaulieu, CSV Portchester and ICU Headquarters. Stand by moves WrL Bishops Waltham to Eastleigh, WrT Hamble to St Marys, WrT Portchester to Hightown and WrL Hythe to Redbridge.

## 18 January 2023.

Make pumps 5, Newport Quay Hotel, Quay Street, Newport. ToC 04.31. ToS 07.45. Fire involving kitchen and storeroom area of hotel. 8BA, 4 hose reels, 1 safety jet, TIC's in use. Attendance RP x 2, ICU and ALP Newport, RP Ryde, WrL Cowes, WrL East Cowes, WrL Shanklin.

## 21 January 2023.

Make pumps 6, 351A Copnor Road, Portsmouth. ToC 17.22. ToS 00.08. Fire involving end of terrace domestic dwelling of traditional construction, 70m x 20m. Fire on first floor and spread to roof, both destroyed by fire. 4 casualties self-rescued prior to arrival of HIWFRS. 16BA, 4 jets, 2 hose reels, tac vent in use. Attendance RP, LRP and ALP Southsea, RP, WrL and RSV Cosham, LRP Havant, LRP Fareham, CSV Portchester, ICU Headquarters. Stand by moves WrT Emsworth to Havant and WrL Wickham to Cosham.

## 22 January 2023.

Make pumps 6, WrC 2. Dodwell Farm. Pylands Lane, Bursledon. ToC 20.54, ToS 00.06. Fire involving industrial building used as farm warehouse constructed of 2 corrugated buildings joined together, 70m x 30m. Main workshop area 100% by fire, 3 jets, 2 CAFS jets, 12BA.

Attendance RP and LRP Hightown, RP and LRP St Marys, WrT Hamble, WrT Totton, WrC Fareham, WrC Eastleigh, ALP Southsea, CSV Portchester, ICU Headquarters. Stand by moves WrT Droxford to Hightown and WrL Hythe to St Marys.

## 23 January 2023.

Make pumps 12, Church Cottage, Church Street, West Grimstead. ToC 14.58, ToS 11.11 (24 January). Although a Dorset and Wiltshire FRS incident, HIWFRS crews attended. Fire involving partially thatched and tiled domestic dwelling, 30m x 20m. Attendance HIWFRS RP Fordingbridge, RP Romsey, LRP Lyndhurst, RP Eastleigh, RP Redbridge, ALP Southsea (mobilised but did not arrive before being returned), CSV Eastleigh, CSV Portchester and CSV Beaulieu.

## 3 March 2023.

Make pumps 16, WrC 2. Wellow Wood Cottage, Wellow Wood Road, West Wellow. ToC 21.58. ToS Fire involving thatched property consisting of 2 floors. 50% thatch and 50% tiled roof, 14m x 16m. 100% damaged by fire, 5 jets, 3 hose reels, 29BA, 21 litres of CAFS used. Attendance RP and EPU Romsey, WrT Totton, RP Redbridge, RP and LRP St Marys, RP, WrT, WrC and CSV Eastleigh, WrL/R, WrT and ALP Salisbury, WrL/R Wilton (Dorset and Wiltshire FRS), WrC Ringwood, CSV Beaulieu, RP and LRP Hightown (from stand by at Romsey), LRP Lyndhurst (from stand by at Redbridge), LRP Winchester (from stand by at Eastleigh), WrT Hamble (from stand by at Hightown), LRP Fareham (from stand by at St Marys), WrL Stockbridge, CSV Portchester and ICU Headquarters. Stand by moves – WrT Beaulieu to Redbridge, LRP Whitchurch to Winchester, WrL Bishops Waltham to St Marys, LRP Gosport to Hightown and WrL/R Tisbury to Salisbury (Dorset and Wiltshire FRS). Relief crews – LRP Andover, WrT Droxford, RP Basingstoke, RP Waterlooville, WrT Brockenhurst, WrL Cosham, WrL Alresford, WrL Wickham, WrL Lymington, RP Redbridge, RP ST Marys and CSV Basingstoke.

## 13 March 2023.

Make pumps 16, ALP 2, WrC 2. The Dormy House Furniture and Soft Furnishings, Walworth Industrial Estate, Andover. ToC 10.01. ToS 09.24. Fire involving commercial building used as furniture and paint store, 2 floors, 67m x 47m. Main building of fire origin 90% internal, fire spread to neighbouring building which is a separate business. 7 jets, 8BA, 2 ALP in use. Pumping appliance attendance – LRP Andover, LRP Whitchurch, LRP Winchester, WrT Sutton Scotney, RP and LRP Basingstoke, RP Eastleigh, LRP St Marys from stand by Winchester, WrT Brockenhurst from stand by Eastleigh, WrL Bishops Waltham from stand by Winchester, RP Hartley Wintney from stand by Basingstoke, WrT Sutton Scotney, WrT Hamble from stand by Winchester, LRP Rushmoor from stand by Basingstoke, WrL x 2 Newbury (Royal Berkshire FRS), WrLR Salisbury and WrLR Wilton (Dorset and Wiltshire FRS). Special appliances attending – WrC Andover and Eastleigh, CSV Basingstoke and Eastleigh, ALP's Basingstoke and Salisbury, EPU Romsey and ICU Headquarters. Stand by moves – RP Ringwood and WrT Beaulieu to Winchester, RP Romsey, RP Cosham, WrT Totton and WrT Emsworth to Eastleigh, RP Romsey to Andover, WrL Tadley and WrT Yateley to Basingstoke and WrLR Verwood and WrLR Warminster to Salisbury. Relief crews (all night watch) ALP St Marys, WrT Totton, RP Ringwood, RP Romsey, RP Cosham, WrT Yateley, WrT Overton, WrL Tadley, WrT Beaulieu, ALP Basingstoke, LRP Andover, LRP Basingstoke, LRP St Marys, WrC Eastleigh. A presence of four pumps overnight with two hourly changeovers of two crews included LRP Havant, LRP Hightown, LRP Rushmoor, RP St Marys, LRP Southsea, RP Eastleigh, WrT Droxford, RP Basingstoke and LRP Andover.

## 30 March 2023.

Make pumps 6, Hatch Cottage, London Road, Hartley Wintney. ToC 13.52. ToS 17.32. Fire involving roof space of domestic property of traditional construction, 25m x 15m. 60% damaged by fire, 100% damaged by smoke, 50%

of first floor damaged by water. 10BA, 2 jets, 2 hose reels in use and ALP in use. Attendance – WrT Fleet, RP, LRP and WrT Rushmoor, RP, LRP, CSV and ALP Basingstoke and ICU Headquarters. Stand by moves – WrT Sutton Scotney to Hartley Wintney, RP Alton to Rushmoor, LRP Winchester and WrT Overton to Basingstoke, LRP Hightown to Winchester, RP Hightown to Alton and LRP St Marys to Hightown.

## 3 April 2023.

Make pumps 6, WrC 2, Upper Wield House, Pound Lane, Upper Wield, Alresford. ToC 01.10. ToS 08.22. Fire involving domestic dwelling of two floors and brick construction, 20m x 10m. Fire in first floor and roof space. Roof collapsed. 2BA, 5 jets, 2 hose reels in use. Attendance WrL Alresford, LRP Winchester, RP and WrT Alton, RP, LRP, ALP and CSV Basingstoke, WrC Andover, ALP St Marys and ICU Headquarters. Relief crews LRP St Marys, LRP Cosham, WrT Fleet, WrT Droxford and WrC Bordon.

## 27 April 2023.

Make pumps 8, WrC 3, Horris Hill Preparatory School, Horris Hill, Newton Common. ToC 12.11. ToS 19.24. Fire involving school dormitory of three floors, 15m x 20m. 10BA, 2 jets, 1 hose reel. Attendance RP, LRP x 2 and ALP Basingstoke, LRP Whitchurch, LRP and RP Winchester, WrC Eastleigh and Bordon, CSV Eastleigh and Rushmoor, ICU Headquarters. From Royal Berkshire 2 x WrL Newbury and WrL Theale. From Dorset and Wiltshire, WrC Royal Wootton Bassett. Stand by moves LRP then RP Rushmoor to Basingstoke, RP Hartley Wintney to Basingstoke, WrL Alresford to Winchester, RP St Marys to Eastleigh. Relief crews - WrT Portchester, WrT Beaulieu, LRP Liphook and RP Hartley Wintney.

## 10 May 2023.

Make pumps 10, Somerset Court, Gosport. ToC 00.33. ToS 16.21. Fire involving domestic property of 3 floors 50m x 20m of timber frame construction. Middle block communal stairway destroyed by fire, 4 casualties to hospital, 4 dogs and 3 cats rescued. 4 persons rescued



by 135 ladder. ALP, 135, 105 ladders in use, PPV level 3, 31 BA and small tools and TIC in use. Attendance RP and LRP Gosport, RP and LRP Fareham, RP and LRP Cosham, RP, LRP and ALP Southsea, WrT and CSV Portchester, WrL Wickham from stand by Fareham, CSV Eastleigh, ICU Headquarters. EPU Romsey. Stand by moves RP Waterlooville to Gosport, LRP Hightown to Cosham. Relief crews LRP Havant, WrT Botley, LRP St Marys, WrT Hayling Island, LRP Winchester, WrT Hamble, ALP St Marys, WrT Eastleigh, LRP Liphook, WrT Droxford, WrT Waterlooville, CSV Beaulieu and WrL Bishops Waltham.

**10 May 2023.**

Make pumps 8, WrC 2. Lyndale, Down Road, Kimpton. ToC 19.58. ToS 21.54. Fire involving domestic property of two floors, 20m x 30m, building well alight, 7 casualties, 4 children and three adults, 2 persons suffering smoke inhalation, 4BA, 4 jets, 2 CAFS jet in use. Attendance LRP and WrC Andover, LRP and RP Winchester, WrL Stockbridge, LRP Whitchurch, RP Fordingbridge, CSV Eastleigh and Basingstoke, ICU Headquarters, EPU Romsey. WrLR and WrC Pewsey, WrLR Ludgershall (Dorset and Wiltshire FRS). Standby moves LRP Hightown to Winchester, LRP Basingstoke to Andover

**27 May 2023.**

Make pumps 16, ALP 2. 147 Oakridge Road, Basingstoke. ToC 15.16. ToS 00.51. Fire involving roof of block of flats of two and three storey of brick, steel and wood construction. 30m x 75m. Twelve flats affected by fire, smoke and water.2 ALP, 6 jets, 3 hose reel, 135 ladder and 10BA. Four fire fighters injured, three assessed on scene, one to hospital. Attendance RP, LRP x 2 and ALP Basingstoke, WrL Tadley, LRP Whitchurch, LRP Winchester, WrT Sutton Scotney, WrT Fleet, WrT Yateley, RP and CSV Eastleigh, RP and EPU Alton, RP St Marys, CSV Beaulieu, ICU Headquarters. From Royal Berkshire FRS WrL and ALP Whitley Wood, WrL Theale, WrL Caversham Road (Reading), WrL Wokingham Road (Reading). Standby moves, RP Cosham

to Basingstoke, WrT Hamble to Hightown, WrT Droxford to Eastleigh, RP Hightown to Winchester and RP Hardley to St Marys. Relief crews, RP Hightown, LRP Rushmoor, WrL Bishops Waltham, WrL Odiham, RP Hartley Wintney, LRP Hightown, ALP and LRP St Marys, LRP, RP and ALP Basingstoke and WrL Tadley.

**1 June 2023.**

Make pumps 8, L4T 3, WrC 4. Bourley Training Area, Wellesley Road, Aldershot. ToC 11.52, ToS 19.17. Fire involving 10 hectares of heath and undergrowth, 8 hose reels, 2BA. Attendance RP, LRP and WrT Rushmoor, WrT Fleet and WrT Yateley from standby at Rushmoor, LRP Basingstoke from standby at Rushmoor to replace WrT Rushmoor which returned to station to crew Wildfire Vehicle, L4T Hartley Wintney, L4T Alton, CSV Eastleigh, CSV Portchester, WrC Andover, WrC Eastleigh, WrC Ringwood, WrC Fareham, EPU Romsey and ICU Headquarters. From Surrey FRS WrL Chertsey, WrL Fordbridge, WrL and L4T Camberley. Stand by moves RP Alton and WrT Grayshott to Rushmoor and LRP St Marys to Eastleigh. Relief crews RP Basingstoke, WrL Odiham, WrT Grayshott and WrC Bordon.

**6 June 2023.**

Make pumps 6, Zen Japanese Restaurant, High Street, Southampton. ToC 06.44. ToS 08.57. Fire involving derelict 2 storey restaurant/bar used by squatters. 30% of first floor destroyed by fire, 100% of entire building damaged by smoke and water. 14BA, 3 jets, 2 hose reels, PPV level 3 and ALP in use. Attendance RP, LRP and ALP St Marys, RP and LRP Hightown, RP Redbridge, RP and CSV Eastleigh, RP and RSV Cosham, ICU Headquarters. Stand by moves WrT Hamble to Hightown, RP Romsey to Redbridge and WrT Droxford to ST Marys.

**14 June 2023.**

Make pumps 8, WrC 2, L4T 1. Roke Manor Research Park, Roke Manor, Old Salisbury Road, Awbridge. ToC 09.19, ToS 20.01. Approximately 1 hectare of undergrowth and rhododendron bushes involved in fire in remote location, 4

jets in use. Attendance RP and EPU Romsey, RP Redbridge, RP, CSV and L4P Eastleigh, RP Hightown from standby at Redbridge, RP St Marys from standby at Eastleigh, RP Winchester, WrC Ringwood, CSV Beaulieu. From Dorset and Wiltshire FRS, WRLR and WrT Salisbury and WrC Wilton. Stand by moves LRP Cosham and WrT Hamble to Redbridge, WrL Bishops Waltham to Eastleigh, LRP Fareham to St Marys, WrL Wickham to Hightown, RP Hardley to Redbridge, RP Cosham to Eastleigh, WrLR Christchurch to Salisbury.Relief crews at 14.00 WrT Hamble, WrL Bishops Waltham, RP Ringwood, WrT Droxford, L4T Liphook. Relief crews at 16.00 RP Lymington, RP Hardley, WrL Wickham and RP Havant. Relief crews at 20.00 WrT Beaulieu, LRP St Marys, LRP Whitchurch and WrT Totton.

**16 June 2023.**

Make pumps 6, Off-Road Vehicles 10, WrC 3. Longmoor Ranges. ToC 13.01. Fire involving 16 hectares of undergrowth and gorse. This protracted incident resulted in every off-road appliance operated in Hampshire (except for Liphook L4T, off the run with mechanical fault) attending for extending periods. The initial attendance at make pumps 6, off-road 10, WrC 3 was – WrT Bordon, WrT Horndean, LRP Liphook, RP and LRP Cosham and LRP Southsea. Off road appliances H4T Bordon, L4T Alton, L4P Havant, L4T Rushmoor, L4T Fareham, L4P Alresford, from Surrey FRS Unimog appliances from Haslemere and Woking. WrC Fareham, WrC Eastleigh and WrC Bordon. Stand by moves saw RP Hightown to Cosham and WrT Emsworth to Southsea.

**25 June 2023.**

Make pumps 16, L4T 4, WrC 3. Biffs Waste Services, Star Hill, Hartley Wintney. ToC 15.44. Fire involving 16 hectares of trees and undergrowth. Protracted incident that was eventually closed on the 27 June saw appliances from across the county committed, some appliances, especially Land Rover's were in attendance on numerous occasions. Initial attendance WrT Yateley, RP Hartley Wintney, WrL Odiham, LRP Rushmoor, LRP and RP Basingstoke

from stand by Rushmoor, WrT Sutton Scotney from stand by Basingstoke, LRP Winchester, LRP Andover, WrL Tadley, RP Alton, L4T and Wildfire Vehicle Rushmoor, WrC Fleet, WrC and CSV Eastleigh and ICU Headquarters. From Royal Berkshire FRS, WrL Wokingham, WrL Ascot, WrL Crowthorne. From Surrey FRS WrL Camberley, WrL Guildford, Unimog's from Woking and Farnham. Stand by moves saw WrT Overton to Rushmoor, WrT Botley to Winchester, WrL Stockbridge to Andover.

**4 July 2023.**

Make pumps 10. Property named Woodlands, Ewshot Lane, Ewshot. Fire involving domestic property, 10m x 20m, 100% of roof destroyed by fire, 70% of first floor damaged by fire. 2 jets, 3 hose reels, BA and ALP in use. Attendance WrT Fleet, RP, LRP and WrT Rushmoor, WrL Odiham, RP Hartley Wintney, WrT Yateley, LRP and CSV Basingstoke, CSV Portchester, ICU Headquarters. From Surrey FRS WrL's from Farnham, Guildford and Haslemere. Relief crews RP Basingstoke, WrT Bordon, RP Rushmoor, LRP Hightown, LRP Fareham, WrT Droxford and LRP Rushmoor.

**14 July 2023.**

Make pumps 8, S Norton and Co, King George V dry dock, Western Docks, Southampton. ToC 19.57. Fire involving 15000 tons of scrap metal, 6 jets and 6 CAFS jets in use, port authority fire tug in use. Attendance RP St Marys, RP's and LRP Hightown, RP Redbridge, WrL Bishops Waltham from stand by at St Marys, WrT, L4P, WrC and FoU Eastleigh, WrT Botley, LRP Fareham from standby Hightown, CSV Beaulieu, EPU Romsey and ICU Headquarters. Stand by moves WrT Hamble to Redbridge, WrL Wickham to Eastleigh then to St Marys, WrT Portchester to Hightown.

**18 July 2023.**

Make pumps 8, WrC 2, ALP and RSV required. World of Water, Greatbridge Road, Romsey. ToC 16.41. ToS 00.07. Fire involving derelict single storey building of brick and sandwich panel construction, 63m x 30m used for furniture storage, 100% of building damaged by fire.



28BA, 4 jets, 1 ground monitor and ALP in use. Attendance RP and EPU Romsey, RP and RSV Redbridge, RP, LRP and ALP St Marys, LRP Hightown (from s/by Redbridge), LRP Winchester, WrT Hamble (from s/by Redbridge), WrC Ringwood, RP and WrC Eastleigh, RP Cosham (RSV crew), CSV Beaulieu and Rushmoor, ICU Headquarters. Stand by moves WrL Alresford to Winchester, WrL Hythe to Romsey, WrL Bishops Waltham then LRP Fareham to St Marys, WrT Botley to Eastleigh and RP Lymington to Redbridge.

Other News

The new Bishops Waltham Fire Station opened in March and construction is under way on the replacement Cosham Fire Station. A new dedicated electric vehicle servicing bay has been established within the Fleet Maintenance Centre. This state-of-the-art facility will allow HIWFRS to continue to maintain the latest electric vehicles being introduced to the service.

Colin Carter

FINAL SALUTE

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

Maurice ‘Morry’ Betteridge

On 25 October 2022 - Aged 87  
Morry served at Beaulieu becoming the Sub Officer in charge, before moving to New Milton. He then transferred to the MoD Fire Service where he made progress through the ranks, serving as Station Officer at Middle Wallop. He also joined Wiltshire Fire Brigade and became the Station Officer in charge of Ludgershall fire station. He was also a Town Councilor for Ludgershall.

Eric Turp

On 29 October 2022 - Aged 93  
Eric joined the National Fire Service at Portchester in November 1947 becoming part of the Hampshire Fire Service on 1 April 1948, then leaving in October 1949 to carry out his National Service duties. He re-joined HFS in November 1951 retiring as a Fireman in August 1983.

Tim Anderson

On 21 November 2022 - Aged 71  
Tim joined retained at Brockenhurst in June 1972. He subsequently joined wholetime in February 1974, where he served at St Marys, Headquarters, Training Centre, D

Div HQ, Redbridge Fire Safety and Lyndhurst.He retired as a Station officer in Fire safety in January 2001.

Maurice ‘Morry’ Hardy

On 2 December 2022 - Aged 77  
Morry joined Waterloooville in August 1969 retiring in November 2000, as Sub Officer in charge. During his tenure in charge, B19 was the busiest retained station in the county, making him one of the most experienced operational Jos in the Brigade.

James (Jim) Goddard

On 6 December 2022 - Aged 75  
Jim joined Hampshire Fire Brigade in April 1977 and served at Basingstoke on White Watch all his career, retiring as a Firefighter in August 2002. He had been living in Barbados for the past few years.

Ken Hibberd

On 25 December 2022 - Aged 90  
Ken served at Workshops from October 1971, where he was responsible for the mechanical engineering side of the workshops team, until his retirement as Controller (Engineering) in November 1997.

Ray Ollett

On 28 December - Aged 89  
Ray joined the Southampton Fire Brigade in November 1959 and with the exception of the first 2 years at ‘Central’ (St Marys), he served all his career at Woolston, retiring as a Fireman in April 1985. In May 1986 he became a Hydrant Maintenance Technician, as part of the Premises team at Headquarters, until his second retirement from the Service in February 1998.

Keith Barnes

On 16 January 2023 - Aged 61  
Keith joined Hampshire in June 1979, serving at St Marys, Redbridge and D Division Fire Safety, achieving the rank of Sub Officer before transferring to Dorset (later Dorset and Wiltshire), retiring as a Group Manager (District Commander).

Mick (Rigor) Mortiss

On 16 January 2023 - Aged 80  
Mick joined A12 Tadley fire station in January 1978, retiring as L/Fm in July 1996.

Helen Davis

On 24 January 2023 - Aged 62  
Helen joined Droxford in December 1993, serving for 21 years before retiring in 2014.

Lionel Veck

On 28 January - Aged 84  
Lionel joined retained at Bishops Waltham July 1956, then wholetime August 1961, serving at Fareham and at Eastleigh, from where he retired as a Leading Fireman in September 1989.

Harry Webb

On 7 February - Aged 69  
Harry joined Hampshire Fire Service as a Junior Fireman in September 1968 and went on the serve as a wholetime Fireman at Basingstoke and at Eastleigh. He left wholetime in December 1977, re-joining in March 1979 as a retained member at Eastleigh, retiring as Sub Officer in April 2005. Harry additionally served a period as a General Duties Assistant at Workshops.

Mick (Rigor) Mortiss

On 16 January 2023 - Aged 80  
Mick joined A12 Tadley fire station in January 1978, retiring as L/Fm in July 1996.

Reg Robinson

In March 2023 - Aged 88  
Reg Joined Lymington fire station in October 1966 and retired as a Leading Fireman in January 1990.

John Salvi

In March 2023 - Aged 92  
John was originally a member of the Auxiliary Fire Service and then a retained Fireman at Romsey between 1958 and 1986.

Ian Croft

In March 2023 - Aged 66,  
Ian served as a Fireman at East Cowes, the Isle of Wight, between 1983 and 2003.

Terry Lewis

In March - Aged 74 years.  
Terry joined in March 1969, serving at Fawley and Copnor until leaving in March 1979.

Arron Jepp

On 21 March 2023  
Arron was a serving Watch Manager at Rushmoor.

Ron Broomfield

In April 2023 - Aged 85  
Ron served as a Fireman at Romsey February 1970 to February 1993.

Alan Pink

On 25 May - Aged 83  
Alan served as a Fireman at Fleet October 1968 to March 1989.

Les Ayling

On 24 June - Aged 94  
Les joined Portsmouth City FB in November 1951 and retired as DO in charge of Fire Prevention at B Div HQ, B20 Copnor, in January 1982.

John Mahon

In June 2023 - Aged 79  
John joined Lyndhurst as a retained fireman in February 1965, and retired as a Leading Fireman August 1998.

Keith Bell

On 29 June - Aged 77  
Keith served as a Fireman at Hythe July 1983 to June 1987 and was also a member of the Esso Refinery Fire Brigade.

Nick Turrill

On 23 June - Aged 64  
Nick served as a Firefighter at Whitchurch, having joined in March 1990.

Dave Yaldren

On 7 July - Aged 81  
Dave joined June 1965 and retired as a Fireman in October 1995. Apart from 6 months at Eastleigh, served his career at Winchester.

Richard Hall

In July 2023 - Aged 71  
Richard served at Sutton Scotney from January 1981 until retirement as a Firefighter in 2006.

Denis (‘Jerry’) Willmott CBE QFSM

On 29 July - Aged 90  
Jerry came to Hampshire after service with the London Fire Brigade and Buckinghamshire. He served with Hampshire 1965 to 1970 as an ADO at Basingstoke, before moving to become the DCFO (DO) of the Isle of Wight, then moving on to become the DCFO in Wiltshire, back to London as Chief Staff Officer and then CFO of Merseyside.

In retirement from the fire service, he became the Group Contingency Manager for the Avon Rubber Group, based at Melksham, responsible for fire protection at their premises. He also became very involved in local politics, becoming an elected member and seeing him become the Chairman of the Wiltshire County Council. He was also President of the Wiltshire Retired Firefighters Association.





**Training Centre Staff - 16th December 1993**



**R4 94**