

AVON FIRE BRIGADE NEWS

SPRING/SUMMER 1995



THE OFFICIAL
JOURNAL OF
THE COUNTY OF
AVON FIRE BRIGADE





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EDITORIAL

I know you have been waiting for the re-emergence of the Brigade Magazine - an action packed, bumper edition, positively groaning with wit, good ideas, points of interest, stimulating articles, challenging the establishment. Unfortunately, we are still waiting for that edition to arrive, so this one will have to suffice!

No expense has been spared in the production of this magazine - with the emphasis on 'no expense'!

On a shade more serious note, the quality of a magazine is dependent upon its readership which means that if you don't submit the articles there ain't no magazine. So come on, let's have some articles on anything you like.

If we do not receive the articles and the next proposed magazine is not published may I take this opportunity in wishing you all a very Merry Christmas!!

Editors: Geoff Cater and John Dando

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NOTICE TO ADVERTISERS

The County of Avon Fire Brigade would like to thank all who have advertised within this journal, as it is due to the purchasing of space herein that this journal can be produced and distributed.

It must be clearly understood however, that advertising space is purchased from the publishers and not the County of Avon Fire Brigade.

FOREWORD



It seems a long time since we last saw a Brigade magazine - perhaps that is a sign that we are all getting older and time is slipping by ever faster. It is also likely to be because those to whom falls the task of putting the magazine together face an ever present difficulty in persuading members of the Brigade to actually sit down and write about their various achievements and interests both in the Brigade and outside.

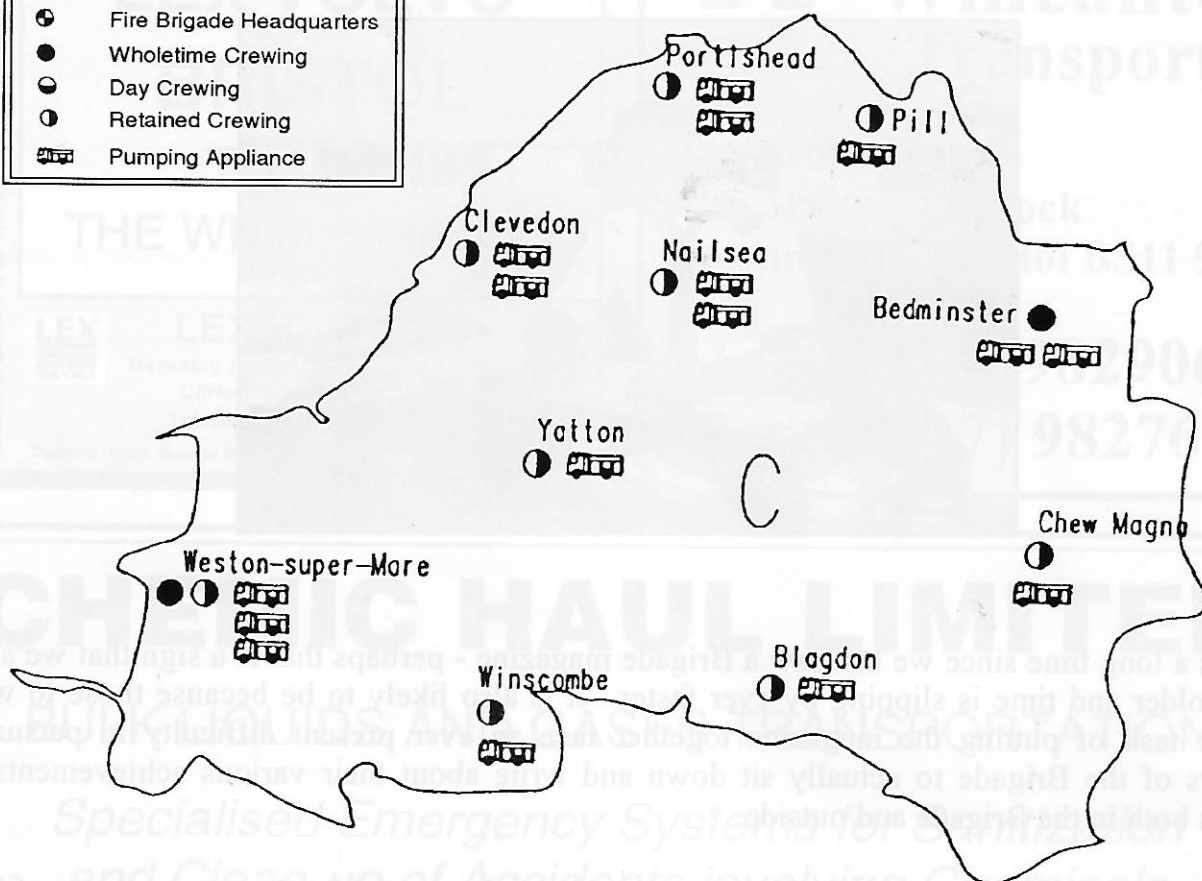
In the past months, activities at Headquarters have been dominated by the requirements of Local Government Reorganisation. There is little doubt that over the coming months those activities will increase hugely. One of the first tasks which our newly elected councillors will have to undertake is the choice of name for the Brigade. Whilst this may not seem the most crucial decision that they face, it is I believe, important that we all go forward bearing a name of which we can be proud. My own opinion, and fervent wish, is that we retain the name AVON for there is no doubt that all who are or have been concerned with shaping the present County of Avon Fire Brigade, can be proud of what has been achieved and of our good standing in the community both locally and nationally. I believe our County Councillors are proud that their Fire Brigade can be seen as the appropriate legacy to pass on to the community as an excellent example of what they have been able to achieve in their years in power.

We look forward to the future. The new 'Shadow' Authority will be elected shortly, hopefully it will include many of the councillors that form our present Public Protection Committee and who have grown to understand the special needs of the Brigade. Whoever the new members are, I am sure that within a very short period of time they will become firm friends of the Brigade and will join with us in our efforts to provide a first-class service to the community we serve.

A. J. Walters
Chief Fire Officer

FOCUS ON 'C' DIVISION

KEY	
	Fire Brigade Headquarters
	Wholetime Crewing
	Day Crewing
	Retained Crewing
	Pumping Appliance



1994 was a year of very mixed emotions. The Division had successes both operationally and managerially, alas we also had our disappointments and setbacks.

The start of the year being tinged with great sadness as Sub Officer Martin 'Max' Loach valiantly fought what was to be a losing battle against cancer. Those of us attending his funeral service at the tiny packed Kewstoke Church will forever remember his coffin, draped in the Union Flag and bearing his Helmet, carried by pall bearers from 'his' Blue Watch at C1 Weston. 'Max' was laid to rest at a private family burial beside his wife Tina, who had tragically lost her battle against cancer almost exactly two years prior. Several weeks later, a Thanksgiving Service for the Life of 'Max' was conducted by the Brigade Chaplain Bill Cobley in the Appliance Room at C1 Weston. The service reflected on the life of a conscientious, dedicated and respected Sub Officer who will be sadly missed but affectionately remembered.

The year saw four Wholetime members take early retirement as a result of work related injuries, namely:

Firefighter Steve Wareing (C1 Blue)
 Firefighter Tim McClennon (C1 White)
 Sub Officer Chris Quinlan (C5 Blue)
 Divisional Officer Mike Green

Firefighter Dan Hacker (C5 Blue)
 Retained Firefighter Joe Sharp (C4 Pill)
 Retained Firefighter Dave Bosley (C8 Winscombe) - all retired on age.

To you all, may you have a long and happy retirement.

On Retained Recruitment, thanks go to all those involved in making the new format Retained Recruiting initiatives so successful, with large inroads made into filling our establishment shortfalls. If this year's efforts are repeated in 1995, then the Division will be up to strength for the first time in many years.

On the 13th September fire swept through Station C10 Yatton as a result of an electrical defect on their appliance. Although destroying the appliance, Appliance Room and 75% of the accommodation space, amazingly the Station was only off the run for 15 hours. To the staff of C10 and their families special thanks for their continued support and enthusiasm throughout this difficult period.

Staying on the premises front a major disappointment has been the failure to get the provision of funding to improve the inadequate and abysmal facilities at C5 Bedminster. Thanks to the personnel at C5 for all their efforts with self help without which the premises would be in dire straits.

The Division has fared well with replacement vehicles being supplied to C7 Blagdon, C8 Winscombe, C4 Pill and C10 Yatton. New engines have been installed on C6 Chew Magna and one of Clevedon's pumps. C5 and C1 both took delivery of new Telmar braked Mildiners, which are already proving very popular. C1's Land Rover was replaced with the refurbished and improved Mitsubishi and the long awaited hose layer.

Self help was briefly mentioned in respect to C5 Bedminster and thanks go out to C1 for numerous self help schemes that came to fruition in 1994. It is a success story in its own right to see what has been attained by Station members throughout the Division both Wholtime and Retained.

'Goodwill' has been evident throughout the year, not the least of which has been the sterling work on the Division for the National Fire Service Benevolent Fund. The sum of £17,844.00 being raised on 'C' Division, more than 'A' and 'B' Division's combined. Thanks and well done to all concerned.

Congratulations to the team and individual trophy winners from C2 Clevedon and C9 Nailsea at this year's South West Fire Service Association Pump Competition held on the Beach Lawns, Weston-Super-Mare. Thanks to all those involved in the organisation of a successful day.

As 1995 begins we see the full introduction of Station Inspections on the Division. These inspections will form the basis of a fully analytically supported Annual Report on the Division in the future. Station Inspections will give an important overview of the operational preparedness, efficiency and a measure of our service delivery. Looking forward to 1995, the last full year of the County of Avon the Divisional impetus is on forging better and more informed relationships with Elected Members, the other Emergency Services and most importantly OUR Local Communities. Demands on the Service continues to grow as public expectation increases so we all need to pull together in the provision of resources so that the Division can provide an effective and efficient operational response.

Divisional Commander Ernie Coghlan



WHITE VANS/RED TRUCKS

As far back as there have been two services there has been a certain rivalry between the personnel. Perhaps this has been due to the intense pride that each group has in their difficult work.

In Avon steps are being taken to dismantle barriers and allay fears so that the services can work together even more effectively.

Ambulance Service personnel are now being trained with the help of the Fire Service to be able to take treatment to those involved in chemical incidents, get to patients through some toxic areas and assist with patients trapped on rock faces or within confined spaces. All this in addition to the more normal scenarios of road traffic accidents.

Training is divided into three modules: A BA training day organised at a fire station near the ambulance crew's base. This is intended to foster a good working relationship between the crews.

The second module is a full day spent looking at decontamination, rescues in confined spaces and aerial and line rescue systems.

Module three is a series of joint exercises to test and practice all the skills learnt so far.

Whilst all this training is providing new skills for ambulance personnel firefighters also have the opportunity to pick up casualty handling skills and to practice assisting with stretchers and other pieces of equipment.

Some firefighters have taken the opportunity to travel as an extra crew member on an ambulance. This will hopefully develop new skills for brigade personnel in how to reassure and comfort seriously injured patients.

Whenever fire and ambulance personnel find themselves working together at an incident all rivalry is put aside. Both services can now work more closely together so that each can benefit from the strengths of the other.

Nich Woolf

Avon Ambulance NHS Trust

They say that children grow up earlier these days:

Address:

The Hawthornes Gardens
Off Mangotsfield Road
Staple Hill

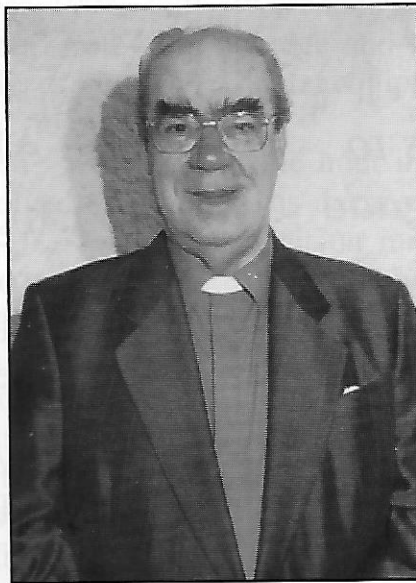
Summary:

From Station Officer... STOP, FOR ELDERLY CHILDRENS HOME, THE HAWTHORNES GARDENS, STAPLE HILL, BRISTOL...

FALSE ALARM GOOD INTENT



THE CHAPLAIN'S COLUMN



There is a wall poster in the Cardia Ward of one of our Bristol hospitals. It depicts that rascally character of the cartoon strips - Andy Capp. Andy, with bared chest and still wearing his famous checkered cap, is being examined by the heart consultant who holds his stethoscope firmly to Andy's chest.

"The best thing for you is to give up smoking, alcohol and eating fried food", is the advice offered by the consultant.

"And what is the second best?" asks the irrepressible Andy.

Many of us are a bit like that, we know what is 'best' and we go for the second best, because the best is too demanding, too uncomfortable or seemingly impossible. The fact is that in every sphere of life there is a 'best' which is always worth aiming for and which brings its own sense of achievement and pleasure.

In a most enjoyable little paperback, the author Ronald Ferguson, writes about the coal mining village in Fife where he was born and brought up. He tells the story of the local football team which you probably have never heard of - Cowdenbeath Football Club - which plays in the lowest division of the Scottish League. "The worst supported team in British league football", of which he at least is an enthusiastic 'fan'. Writing at the end of its worst season

to date he exclaims, "Next season! It's like a drumbeat of hope against experience. I find myself looking forward to it already!" It's the same excitement that inspired Dag Hammarskjöld, the former UN Secretary General to write in his diary one New Year's Day; "For the past - Thanks. For the future - Yes!"

Most encouraging of all is the great Biblical assertion that "The best is yet to be".

Surely the best way to live is to aim for the best we know in personal living as well as in our daily callings. Besides, there is a power outside ourselves which is always available, a spiritual power, which makes successful living a real possibility. It's not being perfect in all our ways, (no mortal being has reached that exalted state), but in doing the best we know and leaving the rest to God.

To change the subject, I hope you will read the new "Chaplain's Booklet" to be issued by the Brigade. This will be one way of knowing who I am and what I try to do in our Avon Fire Brigade. It will also help you to identify me in my wanderings around the stations.

Finally, to coin a phrase, "All the very Best" to you!

Bill Cobley

R.T.A. A4 SHOCKERWICK - B1 BATH (BLUE WATCH)

At 22:39 hours on 1st December 1994, the Pump Ladder and Rescue Tender from B1 Bath, together with a Pump Ladder from Corsham, Wiltshire, were mobilised to a Road Traffic Accident 'persons trapped', with the possibility of a horse being involved, on the A4 near Shockerwick, Avon.

On arrival crews were faced with a Ford Escort which had been in collision with a stray horse on the A4, had veered off the road, through a hedge and came to rest in a field at some considerable distance from the original impact. The force of the collision had propelled the horse through the windscreen of the car trapping the male driver beneath it.



*Incident 23459 - Shockerwick near Box - 22:40 hours
1st December 1994*

Paramedic crews were prevented access to the casualty due to his being pinned completely under the horse's body and the offside of the car embedded in a hedge. Access to the casualty was further hampered by the horse, whose legs were towards the offside of the car, kicking out in distress at the Paramedic and Fire Crews.

While a Veterinary Surgeon was called via Brigade Control to destroy the horse, his legs were tied to the A and B posts of the car using GP lines. After consultation with the Paramedics, it was decided that it was necessary to move the car, despite the possibility of the casualty having spinal injuries, to allow them to fully assess the nature and extent of his injuries. A ground anchor and Tirfor Winch

were then used to move the car away from the hedge and the side of the car removed using Hurst equipment.

One hour into the rescue operation, the horse was destroyed by a Veterinary Surgeon and a decision made to slide the casualty out from under the horse due to the extent to which the horse was embedded into the vehicle interior. The male casualty was then conveyed to the Royal United Hospital, Bath with severe head and facial injuries.

This proved to be an unusual and challenging Road Traffic Accident in which the cooperation and consultation between Fire Crews and Paramedics was admirably demonstrated and was indeed necessary to ensure a safe and successful extrication of the casualty.

FIRE AT GATX

Extracts from a report compiled by Assistant Divisional Officer Waft following the incident at GATX, Avonmouth on Thursday 4th August 1994.

Cover photograph shows the extent of the fire during mid morning on the 4th August.

Details of Fire

GATX Site 1 is situated on 4 hectares within the Royal Edward Dock complex, Avonmouth, and is used for the storage of a maximum of 83,424,710 litres of petroleum spirit, 2,000 tons of Carbon Tetrachloride and 1,360 tons of Chloroform. These products are received from ships in the Oil Basin and are stored in 26 above ground storage tanks, which are contained with 4 bunded areas.

Action by the Brigade

0650 hours - Fire Brigade Control received a 999 call from GATX Ltd at 0650 hours followed by a further call from BP Oil UK Ltd and immediately despatched a pre-determined attendance of 6 pumps, a hydraulic platform and the operational support unit (foam unit). Station Officer Gordon Turner arrived at 0656 with two appliances from Avonmouth Fire Station and was met at the GATX main gate by Steven Brown, who informed him that his colleague was missing. He radioed an assistance message 'make pumps 8' followed by 'persons reported' and then took his appliance into the compound directly to the fire scene.

0707 hours - A series of explosions was occurring within the fire as pressurised seals and gaskets burst allowing hydrocarbon fuels to flow into the pump bay bund, which was well alight. The fire was rising to a height twice that of the nearby storage tanks and the intense radiated heat was threatening to affect tank number 10 which stood only 9 metres away and contained 1.2 million litres of petroleum spirit. Radiated heat was also threatening the integrity of the numerous charged pipelines which travelled through the fire area of an

overhead pipe gantry.

Two 'Jetmaster' ground monitors and six hand held jets were directed at the tank and a further two jets were directed at the overhead gantry. 0716 hours Divisional Officer Bull sent the message 'make pumps 10'. A search was undertaken for the person reported missing, but at this stage he could not be located.

0716 hours - Deputy Chief Officer J. Terry assumed command of the incident. Several foam attacks were attempted using No.10 and FB 5X hand held foam branches, but these had limited effect as it became obvious that the fire was being pressure fed by petroleum spirit from the tank header valve assemblies.

0900 hours - A series of concentrated attacks using 8 hand held water spray branches and a large jet from a 'Slim Jet' monitor succeeded in greatly reducing and containing the fire.

It had now become essential at this stage to reduce the intensity of this fire as tank No.10 had been subjected to radiated heat for some considerable time. When successful suppression of the fire was achieved, the hand held spray branches were secured to the platforms with lines and all personnel were withdrawn.

1010 hours - The missing casualty was discovered, severely injured in the tank bund, but due to the fire and radiated heat, it was not possible at this time to attempt recovery.

1100 hours - Urgent attendance of the National Rivers Authority was requested as there was mounting concern that large quantities of contaminated water were in danger of entering the River Severn from the overflowing interceptors and bunds on the site.

1230 hours - The attendance of an aircraft crash tender from British Aerospace at Filton Airfield was requested. An attempt was then made to box the flange fire in water spray and introduce dry powder, but these efforts failed and the leak continued to burn.

1300 hours - A large number of Fire Brigade personnel began reporting irritation to their lower legs due to contaminated water entering into the top of their boots as the depth of the firefighting water increased within the bunds in which they were having to work.

By 1335 hours Avon Ambulance Service had set up an inflatable building on site for use as a 'triage unit' and during the following three hours a Medical Team from Southmead Hospital and Avon Ambulance Paramedics examined and treated some 60 Officers and Firefighters of which 38 were subsequently transported to Southmead and Frenchay Hospitals for further examinations.

1500 hours - The casualty was recovered from its location by a crew from B6 Speedwell and placed in the care of the Coroner's Office.

2230 hours - Pressurised water was introduced into the red motor spirit line in an attempt to clear it. This resulted in a serious intensification of the flange fire. Fire spread to tank head assemblies numbered 10, 12 and 16 and ignited the surfaces of the liquid within the pump bay bund and the main tank bund. A major foam attack was mounted using two 'Jetmaster' foam monitors, hand held foam branches and spray jets. The fire was again brought under control, but the flame from No.10 tank header assembly was still burning.

Friday 5th August 1994

0100 hours - The flame was finally extinguished following remedial work at the main tank valve assembly of No.10 tank and a foam attack by crews. The work consisted of grease packing the main tank valve and was carried out at considerable risk by Mr. Gardiner of GATX, Bromsgrove Terminal and a crew from A6 Thornbury.

0133 hours - The incident was now considered to be under control. A 'stop message' was sent by Deputy Chief Officer Terry stating 'Fire involving pipe line. 12 jets, 3 monitors, 1 Slim Jet, 2 Jet Masters, 2 FB5X branches. Undetermined amount of motor spirit burnt. All appliances detained considerable time

removing excess water from site and making up gear.

Saturday 6th August 1994

Numerous appliances and relief crews remained on site protecting serious spirit leaks with cooling jets and foam and pumping out bunds until the site was considered safe enough for the last appliance to leave the scene at 1347 hours on Saturday 6th August 1994.

Fire Brigade operations had, in total, lasted for 55 hours involving some 52 fire crews (inclusive of reliefs) totalling 400 Firefighters and 22 Supervisory Officers. Approximately 5,500 litres of foam concentrate was consumed on the fire and in excess of 4,000 tonnes of water was used in the production of foam, firefighting and cooling.

Supposed Cause of the Fire

Investigation and interviewing of witnesses revealed that just prior to the explosion there had occurred a massive release of atomised petroleum vapours in the form of a visible mist which expanded some 100 metres in length, 20 to 30 metres in width and to a depth of 1 metre. As it spread throughout the compound the cloud came into contact with an ignition source at its outer periphery, causing it to ignite explosively and 'flash back' to the source of the leak which then became the seat of the fire within the pump bay. Evidence suggests that a diesel powered pick-up truck left parked at the periphery of the vapour cloud with its engine running may have ingested petroleum vapours into its air intake and probably caused the vapour cloud to ignite.

GAS EXPLOSION (Keynsham)

0258 B52 and B42 were mobilised to a fire at Willsbridge Road.

0305 Both appliances in attendance.

We could see a building well alight, it was obvious that there had been an explosion. Most of the upper part of the building had been blown apart.

An ambulance in attendance at the incident was treating a casualty on the pavement opposite the property. He had been in the house at the time of the explosion and was able to confirm that both his parents had been in the house, but had managed to get out of the building.

0313 Make pumps three for water.

A crew had set up two monitors onto the front of the building.

On arrival of B72 the crew were instructed to set into the river by the Lockkeeper Public House.

Further inspection of the back of the property disclosed that there was massive devastation, with debris spread over a wide area.

0325 Informative from ADO Palmer:

Detached two storey dwelling approximately 8m x 8m well alight. Search of premises nor possible at present. Local knowledge suggests all persons accounted for. Propane cylinders involved. Brigade personnel withdrawn at present time.

0505 Gas board attempting to shut down mains. Ground monitors still in operation. Brigade personnel waiting to move in position when supply is isolated.



Mr. Roberts, the owner of the property arrived back at the incident. He told me that he was in the bedroom with his wife when there was a terrific bang - he woke up to find a wardrobe on top of him. He pushed this off of himself and scrambled down over the rubble and found his wife in the field at the back of the house.

1843 Stop - detached building of two floors and basement approximately 10m x 12m severely damaged by fire and explosion. 3 covering monitors in use. Caused by gas explosion.

The noise and force of the explosion that occurred, not only woke up people in Keynsham, but also as far away as Saltford and Bitton. At the local Cadbury factory, it was thought that there had been a major explosion in the power house area.

Sub Officer Tony Moore
B5 Keynsham

CHARITY CYCLE RIDE (Bristol - Oporto)

Wednesday 21st September - Friday 30th September 1994

Following last year's successful cycle ride to Bordeaux, Green Watch at A1 Temple decided to attempt a second charity cycle ride this time to Bristol's twin town of Oporto in Portugal.

After many months of preparation, 13 members of the Watch set off on a ten day journey with their bikes, two brigade minibuses and all the camping equipment, food and other supplies needed for such a trip.

After docking in Santander, Northern Spain the hard work truly began - 67 miles up hill. With one van following the cyclists and the other going ahead for tea stops, an efficient system was soon developed, only to be interrupted when the Spanish police chose to pull one of the vehicles in for 'a little chat' - they really should learn to speak English though!

The first night was spent under canvas in the mountains. After a supper of chili and beer we discovered that temperatures in some parts of Spain can fall to nearly zero, even in September.

Good progress was made on the second day, having covered 164 miles.

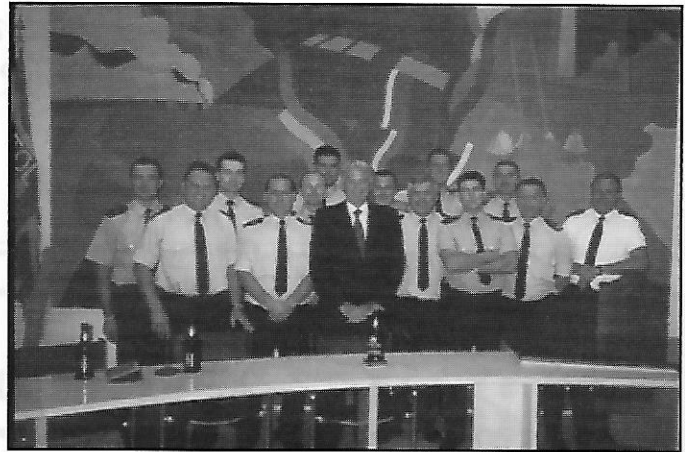
The following day saw us cross into some of the most breathtaking scenery of the whole trip. As we stayed off the main roads the villages we passed through were like something from 100 years ago, progress just hadn't reached that far.

In the afternoon we were met by some local firemen who gave us an escort into 'Villa Real' where we were fed and watered and given accommodation for the night. These volunteer firemen are very proud of their station and appliances, even though they had very little money with which to run the service. They were even building their own appliances from second-hand vehicles.

Up to this point, the weather had been good to us. However, on the last day as we rode into

Oporto, our fortunes changed and it rained, very heavily. Thirteen very wet and very tired firemen arrived at Oporto Fire Station, but all were extremely proud of what had been achieved.

Over the next few days we rested. The usual ceremonies took place, such as exchanging gifts, but time was also available to see the town and visit historic sites such as the port factories. All the football fans were kept happy when Bobby Robson paid us a visit to the Station and spent time having various pictures taken and discussing the state of English football.



All good things must come to an end however, and with 2 days to go we left Oporto and headed back to Santander to catch our ferry making scheduled stops on the way. A return ferry crossing as smooth as the outgoing one allowed for a good night's sleep, leaving us with just a short drive back to Bristol ready for work the following day.

With donations, raffles, sponsorship and even a collection on the ferry a total of over £2,000 was raised and will go towards the Fire Service National Benevolent Fund and Frenchay Hospital Burns Unit. A great team effort was made by all so a big thanks to you and also to the lads who provided station covers without whom no-one would have gone anywhere.

Total mileage cycled was just over 500 miles.

Green Watch A1 Temple

Local Government Reorganisation Team

***PUAMWGS - TUPE - SCA's - STO's
BANES - CCT
LMS - LGMB - ACC - CCLGF
SSA - BCA***

HELP!!!

The first task for the Brigade's Local Government Reorganisation Team was to get to grips with the ability of central and local government to abbreviate their writing!

Colin Phillips and Brian Sharp are at present examining the current levels of support services provided by Avon Central Departments and will identify options available for the provision of those services once the Brigade attains 'stand alone' status on 1st April 1996.

The new combined fire authority will be similar to a county council in its own right having to budget for, and provide its own services.

Our initial investigations have looked at financial services, including accounting systems, the ability to 'balance the books', plus payroll, most important!!! Personnel, including the Occupational Health Service - Property Services - Information Technology - Management Services - Legal and Committee Services. In short we aim to realistically identify the best services for the new Brigade, whether 'bought in' from one of the four unitary authorities (Bristol, North West Somerset, South Gloucestershire or Bath and North East Somerset) or employed on a direct labour basis. It must not be overlooked that the facility to 'buy in' services from an outside organisation also exists.

The timescale for the reorganisation is limited, just 12 months at the time of going to print. May of this year will see local authority elections and soon after that date a 'shadow authority' will hopefully be formed. The Combination Order to form the new authority will not be laid before Parliament until July,

accordingly firm arrangements cannot be made until after that date.

There is a long and arduous task ahead of us but we intend to keep the door open to callers' and 'well-wishers'. Our office is to be found on the top floor at Brigade Headquarters, (the door opposite to Carol Parker, but not the one into the broom cupboard!) We intend to keep everyone fully informed on what's happening and will be issuing news-sheets between magazines.

Colin Phillips & Brian Sharp
Local Government Reorganisation Team

CHRISTMAS WATER CARNIVAL

Congratulations go to the firefighters who whilst on their recruits course volunteered to collect money at the annual 'Water Carnival' in early December.

The amount raised was a staggering £3,041. The recruits had nominated the 'Snowden Road Day Centre Snoozelem Room Project' as their chosen charity/project.

In January this year the Water Carnival Committee generously donated £750 to the project.

The staff at the centre have passed on their thanks and appreciation for the marvellous efforts by the, quote, "trainee firefighters". Well done!

FIRE SERVICE CAREER ADVANCEMENT COURSES

Home study courses for training designed to meet your specific needs

SELF IMPROVEMENT COURSES

- SI10 Creative Suffering
- SI11 Overcoming Peace of Mind
- SI12 Ego Gratification Through Violence
- SI13 Overcoming Self-Doubt Through Pretence and Ostentation
- SI14 Whine Your Way to Alienation
- SI15 Guilt Without Sex
- SI16 Feigning Knowledge - A Career Advancement Strategy
- SI17 Children - An Avoidable Distraction in Educational Decision Making
- SI18 Keeping Facts Out of Your Management Structure
- SI19 Carrying a Piece of Paper While Walking Briskly
- SI20 Developing the Primal Shrug

WYCHWELL FARM, WAPLEY

Another successful rescue of a cow from a slurry pit by the crews from A7 Yate.

Sub Officer Pete Liddington was particularly pleased as this was his first opportunity of attempting the James Herriot method of assisting a cow from a ditch.



2nd DIRTY WEEKEND FOR BABIES



Walkers/Map readers urgently required to help raise money for BLISS (Baby Life Support Systems). All we ask you to do is enter a team of 4-6 members, walk 40k over a pre-set route on Dartmoor, get yourselves sponsored (minimum of £100 per person) - oh yes, and carry a 20lb pack with you. But because we don't want to be too hard on you, we do allow you 12 hours to complete the course! NO PROBLEM!!

Last year's walkers managed to raise over £15,000 for BLISS. This year we're hoping to raise £20,000+. BLISS raises money to help equip Special and Intensive Care Baby Units nationwide.

So, if you fancy joining us on a DIRTY WEEKEND IN DEVON and are free over the weekend 16th - 18th June please contact me:

Jane Davis
44 May Road
Rochester
Kent ME1 2HY
Tel: (01634) 848468

BLISS Registered Charity Number: 1002973



NOTICE TO ALL PERSONNEL WHOM IT MAY CONCERN

Acting upon information received, without referring to certain individuals who shall remain nameless for reasons of secrecy, it has come to my attention that certain members of staff on the non-management side have been involved in practicing certain irregular practices regarding disregarding instructions regarding instructions and involving certain other members of staff in this practice during other than office hours.

In future will all staff, with the exception of staff authorised by those with the proper authority and those staff in a position of responsibility in any department, please ensure that the above mentioned practices regarding disregarding instructions regarding instructions cease forthwith without exception.

If, in future, it is brought to my attention again and I am in receipt of further information regarding the above mentioned practices regarding disregarding instructions regarding instructions, I shall have no other alternative but to inform the management of the involvement of staff concerned without regard to the circumstances regarding the actual disregarding of instructions regarding instruction!!!

NOTICE BOARD

Phil Ashman, A1 White Watch, is collecting copies of the national publication called 'Fire - The Journal of the Fire Protection Profession'.

Unfortunately, he is missing several copies, namely:

1968 January, February, March and November

1970 July

1987 August and October

1988 September

If anyone can assist Phil in locating any of the above copies, please contact him at A1 Ext. 281.

For sometime now crews from A1 Temple have been making use of the facilities of Easton Leisure Centre.

The Manager at the Centre wishes it to be known to all Brigade personnel that discounts are available for all activities, including squash, badminton, etc. To take advantage of this offer, personnel must produce their identification cards.

CAPTION COMPETITION

Any ideas for the photograph to the right, please send to the Editors.

