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**COUNTY OF AVON
FIRE BRIGADE**

APRIL, 1979



April 1979.

EDITORIAL

It is with regret that I have to write an editorial to inform you that I shall be moving to Operational duties at C5 Bedminster from 1st April. I have enjoyed immensely the job as Press and Public Relations Officer, together with Brigade magazine editor, but all good things must come to an end, well for myself anyway!

During the time I have been in my position many people have commented to me their feelings regarding the good press coverage we have enjoyed during this period and also the improvement in the Brigade Magazine. Although I've appreciated these remarks, it would be remiss of me not to thank in writing all of the Control Room staff who have kept me informed constantly of all interesting incidents immediately the first message has been received from the incident ground, and many times as soon as the appliances have been despatched. This helped me build up a close liason with the Press and the Media. Also I must thank (begrudgingly) the Brigade Photographer Brian Pocock for all the hard and unselfish work he has done for me, very often he has attended functions and events around the County to take photographs for me to use in the Magazine, (on numerous occasions in his own time). One person who will be relieved will be my wife who has sat up until gone midnight regularly assisting me in compiling the Magazine and then typing it out for me.

Finally, I would like to congratulate John Sleight on his Promotion and hope he will enjoy his new position as much as I have and hope that you will give him the same support you have given me. Thank you all very much.

T. Condon,
Editor.

Front Cover Picture Barton House, Barton Hill.
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INCIDENTS AROUND THE COUNTY

ZION PLACE, HIGH LITTLETON.

On Saturday 17th February, 1979 at 1717 hours two appliances, a Water Tender from B3 Paulton and a Rescue Tender from B1 Bath, were despatched to a Special Service Call at Zion Place, High Littleton, where an elderly female was reported to have thrown herself down a well.

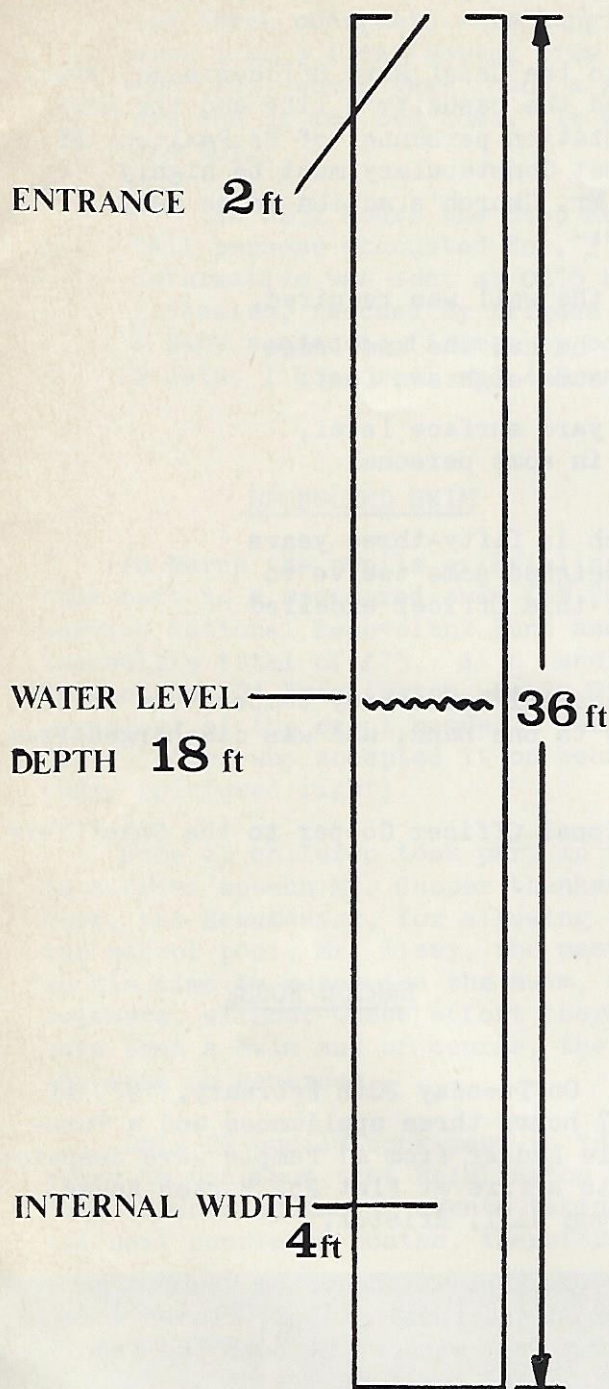
The casualty Mrs. M. Baker aged eighty-eight, lives at the address above, which is in fact a terraced cottage adjoining two cottages owned by Mr. Lowery of Rose Cottage of Cuckoo Land, High Littleton. It would appear that the casualty was in a very distressed and disturbed state and on the day in question waited until both a female employee and Mr. Lowery had left the premises. She then made her way to the rear courtyard of the cottage and removed the timber cover giving access to the underground well.

I would add at this stage that the total depth of the well (drawn left) is thirty-six feet and the water content being to the depth of approximately eighteen feet. The well is approximately four feet in diameter, access to which is via a two feet diameter entrance contained in a concrete slab.

Mrs. Baker when she realized that the two people had left, jumped into the well with the intention of committing suicide. Following investigations on site and discussion with the Police and Fire Officers who attended at the incident, it was ascertained that her clothing during her descent in the well became air filled, and when she made contact with the water served as an air bag and kept her afloat.

Mr. Lowery (the property owner), at about this time returned to his cottage, which is adjacent to the well, and heard moans which he found very difficult to trace. He returned to his nearby cottage, obtained a flashlight and in the process of searching found Mrs. Baker at the bottom of the well as described. His next action was to contact the Police Authority by the 999 system, asking for assistance of which ever nature the Police considered necessary. As far as I can ascertain, up to this moment in time Mrs. Baker had been in the water for some thirty minutes.

An immediate response from the Police and Fire Services were made and the appropriate attendances from the Brigade was despatched; an appliance from Station B3 Paulton carrying Operational staff, and Station Officer Church proceeded in his own private vehicle. On the arrival of the Brigade Mr. Church assumed command of the incident and instructed personnel to attach the appropriate life-line to him. At this juncture, grave concern was expressed at his entry to the well, which could have resulted in the dislodging of stone-work to the internal lining, which obviously could have resulted in the fatality of the casualty. It was established at this time that Mrs. Baker was in fact conscious. Station Officer Church was then lowered into the well, taking with him a second line for the purpose of attaching to the casualty. When he was lowered to the level of the casualty it necessitated him being immersed in water up to his arm-pits. Whilst he attempted to



place the body-line on Mrs. Baker, at this stage the air bag, formed by the lady's clothing collapsed and she in fact sank in the water. Station Officer Church supported her weight whilst he fitted the life-line to her body. Both Mrs. Baker and Station Officer Church were then raised to the surface by the Fire Brigade and Police personnel by means of the lines provided. A Stop message was received at 1736 "One female person rescued from well by Brigade personnel."

Divisional Commander Cliff Cooper in a report to the Chief Fire Officer said, "The action of Station Officer Church, without doubt saved the casualty's life and the most excellent teamwork which was additionally given by Station personnel of B3 Paulton, B1 Bath, and the Police Officers of the Avon and Somerset Constabulary must be highly commended." Mr. Cooper went on to say, "I consider Mr. Church's action to be very commendable, in view of the following salient points:-

1. Most difficult and unpleasant access to the well was required.
2. At all times he was present in the well, he had the knowledge that he was working in a water depth of some eighteen feet.
3. In view of the restricted access at the yard surface level, oxygen content was thin, which resulted in some personal hardship.
4. Consideration that Station Officer Church is fifty-three years of age, and the fact that the casualty weighed some twelve to thirteen stone, I am of the opinion that this Officer excelled in all aspects asked of him."

It was found that Mrs. Baker on admission to hospital had a body temperature of 4° below normal, but had only sustained a slight injury to one hand, and was discharged from hospital on Thursday, 22nd February.

This report was taken from a letter from Divisional Officer Cooper to the Chief Fire Officer.

BARTON HOUSE



On Tuesday 20th February, 1979 at 0217 hours three appliances and a Turntable Ladder from A1 Temple were despatched to a fire at Flat 25, Barton House, Barton Hill, Bristol.

On arrival the crews found a severe fire on the fourth floor, flames were coming from windows at both the front and back of the building.

At 0226 hours the Officer-in-charge of the incident sent a "Persons reported missing" message and at 0227 hours made pumps 4, Hydraulic Platform or Turntable Ladders 2.

Immediately on arrival Leading Fireman Bob Baker and Fireman Bob Pullman raced up the interior staircase, and when they were level with the flat that was on fire, they saw a male and two females and a baby they were about to drop into a blanket some 40 ft. below.

Fireman Pullman without hesitation, thrust his hand through a wire meshed window pane to snatch the baby to safety. In doing this Fireman Pullman badly lacerated his hand and had to be taken to hospital.

In the meantime, the Turntable Ladder had been extended to the Balcony where the three occupants were hanging out of the window waiting to be rescued. At the same time a firefighting crew were fighting their way through the front door of the flat, where they found a severe fire affecting the lounge, hallway, kitchen and one of the bedrooms. It was in this bedroom they found a body of a six year old boy.

At 0252 hours the Stop Message was sent by Assistant Chief Officer Boyne, "All persons accounted for, 1 person removed by Brigade severely." A further informative was sent at 0415 hours from Divisional Officer Britton, "1 male, 2 females, rescued by Brigade personnel and conveyed to Hospital by ambulance. 1 Baby handed to firemen by occupants and carried down, remaining with neighbours, 2 Jets, 1 Hose reel and 4 Breathing Apparatus Sets in use.

SPONSORED SWIM

In March the pupils of Brislington School took part in a sponsored swim for The Fire Service National Benevolent Fund and raised an incredible total of £75. At a handing over ceremony at B4 Brislington, Robin Crane the organiser of the event handed a cheque to D.O. Cliff Cooper who accepted it on behalf of the Fund. (pictured right).

Some 22 children took part in the swim and in a brief speech Mr. Cooper thanked Mr. David Pert, the Headmaster, for allowing the use of the school pool, Mr. Elsey, the master who gave up his time to supervise the swim, the intrepid swimmers, without whose effort there would not have been a swim and of course, the sponsors who were so generous.

Only 22 pupils took part in the swim owing to the fact that Brislington School has some 10 more sponsored events taking place in the next couple of months, therefore the masters



have had to allocate pupils to events otherwise sponsors would be penniless by the end of the term.



(Pictured left Pupils of Brislington School who took part in the Sponsored Swim.)

BRIGADES AROUND THE WORLD

TORONTO

On August 27th, 1793 Colonel John Graves Simcoe named the Town of York and began to lay out the town site that in 1834 would become the City of Toronto.

The first permanent buildings were of frame construction with wooden shingle roofs. Candles and lanterns provided light and these, coupled with the open-hearth fires used for cooking and warmth, were the causes of many accidental fires. Because of the combustible nature of the buildings, fires of any size usually resulted in a total loss. For a number of years people seemed to accept this destruction of their property with a philosophical attitude and started rebuilding when the embers had cooled.

In 1820 the Town Council passed a law that required every householder to keep two leather buckets hanging in a conspicuous place in front of their homes. When an alarm of fire was sounded by shouting in the streets and ringing the bell in St. James's Church, a double row of citizens was formed from the burning building to the bay or to the nearest cistern. Along one line were passed full buckets of water to be thrown on the fire and down the other line the empty buckets were moved to be refilled.

The year 1826 saw the first volunteer fire brigade formed and it consisted of a number of the most respected merchants and tradesmen in the town. A hand-operated pumper called the "York" was purchased and placed in Toronto's first firehall, a two storey building on the west side of Church Street between Court and Adelaide Streets.

In 1831 a Hook and Ladder section was formed, called the "Phoenix" and it was housed in the same fire-hall. Recruiting volunteers to serve as firemen presented no problem because it was considered a great honour to be a member of the brigade. By 1833 the Fire Company was 50 strong with two excellent fire engines, as fire engines went in those times and about 750 feet of leather hose.

The introduction of the first steam fire engines heralded the arrival of fire-fighting's most romantic and exciting era. Old timers who lived near a firehall in those days still remember the excitement generated when an alarm was sounded. As the gongs rang, a matched team of horses would come from their stall to stand under the suspended harness which was dropped into place and secured. The fire under the boiler was quickly stoked up so that steam would be available when the engine arrived on the fire scene. The doors were thrown open and out galloped the horses with hoofs clattering on the cobblestones and clouds of smoke belching from the top of the engine.

The organization of a permanent paid Fire Department had its beginning in a report submitted to City Council by the Committee on Fire Water and Gas on July 22nd, 1874. The years following the creation of the permanent force saw a period of steady expansion for the Department as new stations were built, equipment purchased and more men hired. In 1878 Chief Engineer James Ashfield who had been a member of the Brigade for 39 years was relieved of the strenuous duty of attending fires but was retained in his position to handle purchasing and administrative duties. Richard Ardagh was named Chief of the Fire Brigade in charge of the firefighting force, a position he held for the next 17 years until killed at the Globe fire in 1895.

The Globe Building Fire

On 6th January, 1895 a watchman turned in the alarm for a serious fire at the Globe Building, Yonge and Melinda Streets. By the time the reels arrived the entire building was a mass of flames and soon after the heavy presses and machinery broke through the

burning floors and crashed into the basement. The roof then collapsed leaving nothing but the weak walls of the structure. In the meantime, the fire had spread to adjoining buildings and soon half of the block was burning furiously. In one of the buildings, a printing establishment, Fire Chief Ardagh and two other Fire Fighters were trapped by flames on the second floor. One of the Fire Fighters jumped from the second floor and, although injured, went to get help for the Chief and other Fire Fighter. Meanwhile they had been forced to retreat to the third floor where they found themselves hopelessly trapped. The fire scorched their beards and eyebrows and they saw that their only chance was to jump. Chief Ardagh was a big man of over 200 pounds and a forty foot drop is a long way even for a featherweight. The two men shook hands, said good-bye and jumped. Although both were seriously injured, they managed to crawl out to Wellington Street. They were carried to their homes and, although the Fire Fighter recovered after a lengthy convalescence, Fire Chief Ardagh died from his injuries three weeks later. During this fire, an aerial ladder truck was buried suddenly when a wall collapsed. The men on the far side of the truck managed to jump clear but two men on the inside were buried under tons of debris. With the remains of the ruined wall tottering above their heads, fellow Fire Fighters rushed to dig out their injured comrades. Both men were severely injured, one later recovered, but Robert Bowery, age 25 died three hours later at the General Hospital.

The City of Toronto went through a time of rapid physical growth when in a 30 year period between 1883 and 1912, six neighbouring municipalities were annexed. As a result the physical size of the area to be protected, doubled and the population increased over five times to more than 400,000 people. During this time the number of fire stations was increased from eight to twenty-seven to insure that all parts of the city would have adequate fire protection.

In 1888 the steam pumpers that had done so much to improve firefighting efficiency, since introduced in 1861, were taken out of service. It was believed that the vastly improved domestic water system could supply the pressure required for firefighting purposes and this was true for a time as the pressure provided did seem to be satisfactory for fighting fires in buildings about four stories high. However, this was soon to change as the downtown area was rapidly growing upwards and outwards. Following a series of disastrous fires, starting with the Globe fire early in 1895, at which Fire Chief Ardagh and a Fire-fighter were killed, it was realized that increased pumping capacity was badly needed and the old steamers were put back in service and several new ones ordered. At one time the city had ten steam pumpers in operation although no new ones were purchased after 1910. The era of steam engines ended in December 1921 when the last one was removed from the Dundas and Brock Fire Station.

The first motorized truck was put into service at the College Street Fire Station on October 18th, 1911, and spelled the beginning of the end for horse drawn equipment. Fire Chief John Thompson in his annual report to City Council for 1911 stated that the combined hose and chemical engine was such a splendid machine that more should be purchased as soon as possible. In the same report, apparatus on the Department was listed as: 10 steam pumpers, 26 hose wagons, a water tower, 2 aerial trucks, 8 hook and ladder trucks, a salvage wagon, 4 chemical wagons, 21 sleighs for winter use, 114 horses and one motor truck. This equipment was housed in the 26 fire stations then in service. Over the next twenty years as motor vehicles proved their superiority, horse drawn equipment was gradually withdrawn from service until in 1931 the last team was replaced and the Department became fully motorized.

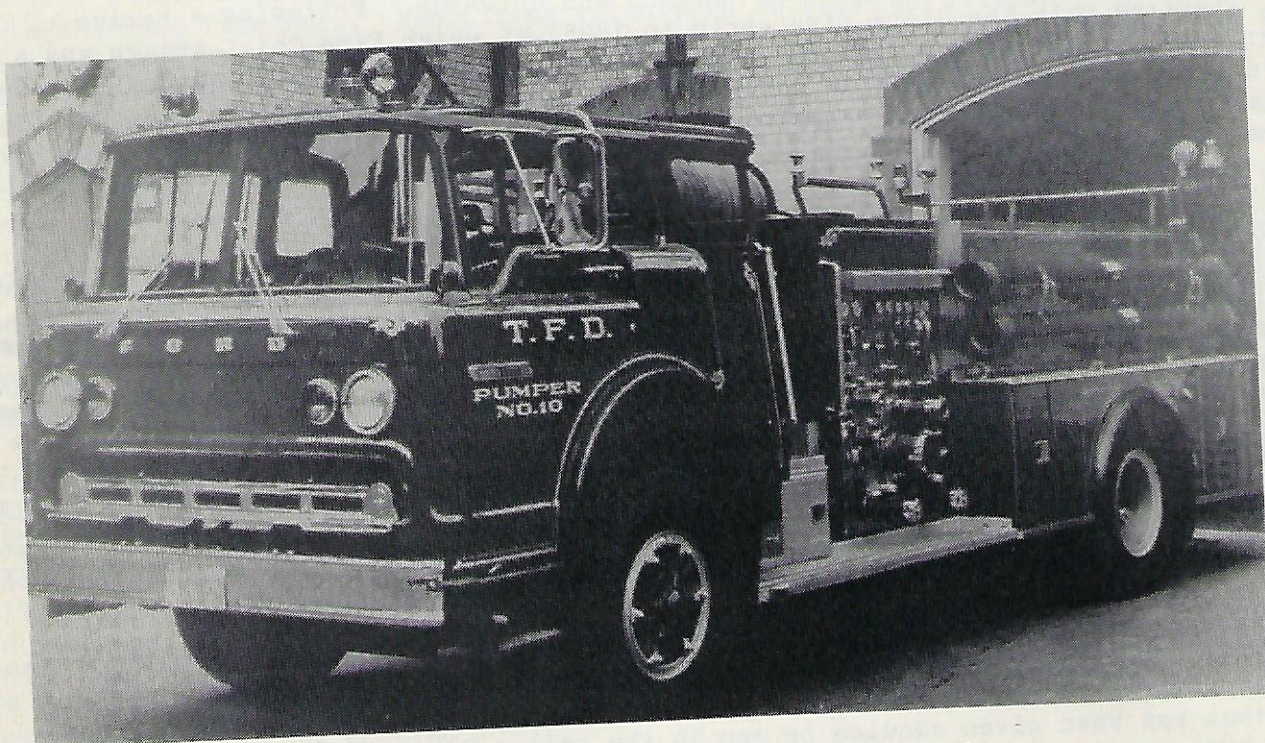
The horses were gone but not forgotten, for years afterwards the men used to reminisce about those beautiful animals. They were well cared for because many men made pets of them. An amusing tale told by a member of the old Portland Street Fire Hall concerned a team of horses that had been given candies by men in the hall. The men, after completing their chores, had gone to the second floor to prepare their evening meal. The horses, anticipating more treats, climbed the stairway and wandered into the kitchen looking for the men, who were startled to say the least. It was found impossible to coax the horses into walking down the way they had come up, so using planks, ropes and a lot of muscle power, the horses were slid down the stairs. Fortunately no alarms came in during this tricky

operation and the horses were returned to their stalls none the worse for wear.

Since the day man realized he could gain more living space on the same sized lot by adding floors on top of each other, ladders have been a necessary tool of the Fire Fighter. Ladder trucks have undergone radical changes over the years from hand-drawn carts, to horse-drawn hook and ladder trucks, and on to motorized spring powered aerials with a tillerman to steer the rear wheels. Today the Department operates sixteen 100 foot steel aerial trucks and two 85 foot aerial towers. All of these trucks are equipped with hundreds of feet of ground ladders, life nets, portable lighting equipment and many salvage and rescue tools.

As our society has become more complex and industrialized, Fire Fighters are frequently called upon to rescue people trapped in machines, elevators and automobile accidents. To enable Fire Fighters to carry out these life saving duties, hundreds of specialized tools and pieces of equipment have been designed. The Department operates two combination salvage and rescue squads who respond to unusual rescue calls and all multiple alarm fires. Water to extinguish large fires invariably causes damage to property and stock below the fire floor. To aid in minimizing property damage, each of the rescue squads carries one hundred twelve foot square waterproof salvage tarpaulins which are used to cover anything that might be damaged by water.

Fire Fighters have undergone a major transition from the volunteers of the old days who were made up of public spirited merchants and tradesmen. The first permanent force was made up of a rough and ready group who depended on brawn and endurance to extinguish fires. Today's Fire Fighter, although faced with the same physical demands as his predecessors, must also be a skilled professional in the many facets of his profession. He must be knowledgeable about building codes and structures, chemistry of fire, resuscitation and first-aid, electricity, hydraulics and many other subjects if he is to do his job in the most efficient way possible. Constant training programmes both theoretical and practical, are carried on by Fire Fighters to help them deal with today's problems and better face the challenges of the future.



Diesel Pumper of the Toronto Fire Department.

This organisation did perhaps more than any other to improve and standardise the Fire Brigade in its early years.

On the 15th September 1887 at a large meeting of Fire Brigades at Oxford to celebrate Queen Victoria's Jubilee, the National Fire Brigades Union was formed. Captain Eyre Massey Shaw agreed to be President, Alderman Thomas Green, Chief Officer of Oxford Fire Brigade was elected Chairman, with Henry Turney Chief Officer of Stourbridge Fire Brigade being elected Secretary. In the first year thirty-three Brigades joined the Union.

By 1896 when the Duke of Marlborough agreed to be President, the membership had risen greatly to 351 Brigades and represented some 7,000 firemen. Uniforms worn by the Union members were now all looking alike instead of everyone looking different and trying to better one another with colourful military type uniforms. Drills were all alike and all the different systems of doing things were reduced to one simple system.

After many meetings and competitions the Brigades improved their knowledge of fighting fires. A Widows and Orphans Fund had also been started with donations now totalling some £400. Long service medals were also being presented to firemen. (A 10 year medal is pictured below).

In 1889 the Union instituted an enquiry with a view to obtaining from Parliament an Act to:

1. Regulate Fire Brigade Practice.
2. Obtain exclusive right to the use of firemans uniform.
3. Stamp out bogus Brigades.
4. Establish a school whereby Fire Brigade Officers could receive efficient training.
5. Elevate the status of the fireman and his profession.

The Bill was introduced by Guy Pym Esq. M.P. In 1899 it was referred to a select committee but did not become law. It did however bring to light many faults with the Fire Service that the Union hoped to stamp out. (I have a full copy of this proposed Act if anyone is interested).

The Fire Brigades Union organised excellent Fire Brigade camps where Brigades from all over the country sent contingents of firemen, some even sent a steamer or manual fire engine. These camps brought firemen closer together and produced great rivalry to be the best Brigade at a given drill, or to be the best turned out Brigade at the camp. So it can be seen that drills and equipment were improved at every meeting.

The Union's name was changed in 1919 to The Fire Brigades Association when it incorporated the British Fire Prevention Committee.

If anyone wishes any further information on any of the above please contact Fireman Pete Marsh, Red Watch, B1 Bath.



Heartbreak in High Bridge

by TOM VAN de KIEFT
Fireman 1st Grade, Ladder Company 49,
New York City Fire Department.

Many times each year, the Fire Department is summoned to the scene of an incident which may be completely removed from the normal everyday operations of this department. We are called upon because the citizens of this City have come to rely, and justifiably so, on our prompt response, coupled with our efficient and dependable services.

These calls may range from helping an overdose victim, to administering aid to children who have swallowed poison or were playing with insecticides, to aiding people in convulsions or epileptic seizures, to assisting a woman in childbirth. This story is about one such incident, involving the members of Ladder Co. 49, in the High Bridge section of the Bronx.

Ladder 49 Responds

It was in the afternoon of the 9 to 6 tour, on June 5th, 1978 when several civilians came rushing into quarters with a report that a woman was in convulsions and bleeding to death, at 1030 Woodycrest Avenue, two and a half blocks from the firehouse. The housewatchman summoned the members of the ladder company to the apparatus floor, and they responded to the address.

When they arrived at the third floor rear apartment of 1030 Woodycrest Avenue, they found a woman who was in the advanced stages of childbirth. The baby was almost fully exposed and Fm. John Morrissey, helped the tiny infant the rest of the way out of the woman's womb.

Noticing that the baby was bluish, and that the umbilical cord was wrapped around its neck, Fm. Morrissey unwrapped the cord from the neck and asked for a rubber bulb-type syringe to clear the mucus from the tiny infant's nasal and throat passages. Fm. Brennan squeezed the syringe to deflate it, then placed the small opening into the baby's nasal passage and sucked out the mucus. (Squeezing the syringe prior to inserting it into the nasal and mouth passages prevents the possibility of pushing mucus down the throat. It also prevents possible damage to the delicate lungs). Brennan then proceeded to clear the infant's throat. Upon completion of this, the baby began to take its first breath of air. Feminine napkins were then placed over the woman's opening to help stem the flow of blood. The umbilical cord was tied off and left intact due to the lack of proper equipment. The baby was placed next to the mother, and both were kept warm. The after birth was saved for examination by the physicians at the hospital. The reason for this is to ensure that all of the afterbirth has been expelled; if not, complications may arise.

Just when things seemed to be settling down, we were notified that the ambulance, called to transport the patients to the hospital, had been involved in an accident and was unable to respond. Another ambulance had to be dispatched to the scene. These were long and anxious minutes for the firemen, who were deeply concerned for the well-being of both the mother and the baby. Conditions surrounding the birth of this new life were certainly not considered to be ideal. Much to our relief, medical help finally arrived, and the mother and newborn infant were taken to the hospital for further treatment.

A job well done, and congratulations were offered as a feeling of exhilaration filled the men. They knew that they had saved a life. They had, indeed, operated in the finest traditions of the Fire Department. Normally, the story would end here. However, fate was to take a grim turn six months later in the same year.

Fire at 1030 Woodycrest

The night of December 17th proved to be a busy one for the members of Engine Company 68 and Ladder Company 49. It was a hectic night of answering alarms, and attempting to prepare for a Christmas party between all the "running." Most of the members of both companies were in the kitchen the next morning having a cup of coffee and talking over the previous night's activities with the oncoming tour. At 0854 hours, an alarm giving the address of 1030 Woodycrest Avenue was received. Both companies responded. As we turned the corner of 164th Street and Woodycrest Avenue, we were able to see people streaming down the front fire escape through a blanket of heavy smoke. Engine Company 68 had arrived first and was starting to stretch their lines. A 10-30 was transmitted (Request for 2 Engine Companies, 2 Ladder Companies, and a Battalion Chief response).

As members reached the third floor rear apartment, a woman, returning from the store, hysterically informed us that her children were in the apartment. Lt. Rowley, Fm. Welch, and Fm. Morris entered the flat wearing the new Scott 4.5 mask; standard procedure for first due companies. These members found three unconscious children, ages $4\frac{1}{2}$, $1\frac{1}{2}$, and 6 months. The victims were quickly taken to an adjoining apartment, where mouth-to-mouth resuscitation was administered by members of Ladder Company 49, Ladder Company 44, and Engine Company 92. Engine Company 68 was engaged in containing the blaze. The operation was under the supervision of Battalion Chief Leo T. Devine, 17th Battalion.

The one and a half year old child was revived using the above procedures and, as soon as the victim was stabilized, was sent by police car to Lincoln Hospital.

Meanwhile, Fm. Morrissey relieved another member, in administering mouth-to-mouth resuscitation to the six months old tot. Without realizing it at that moment John Morrissey was trying to breathe life back into an infant to whom, just six short months earlier, he had given its first breath of life. Shortly, Fm. Morrissey was relieved in giving mouth-to-mouth by another member. The still and lifeless body was quickly prepared for transportation to the hospital. With two members feverishly working on the baby, it was transported to the hospital in a chief's car. The oldest victim soon arrived at the hospital on Engine Company 92's apparatus. The six month old baby was pronounced dead at the hospital, and his older sister died shortly thereafter; despite the gallant efforts expended by all the members who were involved. The one and a half year old child died three days later in the hospital.

In what is usually a joyous season, three lives were snuffed out by a smoky couch fire. The overwhelming happiness that was felt by the members of Ladder Company 49 in June was now lost, to be replaced by one of infinite sadness. For the men of Ladder Co. 49, it was a Christmas they would not soon forget.

SPORTS NEWS

RUGBY

On Tuesday 13th February at Kingsweston Avon Fire Brigade played Somerset and Devon Fire Brigades in the South West District 'Knockout Cup'.

The game was played in atrocious weather with Avon winning 18 - 0, the points were scored by Peter Jones A5 and Dave Clark both scoring a try, with Steve Cornish C5 touching down twice, Dave Appleton A1 increased the score with a conversion.

Avon's victory puts them through to the final against Cornwall or Gloucester, the date and venue yet to be decided.

ATHLETICS

The Athletics section have run three races recently, these being:-

Woking '10'

A 10 mile road race held over good conditioned roads, with a field of over 300 runners.

<u>Name</u>	<u>Position</u>	<u>Time</u>
A. Lawson	139	58 mins 25 secs.
D. Hayward	146	58 " 49 "
M. Mullany	226	62 " 50 "

F.S.S.A.A. 6 mile Cross Country

This race was held at Woollaton Park, Nottingham, and run over undulating Park-land.

<u>Name</u>	<u>Position</u>	<u>Time</u>
A. Lawson	31	35 mins 14 secs.
D. Hayward	40	36 " 26 "
M. Mullany	59	38 " 12 "
I. Andrews	116	46 " 02 "
T. Franklin	122	47 " 54 "

Bath '10'

A 10 mile road race run over a very hilly course with a quick sprint up Pennyquick hill to the finish.

<u>Name</u>	<u>Position</u>	<u>Time</u>
D. Hayward	75	62 mins 40 secs.
A. Lawson	93	64 " 49 "
M. Mullany	109	67 " 09 "

BRIGADE HEADQUARTERS BADMINTON

In an evening of contrasting play at the finals of the Sea Stag Club Tournament, the Brigade pairs won two of the three matches. The opposition were no problem for the combined aggression of Glenys Jennings and Janet Greaney in the ladies doubles, and they won before the other pair woke up. The mixed doubles was equally decisive, but with longer rallies. In the mens final Graham Watkins and Gordon Jennings were not allowed to develop a rhythm, and too many enforced errors against a strong but not invincible pair, cost them the match in straight sets.

COUNTY OF AVON FIRE BRIGADE SPORTS ASSOCIATION - 500 CLUB

The draw for weeks 49 to 52 inclusive of cycle 4, including the Collectors Prize and the £500 DRAW have been made.

GRAND PRIZE

£500

570 P. Perryman, 'B' Division Headquarters

COLLECTORS PRIZE £20

R. Davis, Bl Bath

COLLECTORS PRIZE £5

D. Hacker, C5 Bedminster

B. Love, Bl Bath

A. Hutchinson, C2 Clevedon

O. Forder (Mrs.) Brigade Headquarters

R. Davis, Bl Bath

Week 49	754	J. Pratt, C5 Bedminster
	406	R. Broderick, B3 Paulton
" 50	737	P. Tamblin, C5 Bedminster
	492	J. Barnes, C1 Weston-Super-Mare
" 51	372	M. Angell (Mrs.) 'B' Division Headquarters
	176	D. Seymour, B7 Kingswood
" 52	057	N. Williams, A3 Avonmouth
	676	D. Baldwin, Bl Bath.

THE FIRE SERVICES NATIONAL MUSEUM TRUST

For many years it has been a cause for concern to members of the Fire Service and Fire Service enthusiasts, or buffs, that no National Fire Service Museum exists in Britain. Several fire brigades, such as London, Edinburgh and Kent, boast their own museums, but these are only open to the public by appointment. The Fire Service is also represented in part, in several private and commercial museums.

This charitable Trust has been established therefore, to provide and manage a museum of a National character, to be devoted to the history of the Fire Services in this country.

Where should this museum be? A difficult question which has been the subject of much discussion by the Management Committee. The site which continually came to the fore, was land at the Home Office, Fire Service Technical College, Moreton-in-Marsh, Gloucestershire. This internationally recognised focus of fire service activity will be an ideal location for the museum, offering as it does ample space for buildings, display and parking areas, and negotiations are underway with the Home Office and the Department of the Environment.

Meanwhile the Committee are already collecting and storing vehicles and equipment for eventual display in the museum; generous donations of this nature have already been made to the Trust by several companies and local authorities, who have recognised the importance of the scheme. The Trust welcome any news of possible acquisitions by donation or purchase, for inclusion in the collection. Accurate records are maintained of donations so that proper credit can be given on eventual display.

How can you help? By supporting the appeal for finance to build and stock the museum when it is made in the near future, and meantime by advising the Trust of any item or material connected with the history of the fire service, however small - from a button to an appliance, not forgetting archive items such as photographs and books.

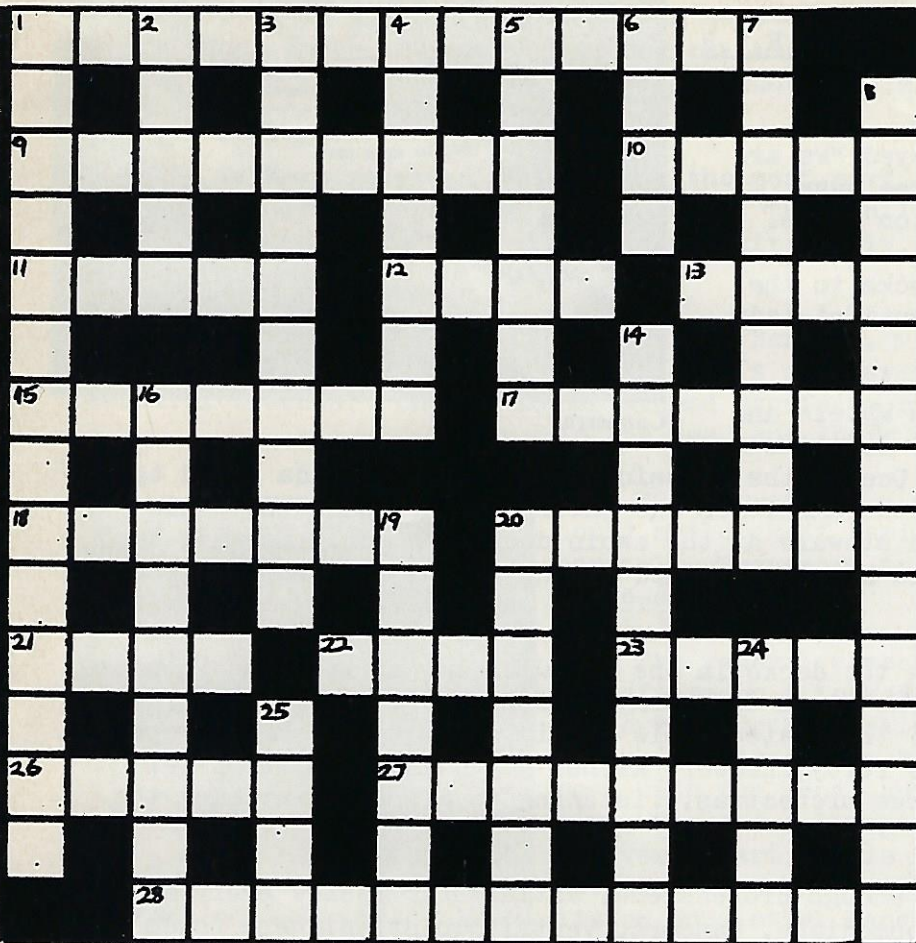
The establishment of a 'Body of Friends' to support the work of the Trust across the Country, is to follow in due course. The Trust recognise that a long and difficult task lies before them, but they are convinced of both the feasibility and need of the project.

To contact the Trust, write either to the Honorary Chairman, Chief Fire Officer R.A. Haley, QFSM, Fire Service HQ, Southfields Road, Kempston, Bedford; or the Honorary Secretary, 9 Morland Way, Manton Heights, Bedford MK41.7NP. Among the organisations supporting the Trust are The British Fire Services Association, The Chief and Assistant Chief Fire Officers Association, The National Association of Fire Officers, The Fire Brigades Union, The Fire Services National Benevolent Fund, The Fire Protection Association, The Association of Metropolitan Authorities, The Fire Brigade Society, The Fire Service Preservation Group and The Transport Trust.

QUOTE OF THE MONTH

In case you don't know the new definition of absenteeism
A non-involvement in the work situation.

CRYPTIC CROSSWORD



Across

1. Unwillingly accompanying a naughty girl, it seems (4,1,3,5)
9. Do they show the beach hasn't been properly washed by the sea? (4-5)
10. Back it to beat the big fellow (5)
11. Would the commoner colours never include this blue? (5)
12. What puffed up people give themselves (4)
13. Where many holiday-makers are found round the bar (4)
15. The opposite of innings, presumably (7)
17. Believes in making the accounts look good! (7)
18. What those very heated words raise on one's tongue? (7)
20. Would being paid this make a char mad? (7)
21. The month in Westminster (4)
22. A foreigner who will drudge endlessly (4)
23. A great contributor to his country's music catalogue, we're told (5)
26. Goes through the mill (5)
27. Must one grow old to become a V.I.P? (9)
28. Without reason, that loch produces sheer stupidity (13)

Down

1. Where Napoleon might have thrown in his hand?(8,6)
2. They give it to you hot and strong! (5)
3. What the unfriendly employer keeps his hands at? (4,6)
4. Are they streets above other routes for travellers? (7)
5. Cigars and tea, we hear, are the cause of such stomach upset (7)
6. They enable a married man to become a bachelor! (4)
7. Found his stable in an awful mess (9)
8. Very tired and with no more members to come (2,4,4,4)
14. Are they awarded to the best British egg producers? (10)
16. Yarn, we hear, tells of spiral dives (4-5)
19. It might be going from bad to worse! (7)
20. Being revised will make it different (7)
24. May be associated with burning meat, by the sound of it (5)
25. Astound without ado, maybe (4)

(Answers inside back page)

S.S. "CANBERRA" - NEW ORLEANS CRUISE

IN COMMAND: COMMODORE F.B. WOOLLEY, RD, R.N.R.



Canberra

The band of the Royal Marines played "We are sailing" as "Canberra" assisted by three tugs, moved slowly from berth 106, Southampton Docks. For all her bulk the ship has exquisite lines, and the paper streamers strung from her decks to the quay side gave the appearance of a beautiful lady in a ball gown.

The ship steamed into Southampton Waters and the Solent, past the Isle of Wight and down the English Channel, towards the Atlantic Ocean, the crossing of which to Bermuda would take six days. Days in which to enjoy all the amenities and entertainment provided. This would commence with the arrival of the steward at the cabin door with early morning tea, biscuits, fruit juice and the "Canberra News" and would end at the night club or disco in the early hours, if you so wish.

The days can be spent lounging on the decks in the sun with one of the five thousand books from the ship's library, or on the games deck playing five-a-side football, cricket (slightly adapted), swimming in one of the heated pools or listening to one of the special celebrities. On this cruise they were Percy Thrower, Arthur Negus and pianist Walter Landauer, or dancing to one of the three orchestras, listening to a group, watching the cabaret or going to the cinema.

The cabaret is first class, with enough professional artists for a show every night without repetition. It consisted of comedians, dancers, ventriloquist, singers (classical and pop), supplemented by hostesses, Lisa, Cherie and Shirley and male entertainment officers. The variety is endless and must suit all tastes and all ages. It ranges from making gingham hats, flower arranging, art lessons, dance lessons by ex world champions, fitness training, yoga, lonely hearts club, pub night, casino night, island night (South Sea), fancy dress, deck games, frog racing, horse racing (not real ones of course) complete with tote, or attend one of the illustrated lectures given before arrival at each port, by world travellers Frank and Evelyn Jackson, so that one is familiar with every aspect before arrival. Parents with young children can enjoy the entertainment to the full by availing themselves of the facility of the creche where there are ample toys and competent baby-sitters in charge. There is no truth in the story that a bell is rung at six in the morning to warn passengers that it is time for them to go back to their own cabins.

There is ample room for the 1700 passengers and 800 crew on this the second largest passenger ship in the world, 44,807 gross tons, propelled by 85,000 horse power. Four times round the promenade deck is a mile. For the boozers there are two pubs, "The Cricketers Tavern" and "Alice Springs"; for the more genteel "The Meridian Room" and for the remainder a variety of bars and public rooms to suit all tastes.

Once into the ocean no birds are seen, just flying fish and porpoises, and on one occasion a whale! It is very relaxing to look over the side at the empty sea sliding by (average speed 24 knots) or go to the stern where the twin propellers beat a temporary turmoil.

Eating is one of the principal hazards, each day most people resolve not to make the mistake they made yesterday but inevitably end up as before like egg-bound queen bees. The food is rich, varied, expertly cooked and well and quickly presented, one waiter to twelve passengers, and he looks very pained if you refuse to have just a little more.

Dress in the evenings is optional, a "suggested dress" however is indicated in the "Canberra News" and it is always tuxedo or a lounge suit, and the ladies take this opportunity to wear their finery. At all other times no guidance is given and everyone dresses exactly as they wish.

A special night is Commodore's Cocktail Party at which all passengers are announced and introduced to the Commodore, with the ship's photographer present to record the handshake. A uniformed officer acting as escort takes passengers into one of the fine public rooms where they are continuously plied with intoxicating liquor by the coloured waiters, free of charge. Very wearing. Another similar party is held as a farewell two days before reaching Southampton.

The waiters referred to are, for the most part, Goanese and come from a part of India occupied for many years by the Portugese. This influence is very noticeable, most have Portugese names, are very well mannered, strikingly good looking and very popular with the passengers.

After 3,000 miles our first sight of Bermuda, which is a sub-tropical island, only twenty miles by ten, fringed by coral reefs and having a most perfect climate with beautiful beaches. On the higher ground exquisite houses have been built with easy access to the sea, and their private yachts lying at the berths.



Bermuda Cambridge Beaches

"Canberra" has a draught of 32 ft. and for this reason could not dock at Hamilton, which is the chief port and capital. Transport to and from the ship was provided by a three-deck ferry.

The general atmosphere ashore was very British. During the afternoon I looked up Joe Murphy who came here as a fire officer after his retirement from Bristol Fire Brigade. He has now retired from Bermuda Fire Brigade and has taken a post with the local authority. He would like to be remembered to his old colleagues and I must say he looked quite well and very smart in his "Bermuda shorts". The remainder of the time was spent visiting beaches and a night club to listen to a steel band and to watch a limbo dancer, all local talent.

At eight o'clock the next morning we weighed anchor and after two days at sea berthed at Port Everglades for Miami. The beach is seven miles long and fronted by glamorous hotels. During the morning we were taken on a coach tour of the district of Coral Gables where some of the 350 millionaires have their beautiful homes set amongst the banyan trees.

These trees and others help to anchor the soil as Miami is practically at sea level, only sufficient trees are removed to make room for the houses. The whole effect is most striking and pleasant.

A visit to the Miami Seaquarium, reputed to be the biggest and best in the world is a must. Flipper, the TV dolphin and his companions (other dolphins and beautiful girls) give their spectacular performances which include water ballet, football and the girls speeding around the pool on the backs of a pair of dolphins. The killer whales, whose jaws could easily bite a man in two, had a "boxing match" with the attendant, both showing absolute trust and enjoyment. The match ended with the attendant's head in the whale's mouth. This was apparently quite safe as killer whales have never been known to attack a human being.

All too soon "Canberra" left Port Everglades and entered the Gulf of Mexico and early the next day commenced the northbound passage of the Mississippi River. Some time previously a survey had been made by the Commodore to check the feasibility of taking the ship 100 miles up this great river. The delta at this point was dotted with low islands which, as we progressed, slowly merged into banks lined with mangrove trees, with solid ground on which appeared some industrial complexes and oil derricks.

The river is really tremendous with an average depth of 140 ft. and a flow of $3\frac{1}{2}$ million gallons per second. As evidenced by the ocean-going tankers lying in the river, the oil deposits in the surrounding country must be tremendous, providing wealth and employment.

When "Canberra" berthed at Poydras Street Wharf, New Orleans, the temperature was 80° F. and on the quayside a dixie-land band was playing its heart out in welcome.

The city was first occupied by the French in 1682, later in 1718 their engineers laid out the part which is now known as the French Quarter. The population then consisted of soldiers, trappers, merchants and negro slaves until in 1727 a religious order sent over six nuns as teachers and under their supervision 88 girls from the prisons of Paris, to serve as wives of the settlers. In 1762 Louis XV of France lost New Orleans and the whole Louisiana territory in a wager with his cousin, King Charles III, of Spain. The two nationalities lived together in considerable harmony and from their intermarriage and that of the original population developed the Creole.



(Pictured left)
Royal Street,
New Orleans,
Louisiana.

The French Quarter is well preserved in its original form, although now surrounded by a modern city with a total population of 100,000.

Britain was very active in this area and also at war with Spain, who was afraid that Britain would seize New Orleans, she therefore ceded it to France. In two short years Napoleon feared that he too could not keep it and sold it to the Americans for 5 cents an acre by the deed known as the Louisiana Purchase. The Americans refer to the transaction as the best real estate deal in history.

In 1815 Britain attempted to seize New Orleans but were met by General Jackson who had teamed up with pirates, Indians, Creoles and Negro slaves. This motley throng, as Lonnie Donegan tells us, proved too much for the British who were driven out with a loss of 2,200 men, compared with Jackson's 52.

The streets of the French Quarter have names familiar to all jazz enthusiasts, Basin Street, South Rampart Street, St. Louis, etc. and are lined with beautiful old houses with lace ironwork balconies.

It is easy to imagine romance and adventure taking place here, proof of which is provided by the many authenticated stories told. During the evening wheeled traffic is prohibited so that visitors can walk freely in the streets where groups of coloured and white jazz musicians play, and the bars, cafes, strip joints and honky-tonks add colour, noise and excitement to the scene.

On our first night we visited a night club and to do so our party passed a strip joint where the management had posted a little old man to open the door at frequent but

brief intervals to allow titillating glimpses of what was going on inside, hoping this would tempt more customers.

Stern wheeled river boats are still in use, maintained I believe as a tourist attraction, but so authentic that I would not have been surprised if Clark Gable had appeared in gambler's rig when we boarded the "Natchez" (pictured below) for a river trip on the last day.



"Canberra" left for Charleston and on arrival the weather was fine, the temperature 79° F. English colonists first landed here in 1670 and named it Charles Towne in honour of King Charles II. The atmosphere is still very English, although the British occupation ended in 1783. The city is proud of its historical background, old buildings and churches. The first shots in the American Civil War were fired from nearby Fort Jackson.

The buildings are not old by British standards and we have many older and finer buildings in Bristol but I felt quite at home when I was told that Charleston had 300 churches.

It is an experience to visit restaurants when calling at foreign parts, the local cuisine here was unusual and excellent. For example, "The Planters' Tavern" was listed as Plantation Era Specialists.

After a stay of one day the ship left its berth and set an East x Northerly course passing the Azores, and arriving at Vigo on the North West coast of Spain. Vigo is a modern sea port in the beautiful setting of Vigo Bay, with Monte del Castro rising in the background. The bay is twenty miles long by three miles, with very deep water and is said to be sufficiently large to hold the combined fleets of the world. I think Vigo was included in the itinerary to break up the long sea crossing. The short stay of seven hours was very pleasantly spent visiting a local cafe and shopping for souvenirs, the ship's water supplies were also replenished. I would mention that at suitable ports other essential supplies such as fuel oil are taken on, also local produce particularly fruit and flowers.

"Canberra" entered the Bay of Biscay with the weather overcast, temperature 53° F. and rumours of 5° of frost at Southampton! At seven o'clock on a wintry Wednesday morning we berthed at Southampton having steamed 9,791 nautical miles. We knew we were home, the dock buildings were covered with frost and halfway through the baggage unloading, the crane drivers decided to strike!

Cliff Allen.
(Supplies Dept.)

CARAVAN AND CAMPING NEWS

Caravan Rally - Festival of Flowers, Spalding, Lincolnshire.
"Tulip Rally" 11th, 12th, 13th May, 1979.

The Cricket Club site on the Memorial Field, St. Thomas's Road, Spalding, will be available from 1600 hours Friday until Sunday evening. The site is within easy walking to the centre of Spalding which gives good views of the Parade, and the town itself.

Caravan & Camping Rally - Alton Towers, Staffordshire.
11th, 12th, & 13th May, 1979.

Alton Towers situated in scenic North Staffordshire in the triangle formed by Leek, Ashbourne and Uttoxeter. The Rally is to be held on part of the former two hundred acre Deer Park, which has fine views over the surrounding wooded and hilly countryside. The site adjoins the main grounds, gardens, lakes, woodlands, etc., which form the principal attraction at Alton Towers which extend to a further 300 acres and include licensed bars, cable cars, miniature and model railways, boats, pony rides, paddling pool, sea-lion pool, etc. In addition, a Social Evening and Disco in the Talbot Cafeteria on Saturday, with free admission to adults and children.

Caravan & Camping Club - Belton House, Grantham, Lincolnshire.
8th, 9th, & 10th June, 1979.

For those who could not come last year, Belton House stands majestically in gardens which are set in 600 acres of natural Deer Park. Belton has been the home of the Brownlow family for over 300 years, the internal decor is most beautiful and will be open for view and guided tour. With nature trails, walks, gardens, church, redesigned and extended adventure jungle, the new miniature steam railway and the Museum of the House lend themselves to a better weekend than last years proven success.

Caravan & Camping Club - Woburn Park, Buckinghamshire.
15th, 16th & 17th June, 1979.

We are now in the process of organising our first camping and caravan rally which is to be held in Woburn Park. A superb site in the beautiful grounds, surrounding the Abbey has been reserved exclusively for our use. Among the many attractions at Woburn is the Abbey, Englands leading stately home, the Safari Park which covers some 300 acres, is one of the largest and most comprehensive game reserves outside Africa and many other attractions geared towards complete family entertainment and leisure.

On the Saturday night it is hoped that a Disco will be held in the camping field with a marquee (just in case), and a pig and/or turkey roast.

Caravan & Camping Club - Wollaton Park, Nottingham.
6th, 7th, & 8th July, 1979.

Wollaton Park is situated about 2½ miles west of Nottingham City Centre with good access from the M1 motorway via the City Ring Road. The Park covers an area of 550 acres, contains two unique herd of deer, has mature trees, a nature trail, an adventure playground, sports pitches, Hall and gardens. Day tickets may be bought for fishing in the lake.

The Hall houses the Nottingham Natural History Museum, this magnificent Elizabethan Mansion dating from 1580. The Hall stables houses the Nottingham Industrial Museum, this presenting a history of Nottingham's major industries including - hosiery and lace making, engineering, Pharmaceuticals, tobacco and printing. The Nottinghamshire Constabulary Police Horses are permanently housed in the courtyard buildings and it is often possible to see them being prepared for duty.

Caravan & Camping Rally - Kimbolton Castle, Cambridgeshire.
3rd, 4th & 5th August, 1979.

This is the foremost Fire Services Camping and Caravanning event of the year and loses none of its popularity despite the fact that we have not changed the venue or the style of the rally over the last four years. Indeed regular attenders maintain that to do so would detract from the appeal of this week-end which caters for the family unit and makes its own entertainment. We do not rely on nearby commercial attractions to keep our guests amused - we make provisions within the grounds of the Castle where every one, children particularly, can enjoy the countryside safe from traffic and yet within one minute of village shops and pubs.

Apart from the dance which is held for Mums and Dads and the Disco for the younger generation, both held on the Saturday night, there are other amusements for all tastes ranging from Bingo to competitive sports such as Volley-Ball.

Caravan & Camping Rally - Lugtrout Lane, Solihull, West Midlands.
24th - 28th August, 1979.

The site is a $9\frac{1}{2}$ Acres Sports ground with clubhouse facilities situated approximately $\frac{1}{2}$ mile off B4102 at Lugtrout Lane, Catherine-de-Barnes Heath, Solihull, West Midlands.

For any further information regarding the above rallies, please contact Divisional Officer Tony Townsend, Brigade Headquarters.

TO LET

Brand new 1979 model 6 berth 'Sierra Grande' Chalavan, at Grange Court, Goodrington, Devon.
Hot & Cold running water
Shower, Flush Toilet,
TV and Fridge.
South facing patio with Sea View.

Prices include all main services, and membership fee for Club and outdoor heated pool.

Further details from: Phil Green, Control Room.
or
P.J. Green, Tel. Bristol 567020.

ANSWERS TO CRYPTIC CROSSWORD

Across 1. With a bad Grace 9. Tide-marks; 10. Ti-tan; 11. Royal (blue);
12. Airs; 13. O-ban; 15. Outings; 17. Credits; 18. Blister;
20. Drachma; 21. Inst; 22. Slav(e); 23. Liszt (list); 26. Grist;
27. Person-age; 28. Senseless-ness.

Down 1. Waterloo Bridge; 2. Toddy; 3. Arm's length; 4. Air-ways;
5. Gas-T-ric; 6. Arts; 7. Establish; 8. On one's last legs;
14. Medal-lions; 16. Tail-spins; 19. Relapse; 20. Diverse;
24. Stake (steak); 25. Stun.



KEEP IT IN THE FAMILY

On Saturday 10th March, 1979 at St. Peter's Church, Bishopsworth, Fireman Graham Blight C5 Bedminster married Margaret Carmichael, one of the typists at 'A' Division, Fire Prevention Department. The Reception was held at The Kings Head Public House, and afterwards Margaret and Graham left for their Honeymoon in St. Ives, Cornwall.

For people who believe in Fairy Tales, Graham first noticed Margaret when she started work as a typist in Headquarters. Three weeks after asking her out Graham proposed, they were engaged, and five months later they were married.

Photographer: J. Porter, 6 Edgewood Close, Whitchurch.