IN ATTENDANCE

The Magazine Of The British Firefighter

Volume 11 ~ Edition 1

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IN ASCENDANCE!

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FIRE BRIGADE GOLF

At Newbattle Golf Club, just south of Edinburgh on 23rd July 1998, England won this years team prize. Only 3 points separated England and runners up Northern Ireland, who host next year's event at Bangor Golf Club. The engraving on the KAC CALL POINT TROPHY now lists the winners as : England six times, Wales twice and Scotland and Northern Ireland once each.

Northern Ireland is always a popular venue for the event and the intensity of competition for places in the four national teams for the 1999 event will reflect this.

FOUR NATIONS TOURNAMENT 1998 - RESULTS
THE TEAM RESULTS - TOTAL NETT SHOTS - BETTER BALL MEDAL

TEAM EVENT	1ST	ENGLAND	826
	2ND	IRELAND	829
	3RD	SCOTLAND	833
	4TH	WALES	852

OTHER PRIZE WINNERS

1ST	PAIRS (NET)	C MITTEN & I MC GARRITY	(SCOTLAND)	63
2ND	PAIRS (NET)	S THOMSON & C COXON	(ENGLAND)	64
3RD	PAIRS (NET)	D HUNT & S ATHEY	(ENGLAND)	64
1ST	INDIVIDUAL (GROSS)	G CUTHILL	(SCOTLAND)	68
1ST	INDIVIDUAL (NET)	W GREGORY	(WALES)	64
2ND	INDIVIDUAL (NET)	C MITTEN	(SCOTLAND)	66
3RD	INDIVIDUAL (NET)	B WILSON	(SCOTLAND)	66

IN ATTENDANCE

Contents

STOP PRESS • STOP PRESS • STOP PRESS

Colombian Earthquake Disaster

The Colombian Embassy in London has turned to the UK company FirmFind in the wake of January's devastating earthquake.
FirmFind is the Essex based company responsible for the UK's top website for the rescue industry at www.firmfind.co.uk.
MD Eric Brown, a one-time Essex firefighter said that he was only too delighted to help when he was approached by the Colombians to provide and publish up-to-date information on the relief efforts.

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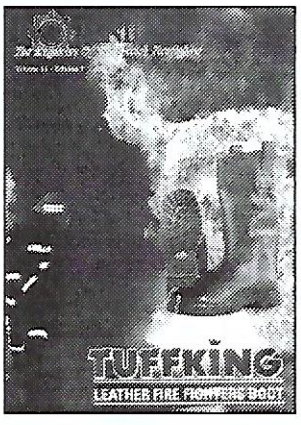
Contents 1
Avon Fire Brigade Feature 2-19
Chief Fire Officer's foreword
Creation Of Avon Fire Authority
Brigade Divisions
General Information
Appliances
Transport
Safety Boats
Inflatable Rescue Walkway
Breathing Apparatus
Operations Support
State Of The Art Training
Joint Training Centre
Incident Command Training
Community Fire Safety
Fire Safety Divisions
Fire Safety Training
Fire Officers' Fury 20
Fire Authorities Need A Corporate Service Approach 21
Certification Of Accelerant Detector Dogs 22
FSNBF Covenants - Is It Your Shout? 23
South Yorkshire's Realistic Approach To Flashovers 24
Once In A Lifetime Chance To Own A Complete Cap Badge Collection . . 25
NT RESQ BAGS, Zumro BV / On The Move With IFTE 26
35,000 Firefighters In The UK Get The Boot 27
Fire Directory - Yellow Book 1999 / Somerset Fire Brigade 28

FRONT COVER



The Tuffking Leather Firefighters' boot continues to make great strides. The latest brigades to purchase the British made boot include Nottinghamshire and Suffolk

BACK COVER

The British Aerospace Defence Systems Fire Information Manager offering thoroughbred Command and Control information systems

PHOTOGRAPHS

Whilst every care is taken to ensure high standards of photographic reproduction in In Attendance, we regret that we cannot guarantee the reproductive quality of images from non-professional sources.

Foreword

In Attendance carried out its last review of this organisation some five years ago and there have been significant changes during the intervening period.

Stand alone status as a Combined Fire Authority brought many challenges some of which were foreseen and planned for and some which took us by surprise. The disaggregation of the County Council and, therefore, the loss of central support services previously provided to the Brigade was, in my view dealt with in a very organised and creditable manner by all concerned but inevitably matters that had been taken for granted over many years of smooth operation became much more self-evident when suddenly the facility ceased.

The Brigade has met these challenges and it is pleasing to record the successful way in which existing members of staff assumed new responsibilities and new members of staff bringing specialist skills within the umbrella of our new organisation, have integrated into the team.

The Brigade also suffered the tragic loss of a Firefighter at an operational incident which had a very profound effect upon the whole organisation. This inevitably caused an in depth investigation in association with the HSE the outcome of which has led to improved practices, equipment and facilities. Three members of the Brigade received national bravery awards in recognition of outstanding actions in horrendous circumstances which was a fitting conclusion to the type of situation which all members of the Fire Service dread.

In terms of firefighting vehicles the Brigade decided to take time out to evaluate carefully the features required of its 'next generation' pumping appliance fleet by building a prototype. This relatively inexpensive exercise has proved extremely worthwhile and the finished article, which is very competitively priced, is anticipated to serve the fundamental operational requirements of the Brigade for the next ten years at least without major modification.

In common with all other Brigades a number of central government initiatives have recently impinged upon the organisation such as the Comprehensive Spending Review, the Community Fire Safety Task Force Report and the millennium issues to name but three. In addition the Brigade has worked hard with its partners in Gloucestershire and Somerset to develop a successful Private Finance Initiative Case for the provision of much needed training facilities which it is hoped will reach fruition during the next two years.

Despite difficult financial constraints which have mainly inhibited vehicle replacement, property maintenance and progress with the development of information technology the Brigade has continued to respond efficiently and effectively to the needs of the communities that it serves in its endeavour to reduce the loss of life and destruction of property by fire and other emergencies. This would not be possible without the support of the Fire Authority and the professional competence and commitment of all employees of the Brigade.

Chief Fire Officer
John D. Terry FIFireE

Creation Of Avon Fire Authority

Avon Fire Authority was one of the new bodies established by the local government reorganisation of recent years. Along with Cleveland, Humberside and North Yorkshire, it formed the advance guard of new Combined Fire Authorities, becoming fully operational on 1 April 1996. Previously part of Avon County Council, it became a separate Statutory Authority with its own staff, property and equipment, responsible for administering the Fire Service over the area covered by the former County Council. Fortunately this meant that the operational area of Avon Fire Brigade was unchanged but, in other respects, the change to a Combined Fire Authority had major implications. This included the need to set up a range of support services, reflecting a greater degree of independence, but, at the same time, increased financial exposure, owing to the lack of any cushion in the form of reserves.

The Fire Authority comprises 25 Elected Members appointed by the 4 Unitary Local Authorities, which replaced the County Council, namely Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire. The Fire Authority is funded by these four Local Authorities in proportion to their Council Tax bases. The lack of reserves has made it necessary to exercise very tight budgetary control and so far the Fire Authority has not had to make a second call on the resources of the Unitary Authorities during the course of a financial year. The prospect of having to meet a significant item of expenditure not foreseen when the budget was prepared remains, however, a constant concern. The Authority receives its own Credit Approval via the Home Office but this has been insufficient to cover even the replacement of fire appliances.

Members of the Fire Authority have been very supportive of the Brigade over the last three years and, despite the financial pressures, good relations have been maintained with the four Unitary Authorities.

••••••••••

Avon Fire Brigade's 'ground' embraces contrasting areas. The City of Bristol a leading financial and commercial centre with a long seafaring history. The Georgian city of Bath is a popular tourist centre, as is the seaside resort of Weston-super-Mare. The towns of Clevedon, Radstock, Keynsham, Portishead and Yate have clear identities of their own and all are embraced by rural surroundings.

Relocations, especially from London, have brought great development around Bristol in recent years, with the northern side transformed into business parks and a large out of town shopping mall. The City is also home to many large companies, including the MOD procurement site of 98 acres with a workforce of 6,500.

Bristol has two airports, in the south an International Airport whose growth in recent years has resulted in a new £27 million terminal building, which accounts for approximately 1.85 million passengers a year. In the north at Filton the airport is part of the British Aerospace complex, which caters for civil and military aircraft.

The docks cover 2,500 acres on both sides of the mouth of the River Avon. At Portbury, constructed in 1978, the dock has the capacity to take ships up to 130,000 tonnes draught weight, whilst Avonmouth contains many major risks including an oil basin, they are jointly responsible for about 4,000 shipping movements a year. The cargoes dealt with include petroleum spirit, LPG, chemicals, vehicles, grain, coal, metals, molasses and gypsum. On these sites or within a 5 mile radius, are 8 sites governed by the Control of Industrial Major Accident Hazards Regulations.

The Brigade has 5 motorways which cross its area, the M4, M5, M32 M48 and M49, giving approximately 100 miles of road, and includes a major interchange for the M4/M5, two Severn Bridge crossings into Wales, and a Bridge across the River Avon.

In addition, the main London to Wales railway runs east to west, via the 4½ mile tunnel under the River Severn which is another potential major risk in the area.

Brigade Divisions

The Brigade is divided into five Divisions, each with its own Divisional Commander and Staff.
The Divisions are:-

Headquarters Support Services -	'S' Division
Fire Safety -	'F' Division
Operational Division -	'A' Division
Operational Division -	'B' Division
Operational Division -	'C' Division

See fire station location map below.

Headquarters Support Service Division - 'S' Division

The Division is responsible for providing support to the Chief Fire Officer and the Operational Divisions to enable them to function effectively. Its range of services includes:

- Brigade Control
- Communications
- Appliances and Equipment
- Premises Maintenance
- Health & Safety
- Brigade Emergency Planning
- Forward Planning
- Water Hydrants
- Vehicles and Transport
- Training

Operational 'A' Division

This Division is responsible for operational response to emergencies in the Northern area of the Brigade and consists of four Wholetime stations, one Day Crewing (including Retained personnel) and one Retained station. They responded to 6,881 calls within their boundary last year. Its central station, A1 Temple, being the busiest with 2,914 calls attended. The highly industrialised dock areas and the Severn Rail Tunnel are located within the 'A' Division area.

Operational 'B' Division

The South Eastern area of the Brigade is covered by this Division which has its Headquarters in Bath. Four Wholetime and three Retained stations cover this area and they dealt with 5,613 operational calls last year. B 1 Bath the central station was the busiest and attended 1,815 calls.

Operational 'C' Division

Coastal towns and rural areas in the South West of the Brigade are contained within this Division's borders and are served by two Wholetime and eight Retained stations. Crews responded to 4,465 calls last year with Station C5 Bedminster being the busiest, responding to 2,265 calls.

Fire Safety Division - 'F' Division

This Division is responsible for carrying out inspections necessary under the various Acts of Parliament which require satisfactory safety from fire for the public and employees, in buildings and other premises, or which cover the safe storage and use of flammable liquids. It is also responsible for giving advice to the general public on the dangers of fire, and the fire safety precautions to adopt to avoid them. This advice is given when requested, or by means of Fire Safety campaigns.

Headquarters	**Main Offices**
Lansdown	Bristol
near Bath	Bath
	Weston-super-Mare
	Yate

Last year a total of 17,603 inspections were carried out (2,562 by operational personnel).

Avon Fire Brigade - General Information

Brigade:	Avon Fire Brigade
Address:	Brigade Headquarters, Temple Back, Bristol BS1 6EU
Telephone:	0117 9262061
Chief Fire Officer:	Mr John D Terry FIFireE
Deputy Chief Fire Officer:	Mr D J Hutchings QFSM GradIFE
Area Covered:	134,753 hectares
Population:	952,900
No. of Divisions:	5 (3 Operational, Fire Safety and Support Services)
No. of Stations:	Wholetime: 10, Day Crewing: 1, Retained: 12
Uniformed Personnel:	Wholetime: 668, Retained: 212, Control Room Staff: 32
Non-Uniformed Personnel:	91
Appliances:	37 Water Tenders/Water Tender Ladders, 4 Turntable Ladders, 2 Hydraulic Platforms, 1 Major Rescue Tender, 3 Rescue Tenders, 1 Chemical Incident Unit, 1 Operational Support Unit, 1 Control Unit, 2 Hose Layer, 1 Breathing Apparatus Service Vehicle, 2 Rescue Boats, plus a number of ancillary cars, vans, trucks, Training Vehicles and reserve appliances.

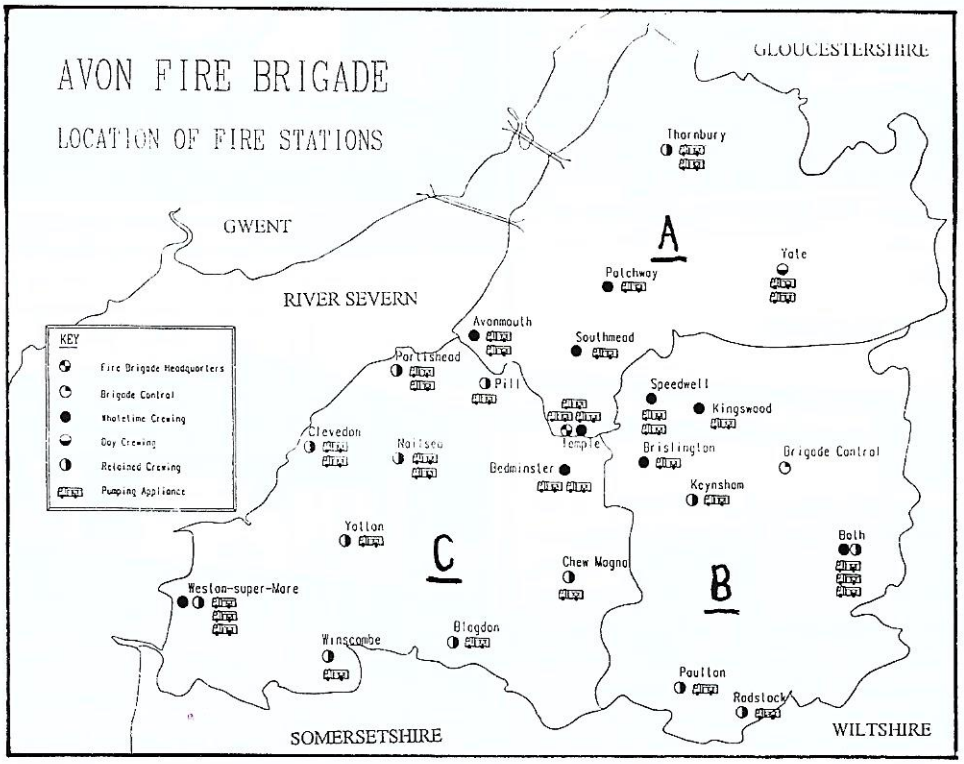
Statistics

In 1997/8 Brigade Control received 27,264 calls in total and operational crews responded to 17,073 emergencies. Fires in general have increased mainly due to the staggering growth in vehicle fires, most of which are caused through deliberate ignition. Special Service calls have also increased. In 1997/8 the most significant calls/details are as follows:

Fires attended:

Property Fires	1,209
Car Fires	1,620
Chimney Fires	179
Small/Other	2,392
Total:	**5,400**

Fire Fatalities	8
Special Service Calls	2,868
Fire Safety Inspections	15,041



Avon Fire Brigade - General Information

The Brigade's Control Room opened in February 1995 at Lansdown, near Bath, after transferring from our Brigade Headquarters at Temple Back, Bristol 10 miles away. The cost of replacing the Communications System at Lansdown was £1.2 m. Emergency calls to the Brigade are approximately 28,000 per year and are all handled in our high-tech Lansdown Control Room.

The mobilising and communications for the Brigade are all run from Lansdown by a total of 32 staff, with 4 Watches, running 2 Watches of 7, and 2 Watches of 8 which comprise as follows:

PFCO - OiC Control and Brigade Communications Officer

FCO Systems and Communcations Officer	FCO OiC Green Watch	FCO OiC Blue Watch	FCO OiC Red Watch	FCO OiC Blue Watch
	SFCOp	SFCOp	SFCOp	SFCOp
	LFCOp (2)	LFCOp (2)	LFCOp (2)	LFCOp (2)
	FCOPp (4)	FCOp (4)	FCOp (4)	FCOp (4)

(Note: 2 of the 4 FCOp's are on Job Share)

The Control Room layout consists of 4 consoles with 8 positions each position being identical. At each position there is a touch screen which can deal with call handling and radio, (Securicor information systems) and Fires III Command and Control System (Fortek). The SIS and Fortek Systems are both PC based, with the Fortek Command and Control System linked to the Brigade's 23 Fire Stations and Headquarters sites, by Megastream, Kilostream, radio, PSTN, as in the table below:

BEARERS TO WHOLETIME STATIONS

Primary Bearer - Megastream, Kilostream N and Kilostream
Secondary Bearer - Radio
Third Bearer - Pager

BEARERS TO RETAINED STATIONS

Primary Bearer - PSTN
Secondary Bearer - Radio
Third Bearer - Pager

EISEC

A development to the control communications system is the British Telecom Enhanced Information Service for Emergency Calls (EISEC) which is the automatic retrieval of the caller's name and address from the British Telecom EISEC database. The information will be displayed to control staff on the touch-screens, initially, but we hope to integrate EISEC onto our Command and Control System in the future. The Brigade have purchased the upgrade from Securicor Information Systems, and we hope to have it working by February 1999.

FIREGROUND RADIOS

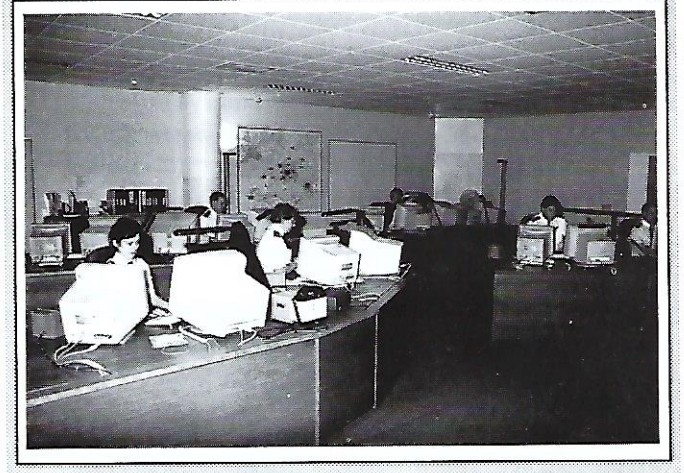
The Brigade purchased its first Phillips FP85 UHF radio in 1984 and because of their age and lack of channel capacity, the Brigade decided to purchase new UHF radios.

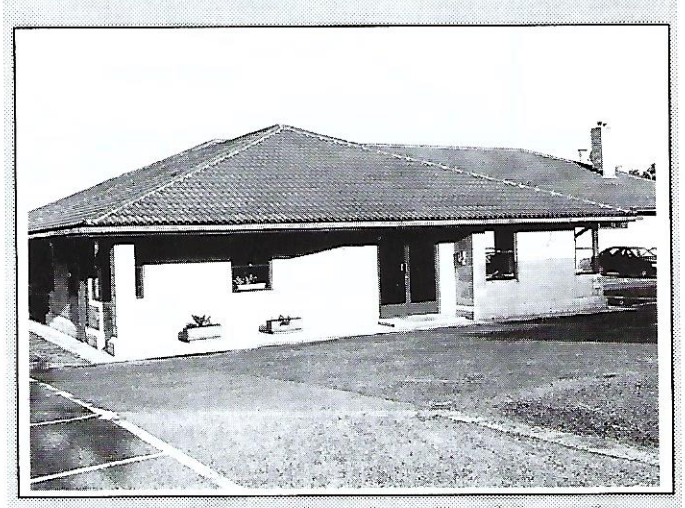
It was determined that we purchased intrinsic safe radios, throughout the Brigade. The radios bought were the Motorola GP900 (CENELEC) sets 16 channel. The in-vehicle chargers are made by a German company called Wetech, who make them for Motorola, the allocation throughout the Brigade is as follows:

UHF RADIO ALLOCATION

Pumping Appliances	- 4
Specials (TL's, HP's, ResT's and Ops Support Unit)	- 2
Chemical Incident and Control Units	- 6
Flexi Officers	- 1

Overview of Brigade Control room





External view of Lansdown Road Control

Appliances

Avon's 23 fire stations house a fleet of some 73 operational appliances and 65 support vehicles.

Over the past 12 months, the Brigade have been evaluating a prototype MAN 14.264 chassis. The M2000 range was selected as the successor to the Renault Midliner following exhaustive testing at Chobham Testing Circuit, and within the Brigade by a Working Group established especially to seek the Brigade's next generation of appliances and the core equipment carried.

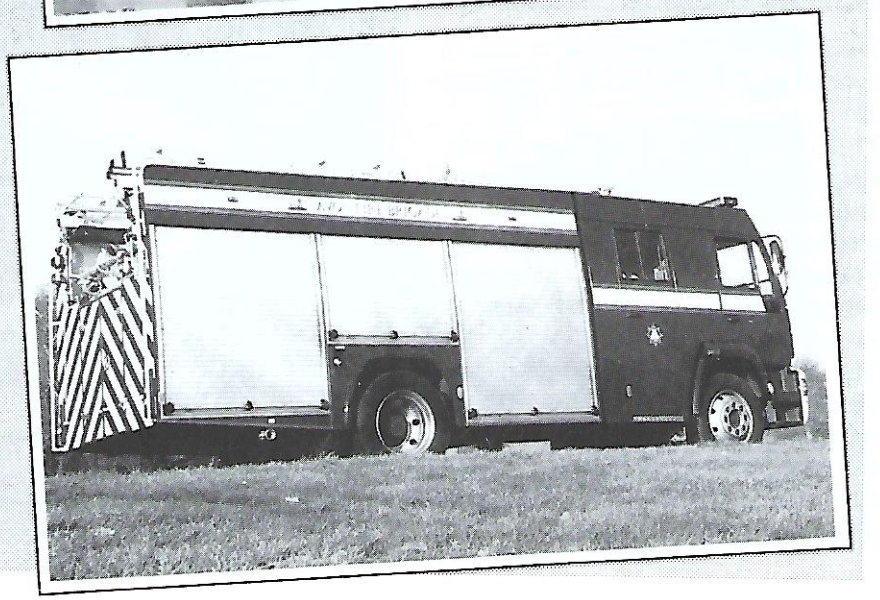
As part of the evaluation, the chassis was fitted with a mock body which would replicate the handling and performance of the Brigade's existing B Type appliances.

The body was internally constructed using box section aluminium with the outside given a plywood finish. The prototype was also fitted with a full complement of equipment, including a 1,800 lts water tank and rescue ladders.

Following many months of trials, the Authority gave permission for a fully operational appliance to be commissioned by Saxon Sanbec Ltd in order that the Brigade could specify its final requirements for its new Rescue Pump Strategy. As a result of this initiative which has proven so successful, the Brigade was able to state exactly in its tender specification the requirements of the application in terms of performance, size, weight and height.

The concept of the appliance was that no firefighter would access the roof of the appliance for any equipment, and deployment height of the 464 ladder was reduced to a level that would give easy accessibility for all personnel, with a larger crew cab the other main requirement. Other additional features include twin beam gantries, rear pump bay doors, lighting mast (including scene lights), low profile water tank, fully adjustable breathing apparatus modules, hydraulic rescue equipment, and safety crew cab EC29.

Following the evaluation and tender process, the Brigade has recently awarded a contract for the supply of 20 identical appliances to Saxon Sanbec Ltd covering 5 years.



Technical Data

Chassis:	MAN 14-264
Design Weight:	14000 kg
Brake Horse Power:	264
Torque:	1,000 Nm (1400 - 1700 RPM)
Transmission:	Allison World Series MD 3060P
PTO:	Chelsea 858 Series with Interlock
Telma Retarder:	141 Focal Mounted Differential Lock
Suspension:	Parabolic with Anti Roll Bars
Brakes:	Disc - Front Drum- Rear Category 1 ABS and ASR
Tyres:	Michelin 275/70 x 22.5
Electrics:	24 volt Negative Earth 80 amp Alternator Twin Batteries (Main/Auxiliary) 140 amp Hour
Fuel Capacity:	128 litres
Water Tank Capacity:	1,800 litres
Main Pump:	Godiva World Series WTA 20/10
Weight:	11,750 kgs
Overall Length:	25' 6" - 7515mm
Overall Width:	8' 2" - 2500mm
Overall Height:	10'1" - 3090mm
Tilt Angle:	43°

Hydraulic Platform

The Brigade has recently had its Simon Snorkel SS 220 refurbished by Angloco Ltd.

The platform unit was completely stripped down and underwent a non-destructive test (NDT) to establish its serviceability.

The unit's main component parts were either overhauled or replaced, giving an extra 10 years serviceable life.

The platform was mounted on the all new Renault Premium Chassis, which is rated to 19,000kg. The appliance is fitted with a 300 BHP engine, 6 speed World Series Gearbox with a drive line retarder and full air suspension.

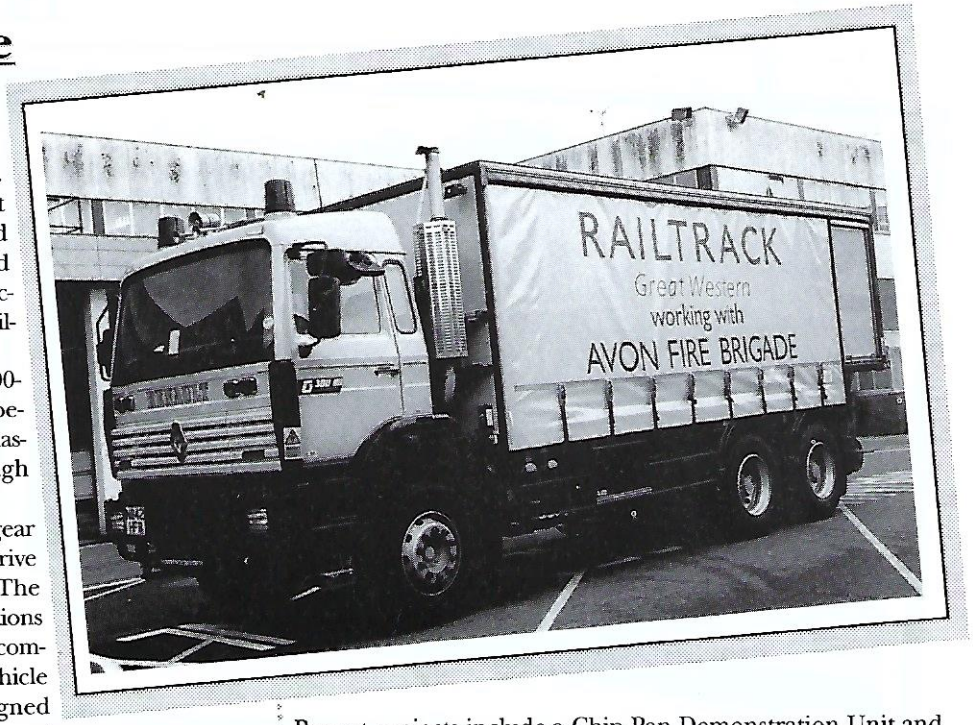
Turntable Ladder

The Brigade has replaced two ailing Magirus Ladders for two all new Metz PLC 111 Units. The 30 metre ladders have a self weighing system, folding cage and an automatic make up facility.
The unit is also fitted with a 3 KVA generator for powering rescue equipment from the cage.
The ladder is mounted on a Mercedes 1524 Chassis, and is fitted with a ZF5HP500 Gearbox, which dramatically reduces brake wear in Avon's hilly inner city areas.

Electric Power

Following a nationwide promotional campaign on electric vehicles, Peugeot demonstrated their 106 model in May 1998. As a result, the Brigade decided to pursue the purchase of such a vehicle for use in its Fire Safety Department.
The Brigade has received a grant from the Energy Saving Trust which brings the purchase price in line with a standard 106 Diesel, so making it a sound financial venture, as well as an environmentally friendly one.
The car, which is the first electrically-powered modern passenger car in Europe to be fully commercialised, is ideal for fire officers carrying out inspections in and around the city.
The electric motor is a direct current Leroy Somer unit, delivering a power output of 20 kw and a Torque of 127 Nm from Oto 1500 rpm. It has a range of 45 miles and a top speed of 56 mph with acceleration of 0-30 in 8.3 seconds.
Re-charging is via any 240 volt/13 amp socket, with a 6 hour maximum charge time. The cost of off peak tariff for a full re-charge costs less than 40p, with a range of 45 miles and a power consumption of 20 lts this equates to a fuel cost of less than lp per mile.
The car's power is from twenty 6 volt nickel-cadmium batteries mounted in series. The batteries are low maintenance requiring only topping up every 10,000 km. The power is supplied to the electric motor via electronics which interprets signals from the throttle and brake pedals. The motor is mounted coaxially with front drive shafts through an epicyclic reduction gear assembly.
The drive system effectively works as an automatic gearbox as the motor is at rest when stationary.
Gear changing (forward and reverse) is via dash mounted push button switches.

Road Rail Rescue



This unique vehicle is designed for emergency rail incidents, but more specifically, covers the Severn Tunnel. The vehicle was developed as a joint venture with Rail Track as the unit had to comply with Railway Legislation, and fit the kinetic envelope which is applicable to all vehicle movements of the railways.

The vehicle is based on a Renault G300-26D Maxter Chassis, and has been specially strengthened along its entire chassis length to cope with the rough environment in which it will operate.

The unit is fitted with its own railing gear which provides guidance only with drive being obtained via the rear wheels. The vehicle underwent specialist modifications to the braking and traction systems to compensate for diminishing loads. The vehicle is also fitted with a specially designed reverse gearbox, which allows forward speed to be obtained in reverse. Reverse travel is aided by a second driving position at the rear of the vehicle, which incorporates a direct communication system.

A 5 KVA generator provides all emergency lighting requirements, both on and off the vehicle.

The fitment of a Moffett Mounty (Model 2703) enables the palletted containers which contain the heavy rescue equipment to be delivered around the accident scene.

Recent projects include a Chip Pan Demonstration Unit and stowage for the rescue equipment into palletted containers for the Rail Rescue Unit.

Transport

The Transport Department is staffed by 17 personnel, and the skills of this workforce cover a wide spectrum which encompasses the relevant knowledge to tackle today's technology. All staff have completed Vehicle Inspectorate Training Courses, which now coincide with the introduction of the CACFOA Best Practice Maintenance Document into the Brigade. The CACFOA document has been enhanced and tailored to suit the Brigade's standards and appliances. New service schedules, along with new service sheets, have also been introduced to cater for varying appliance usage and the type of vehicles in operation.

The Transport Department operates from the main Headquarters building in Bristol. The Workshop is equipped with vehicle inspection pits, mobile column lifts, rolling road and exhaust gas analysing equipment and other specialist tools. The Department also operates a ladder repair workshop catering for the servicing and testing of all its ladders in line with Home Office Document 1/94.

To undertake this task, a specialist team including a specially adapted vehicle have been introduced to cope with the schedules and ensure all requirements are met.

The Workshop also undertakes many new projects that may require modification or, on many occasions, complete new fabrication is necessary.

On average the Workshop undertakes 5,000 jobs per year, and these range from scheduled servicing and inspections, to defect repairs and modifications.

The Department has a total of 7 support vehicles, one being a major mobile servicing workshop.

This unit undertakes six monthly servicing on retained stations, as well as carrying out defect repairs. All support vehicles are fully equipped with tools and vehicle spares to tackle the majority of day to day jobs.

The Department operates a two shift system covering a 12 hour period, which gives good availability during high activity periods and crew changeovers. The remaining hours are covered by a standby system.

The introduction of manufacturers' imprest stock some 4 years ago has greatly enhanced the workshop's capability and performance in reducing vehicle 'downtime'. Another advantage is that stock is only paid for as it is used, which then reduces the financial pressures on the repair budget.

At this time, the Brigade are reviewing the Transport operation, not to out source for its services, but to improve the operation and effectiveness of the Workshop. As part of the review, the Brigade intends to put a recognised quality control system in place (ISO 9002) within 2 years, a decision that will not only enhance the Department as a whole, but also demonstrate best value.

The Brigade are also seeking some work from other sources as part of the working together policy. Currently the Brigade are consulting with Avon and Somerset Police about a servicing contract for their commercial vehicles, and also in discussion with its local airport with a view to servicing their rescue ladders.

The review will be all encompassing, which may see the introduction of a client contractor arrangement.

INTERSPIRO

AVON FIRE BRIGADE CLEARLY COMMUNICATE WITH INTERSPIRO.

The SAVOX series of accessories has been specially designed to make man-to-man radio communication possible in any situation where high noise, use of protective suits and breathing apparatus in hazardous environments or necessity to have both hands free would prevent the use of a radio transceiver.

The SAVOX system comprises three main parts - the radio interface unit, the adaptor cable and the head– set.

HEAD - SET (1)

The head - set has been designed to be used clamped to the frame of a face mask. The microphone is of a highly sensitive electret type. It can be easily mounted into a speech diaphragm unit or into an ambient air breathing port. The speaker is of a low impedance, high power dynamic type. Its metal membrane is resistant to water and most chemicals. Located close to the wearer's ear it produces a high level of intelligible sound, which can still be boosted, in very noisy environments.

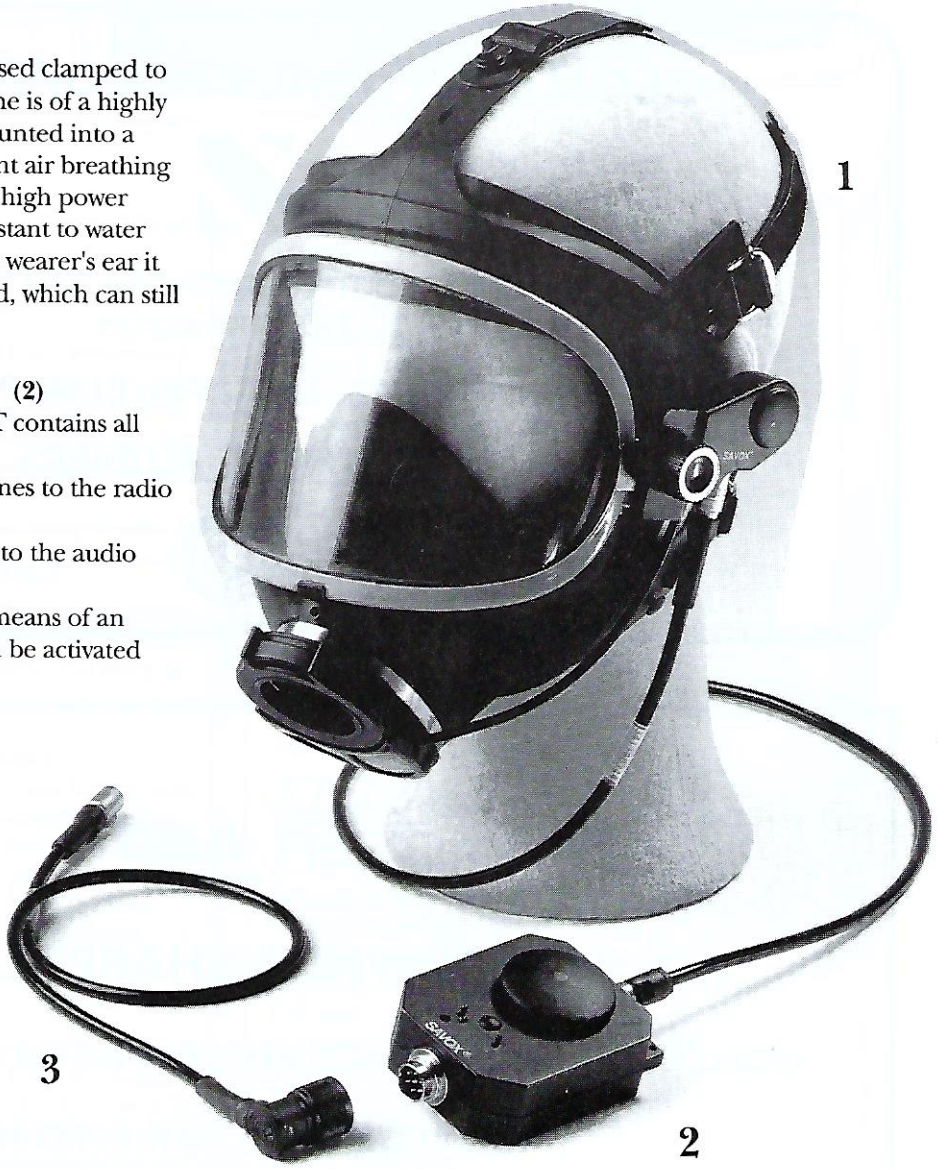
RADIO INTERFACE UNIT (2)

The radio interface unit SAVOX 200 PTT contains all necessary electronics for

- Matching the various types of microphones to the radio transmitter.
- Matching of the speaker of the head-set to the audio output of the radio receiver.
- Manual switching of the transmitter by means of an easily accessible transmit button. This can be activated either by hand or by the elbow.

STANDARDIZED ADAPTOR CABLES (3)

Standardized adaptor cables are made for a wide variety of radio transceiver types and models - all of a polyurethane type which stays flexible in cold and is resistant to high temperature and attack of chemicals. Connected between the radio transceiver multipole connector and the SAVOX interface unit the two units are automatically matched together without any need for modification of the radio transceiver.



IF YOU TOO WANT TO COMMUNICATE WITH US

(The Savox range of equipment is compatible with most BA/Helmet manufacturers)

CONTACT: INTERSPIRO LTD, 7 Hawksworth Road, Central Park, Telford, Shropshire TF2 9TU
Tel: 01952 200190 Fax: 01952 299805

Safety Boats

The Brigade has two Rigid Inflatable Boats which are housed at Bedminster and Bath fire stations. The purpose of these boats is to provide a safety/rescue capacity for crews when working on, above or adjacent to water.
The crafts are carried on trailers and will respond to any part of the Brigade area on request by the Officer in Charge of an incident, or at the mobiliser' s discretion. The design and construction allows for use in all types of waters. However, for Fire Service use it is restricted to docks, lakes or rivers. The crafts are not to be used on tidal waters. Personnel trained to The Royal Yachting Association Rescue Boat standard and examined by the Brigade qualify as operators. Only qualified operators crew the boat.

Manufacturers

1. Avon Inflatables Limited, Llanelli, Dyfed
2. Valiant Advance Inflatable Craft, Vila Nova De Cerveira, Portugal

Construction

The Avon Supersport RIB (Rigid Inflatable Boat)

The RIB offers the ultimate combination of rigid hull performance, together with its wide beam and low centre of gravity. The rigid hull has a medium depth 'V' profile and, complete with transom, is constructed of glass reinforced plastic. It features an antiskid deck and a towing eye. A stainless steel roll frame fitted with navigation lights is located aft over the engine.
Electrical power for the lights is supplied by a battery housed in a special box. Two plastic weatherproof containers are attached to the roll frame to carry repair items.
The craft is powered by a Mariner Magnum 15 hp outboard engine upgraded to commercial specification and steered by a standard shaft tiller. Fuel is carried in a portable tank and the fuel line is fitted with a priming bulb.

2 Vanguard - 400 RIB (Rigid Inflatable Boat)

The construction and design is similar to the Avon 3.4 RIB craft but slightly larger all round. The Vanguard buoyancy tube fabric is constructed of 1 . 100 Dtex Polyester fabric base of high tenacity trevira coated both inside and outside with a resinated plastomer of advanced formulation which can be easily repaired.
The craft is powered by a Mariner 25 hp outboard engine and steered by a standard shaft tiller.

Trailer

Each boat is carried on a two wheeled galvanised steel trailer with a standard 50mm ball hitch and lighting plug. It is suitable for immersion in water for easy launching and boat recovery. A small manual winch is fitted to assist recovery and to secure the boat to the trailer. A quick release strap is used to secure the end of the boat.

Technical Data

Avon - 3.4 RIB

Length	3.38m (11'1")
Beam	1.47m (4'10")
Internal Length	2.38m (7'10")
Internal Beam	0.71m (2'4")
Weight - Boat	72kg (1581bs)
Capacity - Weight	460kg (1010 lbs)
Persons	5
Buoyancy Tube Diameter	38cm (15")
No. of Compartments	3
Inflation Pressure	2 to 3 psi

15 HP Engine

Mariner Commercial Marathon -15 hp	
Displacement	246cc
Petrol/oil ratio	2% (50:1)
Starter	Manual Recoil Cord
Fuel Tank Capacity	24 litres
Approx Running Time	4 hours

Vanguard - 400 RIB

Length	4m (13'1")
Beam	1.75m (5'7")
Internal Length	2.85m (9'3")
Internal Beam	0.85m (2'7")
Weight - Boat	95kg (209 lbs)
Capacity - Weight	700kg (1543 lbs)
Persons	7
Buoyancy Tube Diameter	46cm (18")
No. of Compartments	3
Inflation Pressure	2 to 3 psi

25 HP Engine

Mariner	25 hp
Displacement	400cc
Petrol/oil ratio	2% (50:1)
Starter	Manual Recoil Cord
Fuel Tank Capacity	24 litres
Approx Running Time	3 hours

Inflatable Recue Walkway

Catamaran style inflatable walkways which will provide enhanced stability on water, mud, ice and other unstable surfaces, have been put on the run at station C5 Bedminster, carried on an L4V Land Rover.

A total of 30 metres of walkway are carried in 2 x10 metre and 2 x 5 metre lengths. The walkway is constructed from neoprene with internal nylon filaments to aid shape retention.

Mesh netting on the upper surface provides a non-slip working area. They are fitted with a variety of carrying handles, reinforced tie off points and snap hooks to assist with manoeuvring, securing and joining units together.

The use of these walkways is restricted to personnel trained in their use or under supervision of personnel from station C5 Bedminster. For personal protection, drysuits are worn for those working on the units, with life jackets when in the vicinity of water, as well as eye protection and gloves.

One or two BA cylinders are required to deploy the walkway, depending on unit size required. A dedicated inflation hose is used to inflate the walkway and to ensure the non-return valve is tripped. A twinning manifold is used where two cylinders are needed. Once inflated, the hose can be disconnected and a valve cover placed in position. To deflate, simply remove the valve cover and turn the non-return valve until it locks in position and slowly rolls the unit up to expel air. The walkway has already been used on mud and has operated superbly. Other uses for this equipment are being considered.

Manufacturer

MFC Survival Ltd

Technical Data
Inflatable Rescue Walkway

Dimensions	Airtrack 5	Airtrack 10
Length	5 m	10m
Width	1.37 m	1.37m
Height	200 mm	200mm
Working Pressure	0.55 bar	0.55 bar
ReliefValve	0.55 +/-10%	0.55 +/-10%
Air Requirements	1600 Ltrs (1 Cylinder)	3200 Ltrs (2 Cylinder)
Weight	27 Kg	44 Kg

Breathing Apparatus

After fifteen years of reliable service from the Siebe Gorman 'Firefighter' Breathing Apparatus set, the Brigade decided to undertake an evaluation of all suitable BA sets on the market.

Following an exacting evaluation process monitored by the BA Department and the Brigade Technical Advisory Committee, the Drager PA.94 plus was selected as the new BA set for Avon Fire Brigade.

Once this decision had been made, a complex and intensive training programme was devised and launched.

Two hundred and twenty sets and six hundred cylinders were leased in association with a 'total care package' from Drager in November 1996, and the set went on the run in April 1997. Due to the co-ordinated efforts, affecting a number of personnel and departments within the Brigade, the changeover went very smoothly with no adverse effect on the Brigade' s response capability.

Bodyguard Electronic Monitoring Unit

On leasing the PA.94 plus from Drager part of the package included the Bodyguard Electronic Monitoring Unit. This has now been supplied to the Brigade and training is on going prior to the unit being introduced later this year.

The Bodyguard replaces the more conventional items on a BA set, the whistle, contents gauge and DSU with an electronic device. In addition it also contains a small computer which automatically records whenever the set is turned on as well as wearer consumption rates. This information is accessible to the wearer via an LED Display which can be illuminated at the push of a button.

The information recorded on the Bodyguard can also be downloaded onto a mainframe computer allowing highly detailed records of set usage to be stored as part of the Brigade wide database.

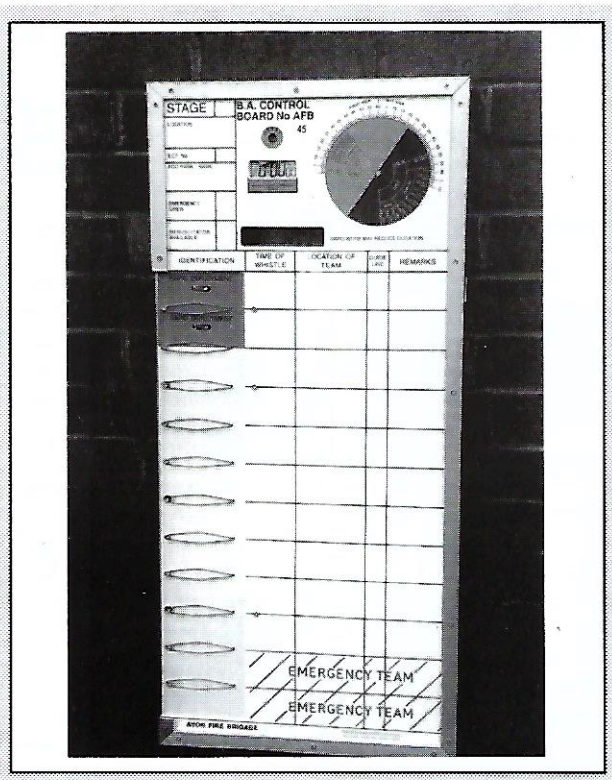
Use of this information to ascertain the effects of wearing a Breathing Apparatus set in operational and training incidents will lead to better controls in use of this equipment being implemented. This of course will help to promote greater safety for the wearer in due course.

Savox Communications Equipment

In order to further enhance the performance of the Drager PA.94 plus, and introduce the latest technology in communications equipment for Breathing Apparatus the Brigade have purchased and placed on the run the ' Savox 200' BM Communication System. This equipment is made by 'Interspiro', and we are the first Brigade in the UK to be using the 'Savox' Communication Equipment with the Drager BA set.

Provision has been made for two BA sets on each of our 37 Fire Appliances, to be fitted with Communications Equipment.

Once again the BA Section played a leading role in conjunction with Interspiro to develop this equipment for use with Breathing Apparatus, and together with the new Motorola GP 900 intrinsically safe radios, firefighters in Avon have been provided with up to date technology and state of the art equipment, which puts the Brigade in a good position for the future and any further developments in radio telemetry.



BA Entry Control Room

Breathing Apparatus -

Ancillary Equipment

The promulgation and introduction of Home Office Technical Bulletin 1/1997 - Breathing Apparatus Command and Control Procedures,introduced amongst other things 'Rapid Deployment Procedures'.
The Brigade's BA Officer, Station Officer Adrian Lemm entered a joint initiative with our suppliers of BA Entry Control Boards, Precision Units Dorset, and designed a composite BA Control Board which incorporates an automatic facility for recording 'elapsed time' for two BA wearers who are committed into the risk area.
Further development of the composite board included the provision of an 'Automatic' clock for use at all BA Incidents. The clock receives a radio signal which continually updates the display, thereby insuring the correct time is always displayed alleviating the necessity of synchronising BA clocks should the incident escalate.
The key factors which influenced the Brigade to pursue and purchase forty five of these new boards included:

- Personnel will be operating an Entry Control Board they are familiar with.
- The transfer of information from 'Rapid Deployment' will not be lost when implementing stage one or stage two procedures.
- The clocks will always display the correct time, all year round, without the need for manual adjustment.
- No need for synchronising clocks when higher levels of control procedures are implemented.

Operations Support

Hydraulic Rescue Equipment

For a number of years Avon Fire Brigade have used 'Hurst' Hydraulic Rescue Equipment for dealing with rescues at Road Traffic Accidents and other rescue situations.
In January 1997, the Brigade took delivery and placed on the Road / Rail Operational Support Unit, two complete sets of heavy rescue equipment, comprising of the following:

- Hurst Petrol Driven Power Unit (JL-4GH-S1).
- Model 32B Rescue Jaws.
- Model 0-150 Hydraulic Cutter.
- Model JL 60c Large Ram.
- Model JL 30c Mid-range Ram.
- Model JL 20c Mini Ram.

And two combination tool sets comprising of:

- ML-2H Petrol Driven Power Unit.
- ML-165 Maverick Combination Tool.

Eight JL Telescoping 30 Rams were also purchased, to complete the eight combination tool sets currently on the run on Fire Appliances within the Brigade.
With the addition of the above the Brigade now carries six complete sets of 'Hurst' heavy rescue equipment and ten 'Hurst' Combination Tool sets.
During the early part of 1998, the Brigade evaluated and trialed a combination tool set from the 'Weber Hydraulik' range, this equipment was supplied to the Brigade by 'Angloco' who are the UK agents for this equipment. The evaluation and trial was successful, the Brigade purchased the equipment and placed it on the run at Station A5 Patchway.

The equipment comprises of the following:

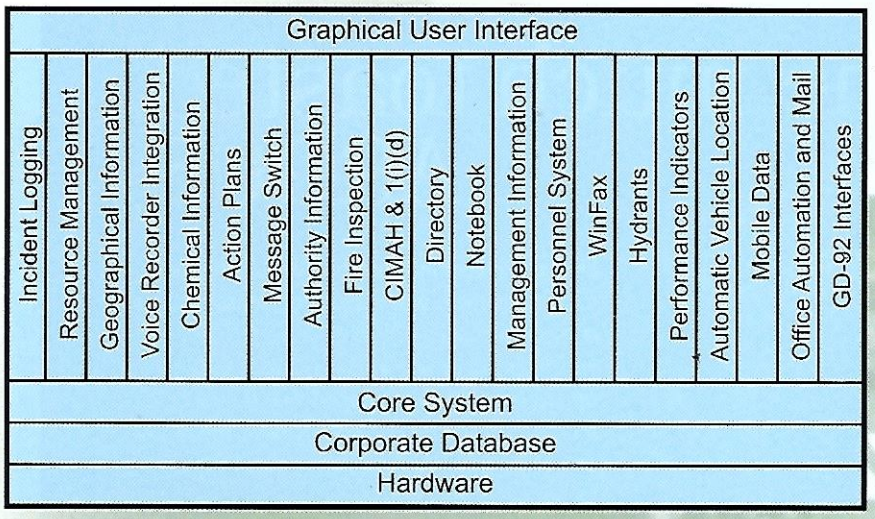
- V50 'Turbo' Petrol Driven Power Unit.
- Vario SPS 330L Combination Tool.
- RZT 1065 Telescopic Ram.
- S30 Pedal Cutter.

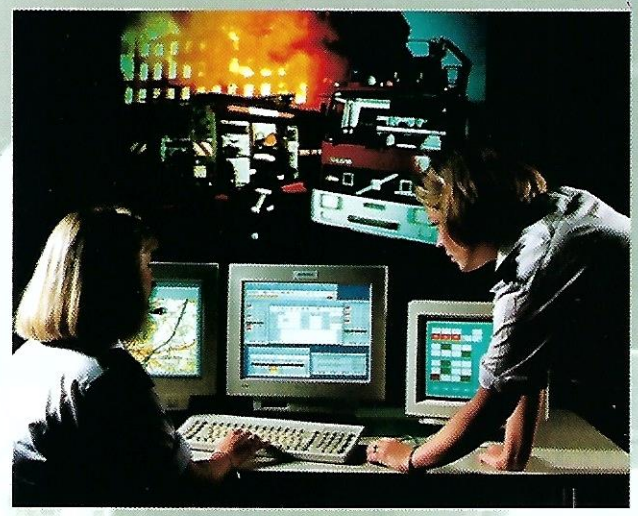
The key features that influenced the decision to introduce a new range of hydraulic rescue equipment into the Brigade were:

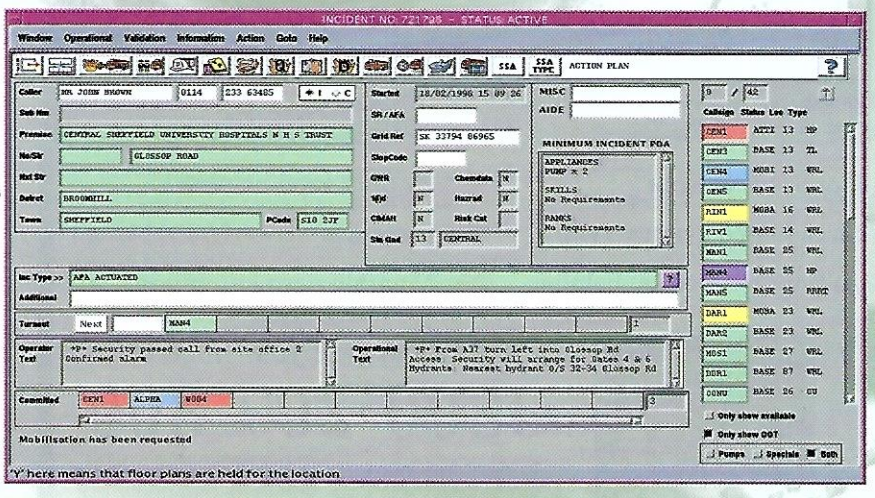
- Reduction in weight of the equipment.
- Simple to use operating controls.
- The Telescopic Ram.
- The ability to use two Power Tools simultaneously from the Power Unit.
- The Powered Pedal Cutter can also perform limited spreading.

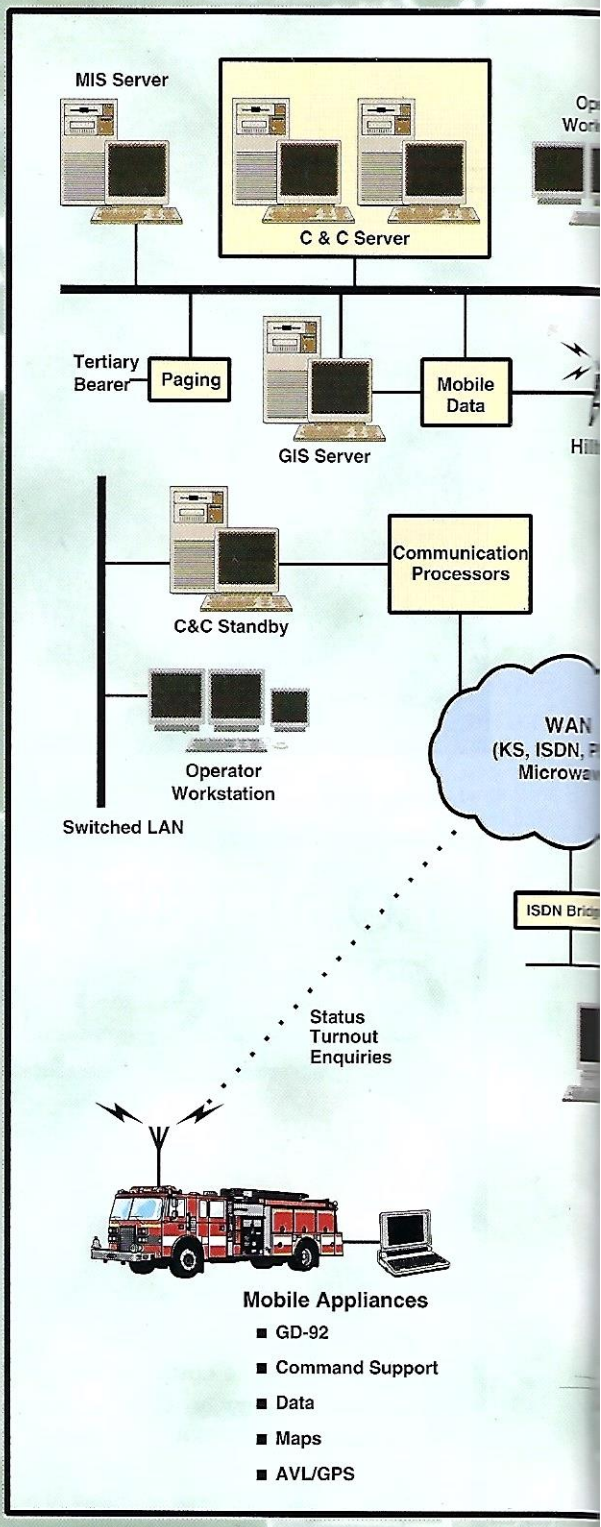
Over the next five years, twenty more sets of the above equipment will arrive in the Brigade, with a new Rescue Pump replacement programme.

Fire Informat









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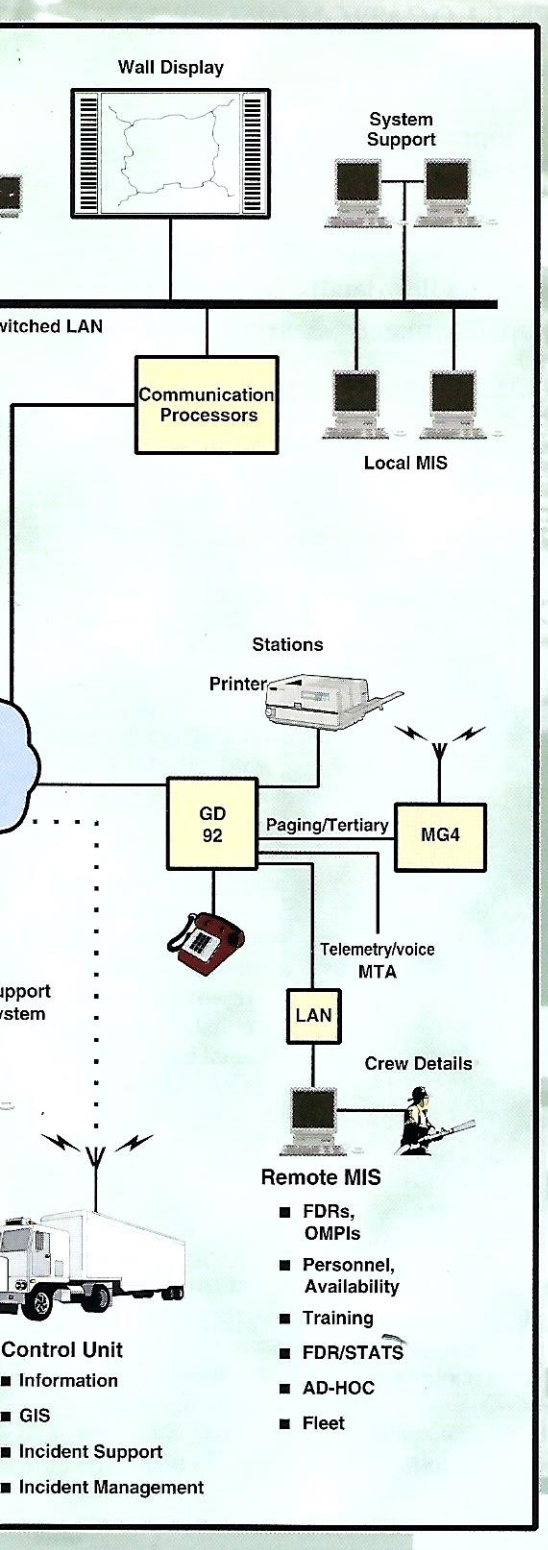
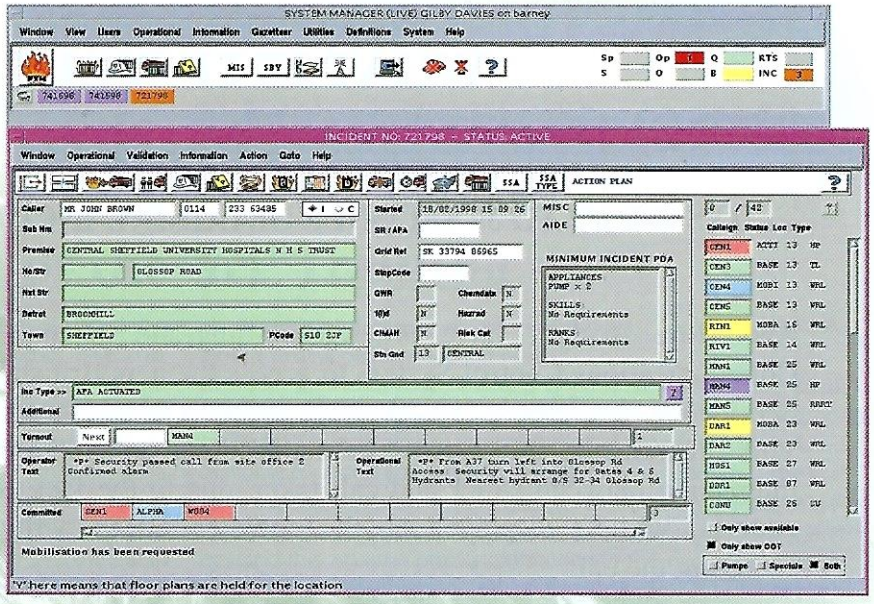
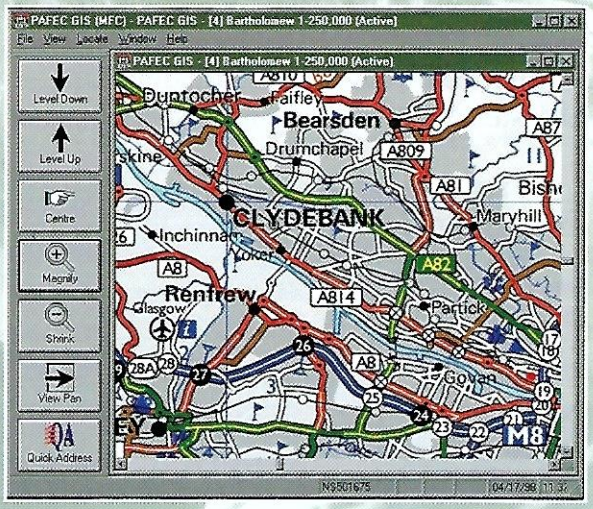
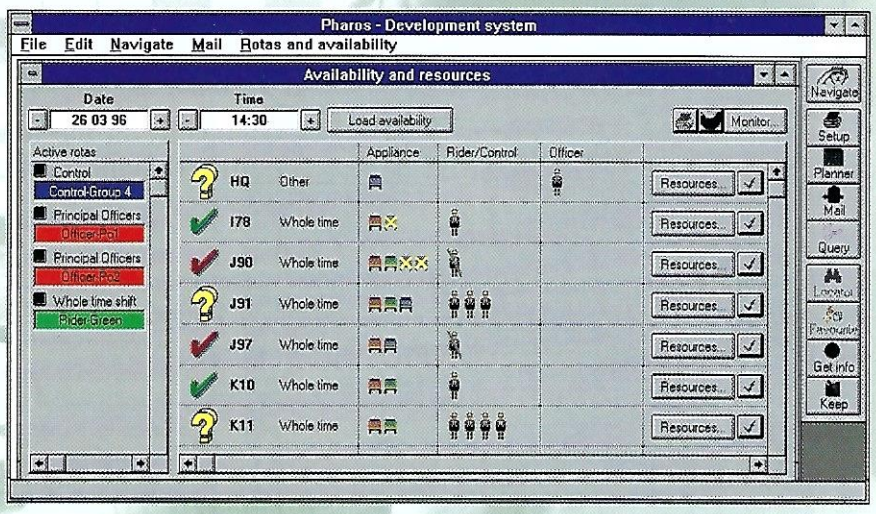








BRITISH AEROSPACE
Defence Systems

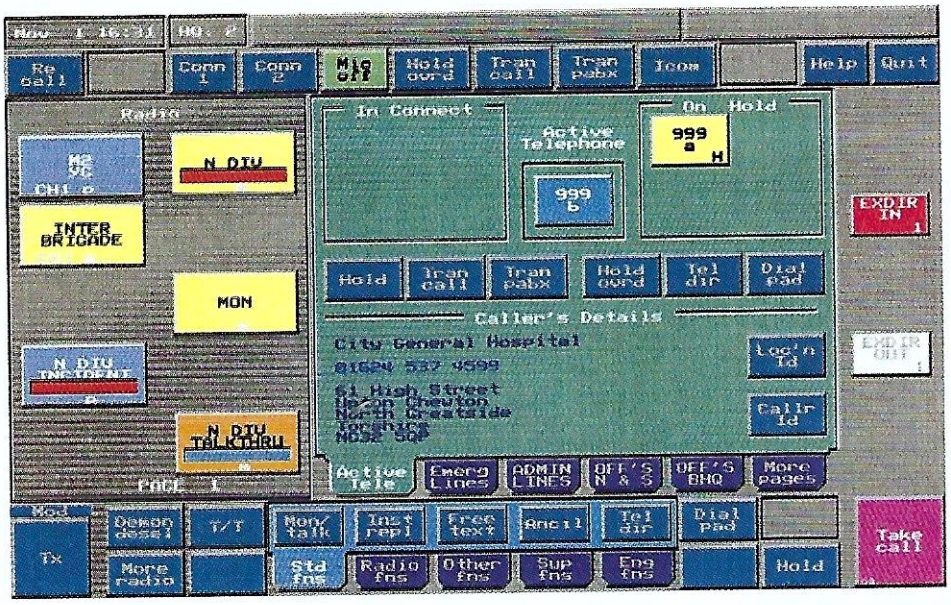
WHAT IS IT WORTH.....

....TO SAVE UP TO 30 SECONDS OBTAINING INCIDENT LOCATION DETAILS

Avon Fire Bridgde have ordered an upgrade to their "Dopra" DS1000 Integrated Communications Control System to access the new British Telecom Enhanced Information Service for Emergency Calls (EISEC) services which should be available in February 1999. This functionality will have a dramatic effect on the control room environment and the interaction between caller and call taker, due to the fact that the caller details (name and address) will be displayed on the operator screen within approximately 2 seconds of receiving the call.

Integration with an associated Command and Control System could be the next stage with all caller details being immediately passed across ready for address match and mobilisation.

A screen shot below shows how the information would be presented to the operator, on a DS1000 system, nominally within two seconds of the call being received by the ICCS.



Securicor are also able to offer this functionality in the form of an 'EISEC Subsystem' to Emergency Services that do not have DS1000 digital switches and currently operate older analogue systems.

For additional information please contact Simon Thomas on 01225 894129
Securicor Information Systems Limited, Marshfield, Chippenham, Wiltshire, SN14 8SR
Email: simonth@sis.securicor. co.uk

securicor *information systems*

' State of the Art' Training

The Brigade is extremely pleased with its new Hot Fire Training Centre which went 'live' for the first time in September 1998. The Centre has been built on the site of Brislington Fire Station but is completely independent of the station with a dedicated classroom block which is also equipped with changing and shower facilities on site.

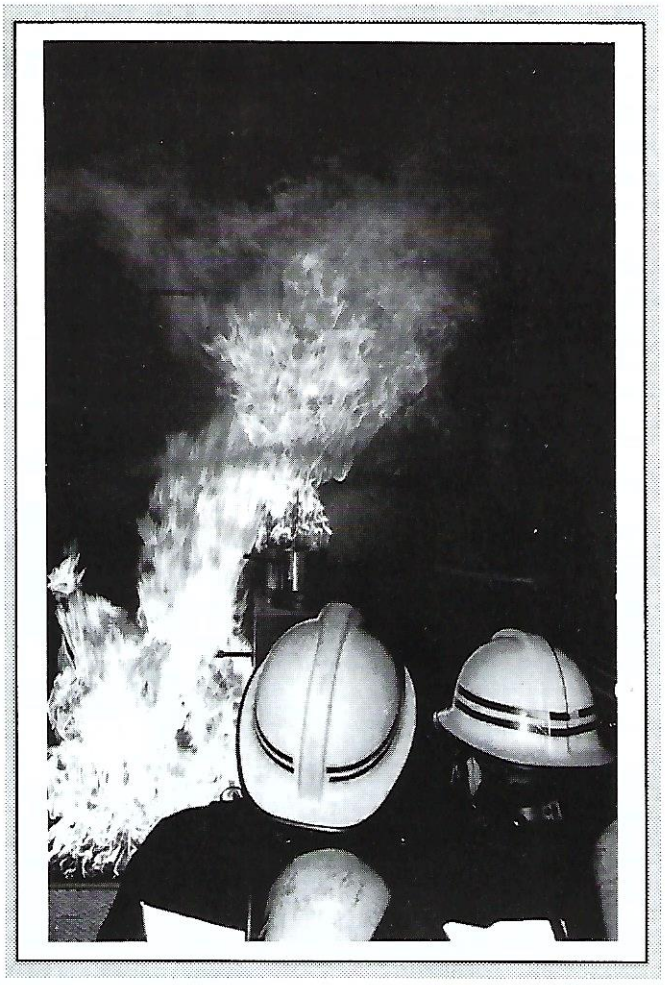
The manufacturers of the building, International Fire Training Equipment and the Brigade's Project Team headed by Divisional Officer Peter Shilton, developed the unique facility in partnership based on IFTE's concept design of a similar facility for the Ministry of Defence at RNAS Culdrose in Cornwall. Funding for the Centre was approved after the Brigade's 1996 Report of its investigation into the death of Firefighter Fleur Lombard which highlighted a need for better realistic training facilities.

The two-storey solid steel structure comprises four separate fire rooms each with a different theme simulating realistic firefighting environments which includes a bedroom with flashover/back-draught options, a domestic property room, a kitchen/frying range room and a heat and humidity chamber. There are eleven different LPG fuelled fire 'beds' throughout the building, two pyrotechnic devices, a ducted smoke generation system and a door 'smoke bleed' installation for fire behaviour training which are all controlled by the latest 'state of the art' technology. Over 120 square metres of floor area is available for training plus the flat roof which are served by external staircases at each end plus a large central internal staircase that also provides a viewing gallery into each compartment through vision panels at both levels. Vertical access from the roof through each compartment is provided by hatches and cat ladders for simulating ship or deep basement scenarios.

Training in simulated conditions of realism was the main driver behind the design of the facility but safety was naturally at the forefront of all design and performance requirements which on occasions, called for the highest levels of imagination and ingenuity on the part of IFTE's electronics designers. Operation of the simulator is restricted to four specialised instructors and four non-uniformed technicians who have all been specially trained and qualified. One uniformed instructor and one technician are the minimum required to fire the scenarios which are electronically controlled to fail to safety should either person become unable to perform their role. In a training exercise, an additional instructor undertakes the role of safety officer but control of the fire beds rests with the senior instructor who remains alongside students on a ratio of 2:1. Using a hand-held pendant, the senior instructor can control up to five stages of fire development in each of three separate programmes. Each stage is pre-set within defined time or temperature limits which are computer controlled allowing exact replication of conditions to be achieved to meet that particular training objective. Radio and public address communications is maintained between instructors and the technician who is housed in an integral control room adjacent to the entrance lobby. Closed circuit television cameras also allow visual surveillance of all compartments by the technician which can also be taped on an integral video recorder primarily for de- briefing purposes, but also for impounding in the event of an emergency. High and low level temperatures are constantly monitored from the control room plus humidity in the heat and humidity compartment which are all timed and recorded to generate a hard copy print-out for personal training records. The technician also monitors gas detection alarms for the presence of carbon monoxide, propane and oxygen in unacceptable concentrations.

Realistic, standards-based training is a fundamental feature of the Brigade's strategy and this underpinned the design specification of the HFT Centre where the principles of a performance related, outcome focussed approach to training is being adopted. The ability to replicate scenarios to meet specific training objectives was identified as an essential requirement of the Brigade's training strategy and this was the primary influence in the decision to opt for an LPG fired installation. All of the Brigade's wholetime and retained personnel will be programmed to attend the Centre at least four times per year for specific training in line with the strategic training objectives for the Brigade. The compulsory use of breathing apparatus inside the simulator will enable essential BA training to be combined with other training targets so that training time in the simulator is maximised. A large proportion of recruits' basic BA training will also be undertaken at the Centre as will 'hot fire' training for recruits which will produce significant savings on the training budget.

Its unique design provides a flexible, cost effective training solution which embraces the latest technology to secure a realistic environment capable of countless different scenarios under safe, controlled conditions to provide Avon's firefighters with some of the most advanced training available well into the next millennium.



Joint Training Centre

In 1996 Avon Fire Brigade, Gloucestershire Fire and Rescue Service and Somerset Fire Brigade agreed to combine efforts and pool resources to build a new training centre to be shared by all three Brigades.
The Centre is being provided and the training and services procured as a Private Finance Initiative where the Brigades form a partnership with a private contractor who will design, build and
operate the training centre for the three Brigades. To this end, a project team was set up comprising officers from each Brigade with legal, property and financial advisors. The scheme was awarded Pathfinder Status by the Home Office in March 1997, and a feasibility grant awarded. In October 1998 a PFI credit approval of £9.5 million was allocated by central government for the 1999/2000 financial year.
It is anticipated that the new training centre will be situated on the M5 corridor, central to all three Brigades. Currently a short list of three companies have been invited to negotiate in early 1999. In April/May two companies will be asked to provide a best and final offer from which a preferred bidder will be selected. The project should be fully signed off by late autumn 1999 and the building will commence early in 2000.
The new centre will provide high quality practical training for firefighters with the accent on safety. Within the next 3 - 10 years there will be a larger than normal demand for new recruits into the three Brigades, and it is intended that the training of those recruits will be another major feature of the centre. The scheme is aimed to complement and not to compete with the Fire Service College, which will continue to provide specialist and career progression courses.
This centre will meet the increasing demands of core training, assessment and acquisition of skills required to achieve the joint concept of 'safe person, safe place, safe community'.

INCIDENT COMMAND TRAINING IN AVON FIRE BRIGADE USING THE VECTOR SIMULATOR

The Vector Simulation system is used as part of an Incident Command training package for all Officers, from Leading Firefighter to Principal Management, including Retained Personnel who may be required to act as an Incident Commander.

The courses are modular in format allowing each rank to work within their peer group;

Module A Leading Firefighter.

Module B Sub Officer.

Module C Station Offficer.

Module D Assisstant Divisional Officer.

Module E Divisional Officer.

Each module is a one day course which is held in the Vector Suite (attached to training department) and has up to 5 students on each course.

The course content includes;

Incident Ground Health and Safety.

The Incident Command System.

Incident management.

The Vector System.

A Vector scenario completed

as a joint exercise.

On completion of the One Day Incident Command Course the student is then programmed into a half day Vector course on a one to one basis, where the student is given the opportunity to train in Incident Command on inividual scenarios using the Vector Simulator and discussing the outcomes with the instructor ,who acts as a facilitator during the scenario, operating the Vector Simulator and allowing the student to concentrate on the scenario. To date 121 Wholetime Officers, and 83 Retained personnel have completed the one day Incident Command Course.

Station Officer Hanratty leads a student through the vector Simulator training module

Community Fire Safety

The Brigade's Community Fire Safety Team was established in 1992 as a result of the commitment and support given to the two year national 'Play It Safe' Campaign. Traditionally, at that time, Brigades in general, were reactionary rather than pro-active in prevention, and this campaign provided the catalyst for a change towards a more strategic preventive approach within the Brigade. Working in partnerships in a multi-agency alliance was found to be a highly effective way of tackling Community Fire Safety (CFS). The Brigade is a key partner in the local alliance Avonsafe - Action for Safety.

Recent partnerships have provided the CFS team with more transport with which to carry out their work. Daihatsu have made available a "Move" car, (see photo below) and First Cityline have provided a coach which will be adapted into a display/information vehicle. The Team has grown in number from one Station Officer to a total of six personnel, and will undoubtedly grow still further as ever increasing commitment is given in support of the "Safe as Houses" report, and in expectation of Community Fire Safety becoming a statutory responsibility placed upon Brigades. One ADO, three Station Officers, and two Leading Firefighters make up the existing team, further duties when appropriate are carried out by the Fire Safety Staff Sub Officer.

Principal ways in which the Brigade have undertaken CFS intervention work have been by using recognised approaches, ie, education, environmental modification and enforcement. Often approaches are combined.

• Pre-School and Infants (6 - 7 Years) including Parents, Carers and Professionals.

Puppet Shows, Fireman Sam/Welephant, Professional Training, Safety Equipment Schemes.

• Primary Schools (7 -11 Years)

Education, Safety Detectives Club, Child Safety Action Pack, Juvenile Firesetter Intervention, Hoax Calls, Junior Lifeskills, Schools for Health.

• Secondary Schools/Colleges/Further Education/Young People

Education, Juvenile Firesetter Intervention, Hoax Calls, Secondary Lifeskills, Chip Pan Fire Demonstrations, Car Crime Intervention.

• Key Communities, ie, Special Needs, Equal Opportunity Support.

Education, Professional Training, Chip Pan Fire Demonstrations, Supporting Local Community Health Development Programmes, Developing resources.

• Older People

Education, Senior Lifeskills, Chip Pan Fire Demonstrations, Environmental Change, ie, Free Smoke Alarms Project, Safety Checks on Consumer Products, eg, electric blankets, small electrical appliances.

• General Public

Education, Attend public events, Lifeskills - Learning for Living Permanent Site.

• Data

Collect and record, monitor trends, use of National and Local data to plan activities, use for publicity, use for evaluation.

• Campaigns

Support and promote National and Local campaigns, eg, Child Safety Week, Fire Safety Week, National CFS Centre Campaigns, seasonal, re-active.

• Workplace

Education, Chip Pan Fire Demonstrations, provide resources.

• Media and Publicity

Use of the media, eg, newspapers, journals, magazines, radio, television, Brigade magazine, newsletters, all publicity opportunities.

• Resources

A Daihatsu "Move" car, a display/exhibition coach, a Chip Pan Fire Demonstration vehicle, safety equipment, eg, smoke alarms, fireguards, etc, display exhibition material, videos, slides, posters, leaflets, etc.

• Alliances

Represented on CACFOA National Working Party, CACFOA National Toolbox Committee, CACFOA Region 6 Working Party, RoSPA National Home and Leisure Safety Committee, Fire Liaison Group, Lifeskills - Learning for Living Permanent Site, Avonsafe Management and Action Groups.

Training (Brigade personnel and external organisations)

Identify needs, develop training programmes.

In September 1998, the Brigade, in association with the Mid-Western Branch of the IFE, hosted an International Conference Firesetting and Arson - Whose Problem? which attracted 280 delegates, and speakers from both the UK and the USA. *(See next In Attendance for full report)*

Fire Safety is recognised by the Brigade as a major responsibility and commitment. The Brigade is well placed to meet the exciting challenges expected as we enter the new Millennium.

Fire Safety Division

"Working in Partnership for a Safer Community"

Overview

The Fire Safety Division is a vibrant, developing, functional Division with a complement of 45 Officers who are determined to ensure that all communities within the Brigade borders remain safe from fire.

This is achieved by ensuring that the range of buildings or installations people resort to, whether at home, work or leisure, comply with best practice available through statutory controls, goodwill advice or via targeted education/intervention programmes.

The influence of change is very much upon us all with greater emphasis placed on a less prescriptive approach to fire safety enforcement, together with the welcome thrust towards fire safety education initiatives.

A change in culture is needed to embrace fully these developments alongside the willingness and vision of all parties involved to take risk assessment concepts and Community Fire Safety philosophies to the very top of everyone's agenda. The Fire Safety Division is fortunate to have "attuned" Officers who strive towards the adoption of this developing culture, recognise the benefits and employ the principles during the course of their duties.

Structure

The Divisional Commander (DO I) is supported by a team of 9 highly motivated Supervisory Officers who in turn have responsibility for providing support and encouragement to 26 Station Officers and 9 Junior Officers. 13 Admin colleagues provide a range of essential services in order that the various tasks undertaken are successfully concluded.

Working Location

Divisional Headquarters is located at our Lansdown site which houses the senior management team, the divisional Training Officer, the Community Fire Safety Team, CAD function and admin support.

Area Officers are located at Bristol, Bath, Yate and Weston Super Mare and relate to the boundaries of the 4 Unitary Authorities.

Port Liaison

Bristol is home to a thriving port at Avonmouth and Royal Portbury Docks under the ownership of the Bristol Port Company.

For many years an experienced Fire Safety Officer has been attached to The Bristol Port Company offering on-the-spot advice and expertise through well established liaison understandings. The tremendous close-working relationship we enjoy with the Port Managers and oil-based users has developed into a dynamic partnership that has proven to be beneficial to all parties involved.

This is a challenging, demanding role which constantly introduces the Port Liaison Officer into areas beyond that associated with a traditional fire safety role and certainly one that relies on an informed risk-assessment approach.

Strategies - Planning for the Future

The management of change is one of the biggest challenges to any organisation especially as fundamental change cannot be introduced overnight, but needs to be well planned and structured. It is, therefore, the major objective of this Division to continue to maintain an informed awareness of national/local developments and to be well prepared for the introduction of new initiatives and working practices as and when they occur or are required.

To ensure the points of reference which capture the ethos and working practices of this Division, and the Brigade, are well established and meaningful 3 core documents have been/are being introduced. These documents reflect and underpin the 5 year aims and objectives of this Division in the form of Strategies and Operational Plans.

The 3 core documents cover the following areas:-

1. Mainstream Fire Safety (in preparation).
2. Community Fire Safety (complete).
3. Fire Safety Training (complete).

Each document will be reviewed annually with any adjustments made to ensure target focus is maintained.

Inspection Workload/Statistics

The professional team of committed Fire Safety Officers, together with Operational Crews, who ha programme of reinspections to undertake, ensure the Brigade's statutory duties and goodwill obligations are fulfilled. The main objective is to ensure that the very best standards of safety prevail in all types of premises and storage facilities. Petroleum and Explosives inspections are carried out by Brigade Officers on behalf of the 4 Unitary Authorities.

The level of activity for the reporting period 1997/98 for fire safety duties undertaken is summarised as follows:-

Fire Precautions Act 1971

Fire Certificates in Force	2,910
No of Inspections by Specialist Officers	5,473
No of Inspections by Operational Crews	570

Agency/Goodwill

No of Inspections by Specialist Officers	6,223
No of Inspections by Operational Crews	966

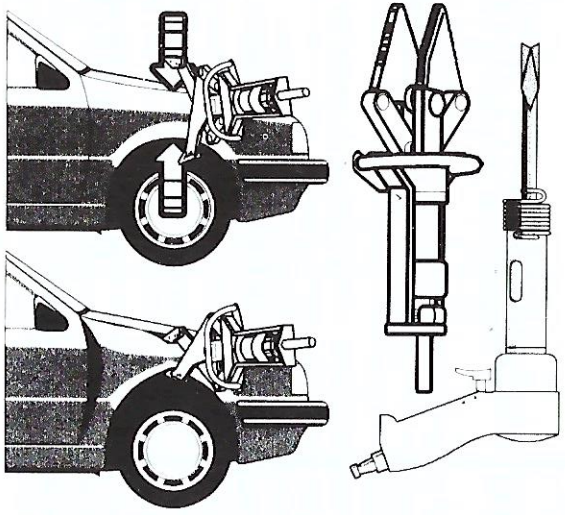
Petroleum and Explosives

No of Inspections by Specialist Officers	1,754
No of Inspections by Operational Crews	681

Community Fire Safety

No of Community Fire Safety Activities	1,208
Audience	33,809

FIRE Clip Art for PC



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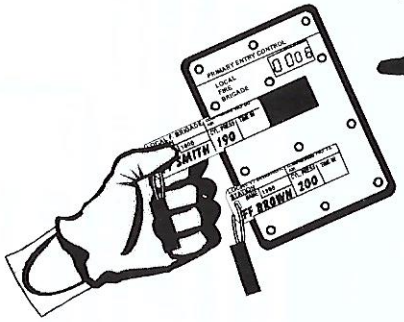

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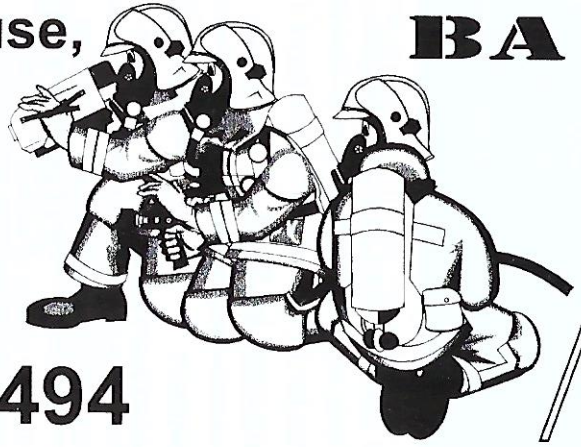

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" I'm convinced that today's British Firefighter is becomming an icon of modern society, a fit and healthy figure for our children to look up to. It is for this reason that we have decided to offer our professional range of sports supplements at near trade prices to the Fire Brigade service. "

***James Phillips** - Director of Reflex Nutrition Ltd.*

Our commitment to you is simple. As a Firefighter, we will provide you with first class supplements at near trade prices, there is however a small minimum order of £50 - which is very small when you consider how much you will save ! The products will be delivered to you next day by City Link and its as easy as that !

PRODUCT	Firefighter Price	R.S.P
MICRO WHEY 800gms Pure cross flow micro filtered whey protein isolate with Aminogen enzyme formula.(the best.)	£16.49	£24.99
NEXGEN 1.25kgs 20 servings Body mass formula with whey protein, creatine, glutamine & more.(our best seller, just try it !)	£19.30	£29.99
PROGEN 1.26kgs 14 servings Advanced meal replacement formula (unbelievable value !)	£13.49	£19.99
SYNERGY 1kg - 90 servings Triple action product with Creatine, HMB and alpha lipoic acid.(prepare for amazing results !)	£32.50	£49.99
MATRIX 1kg - 30 servings Dextrose, creatine, L-glutamine, taurine & alpha lipoic acid.(Powerful stuff !)	£27.95	£39.99
SUPER CHARGE 1.9kgs Maltodextrin based energy drink mix with electrolytes.(used by a number of rugby teams)	£8.99	£14.99
WHEY PROTEIN 850gms Whey protein concentrate.(economical whey protein product.)	£10.95	£17.50
HYDROXY-METHYL-BUTYRATE 180 500mg capsules - 30 day supply.(cheapest price in Europe - fact!)	£27.95	£39.99
CREATINE MONOHYDRATE 500gms Pure creatine monohydrate - the best european grade money can buy !	£19.99	£29.99
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Fire Safety Training

To provide the very best levels of service to the many organisations and individuals we deal with in what is a developing and increasingly challenging discipline, Fire Safety Officers must be given the requisite degree of training. This not only ensures that the professionalism associated with our fire safety practitioners is maintained, but that Officers are given the "tools of the trade" to actively encourage self confidence and high morale.

The Fire Safety Training Strategy and Operational Plan, under the guidance of the Divisional Training Officer, lays the foundation for a structured programme of training catering for the needs of all members of the Brigade and is not specific to Specialist Officers. This is a very important aspect as there is a very real need to support Operational Crews and non-uniformed colleagues in the deli ery of advice and the raising of awareness levels of the dangers from fire.

All Fire Safety Officers will be afforded the opportunity to attend the modular courses at the Fire Service College as well as any other relevant courses being run locally or further afield deemed appropriate.

Two whole day Divisional Seminars are run each year to allow delivery of meaningful discourse/training in line with policy matters and national trends.

Training workshops are provided for Supervisory Officers throughout the year increasing general knowledge/awareness in many areas.

Collaboration and Partnership Objectives

This Division realised the benefits of creating and developing partnership initiatives many years ago with other organisations and the many Unitary Authority Departments. The achievements enjoyed and progress made have been immense. Recent successes are as follows:-

Collaboration in Education

A unique partnership has been forged with B&NES and South Gloucestershire Council's Education Department to provide a field study centre at our Lansdown Headquarters site. Groups of school children use our facilities, throughout the summer term as a Field Study Centre whilst researching the English Civil War Battlefield Site on which the Divisional Headquarters is located. This has proved to be a great success with many other collaboration potentials being explored.

Fire Precautions Working Group

The diversity of fire safety activity necessitates regular interaction with specialist departments of the four Unitary Authorities. Close liaison with an excellent rapport exists to ensure consultation arrangements are meaningful and working successfully.

To facilitate this process a Fire Precautions Working Group has been set up which brings together key players on both sides on a regular basis. The focus is very much on working together and the expedition of any improvements necessary.

Fire Liaison Group

Work is progressing to re-establish Fire Liaison Group activity which will provide an excellent platform on which to create firm links and understandings with the business community and others involved in Fire Safety practice.

There can be no doubt that the potential benefits will greatly enhance joint ventures designed to increase awareness and initiate intervention programmes representing all community needs.

Media Liaison

Two Station Officers, working from Brigade Headquarters, are attached to the Fire Safety Division. They undertake media liaison duties on behalf of the brigade

Avon Fire Brigade's Information Centre

The Brigade's Information Centre is a new department, set up on 1 December 1998 to replace the Management Information Services department. Its aims are to provide accurate and timely information for statutory and other requirements to the Home Office, HMI, Audit Commission, CIPFA, Committee Reports and also to provide Managers with information which will assist in policy and decision making. This information may be produced in table, graph or written formats. It is currently working on special projects with the Community Fire Safety Team to identify high risk areas relating to specific fire incidents by time, cause, and location, whilst also providing information to a generic team working to reduce the numbers of unnecessary false alarms. During 1998 the department checked and sent some 3,600 FDRI's to the Home Office, taking the opportunity to use the information from them to support some of those projects. These incidents were from a total of approximately 27,000 calls received and 17,000 emergency incidents attended. In addition, it provides a service to other departments of the Brigade who require data to support their work and in assisting others who produce statistical information to maintain accurate reporting methods. Liaison for Coroners Reports and Fire Investigation is provided to Brigade Officers and outside bodies as necessary. Most of the information the department produces is incorporated into the Brigade's 'Operational and Fire Safety Annual Statistics' report.

'In Attendance' thanks Avon Fire Brigade for providing this feature

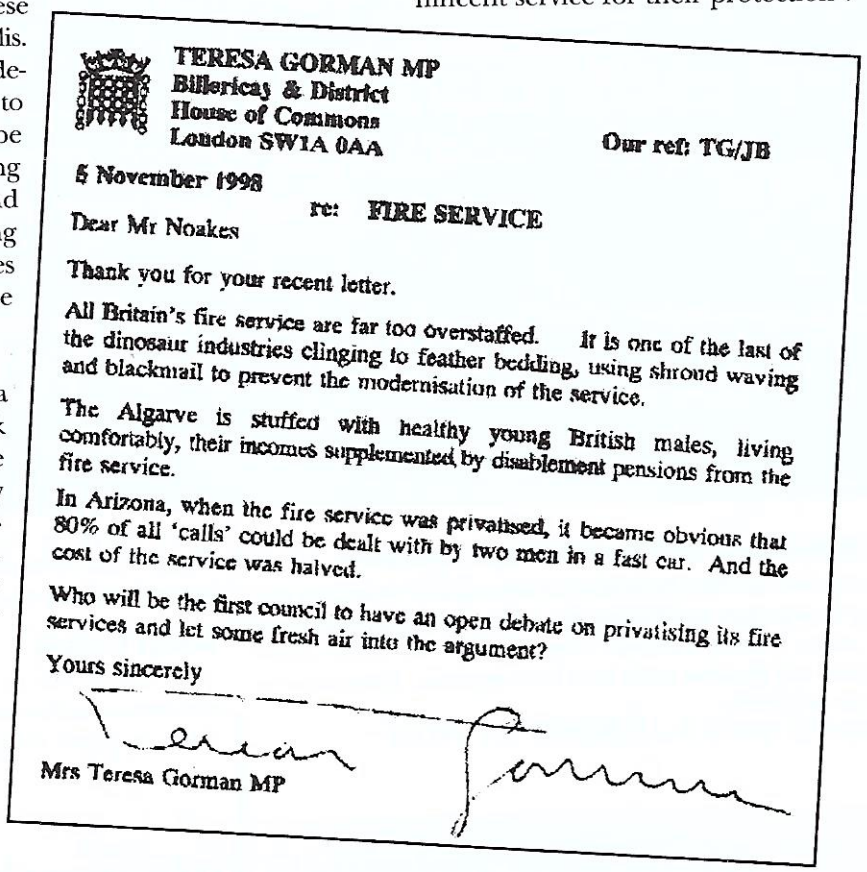
FIRE OFFICERS FURY

"It's a shame it has come to this" are the words of Alan Ellis, President of the Fire Officers' Association, in response to Teresa Gorman's comments reported in the Daily Mirror (Wednesday, December 2, 1998) when she said: "Firefighters were shroud waving dinosaurs who use blackmail to protect their jobs".

"The timing and lack of sensitivity of these comments are most unhelpful" said Alan Ellis. "The real issue is that funding and the guidelines laid down by Central Government as to how we deliver the service do need to be looked at. We (FOA) have said we are willing to join negotiations with others to try and address some of the issues which are putting pressure on the Fire Service nationally, issues which have been made manifest in the industrial unrest in Essex".

"What is most disappointing is the timing a senior member of parliament uses to attack the Fire Service " said the President of the Fire Officers' Association. "Firefighters by nature are people of integrity who are committed to public service. There is a realisation that some areas of our service delivery can be modernised. It is for members of parliament to create the climate in which these discussions can take place. To actually suggest that two Firefighters in a fast car and privatisation, is the answer, is not only naive but dangerous".

It is interesting to note Teresa Gorman's comments in May 1996 when the House of Commons debated the problems facing the Fire Service, then under a Conservative Government, when she said: "They (Labour controlled Councils) are clearly under-funding it (The Fire Service) all over the country and it is causing great concern to the service and to those who rely on that magnificent service for their protection".



TERESA GORMAN MP
Billericay & District
House of Commons
London SW1A 0AA

Our ref: TG/JB

5 November 1998

re: FIRE SERVICE

Dear Mr Noakes

Thank you for your recent letter.

All Britain's fire service are far too overstaffed. It is one of the last of the dinosaur industries clinging to feather bedding, using shroud waving and blackmail to prevent the modernisation of the service.

The Algarve is stuffed with healthy young British males, living comfortably, their incomes supplemented by disablement pensions from the fire service.

In Arizona, when the fire service was privatised, it became obvious that 80% of all 'calls' could be dealt with by two men in a fast car. And the cost of the service was halved.

Who will be the first council to have an open debate on privatising its fire services and let some fresh air into the argument?

Yours sincerely

Mrs Teresa Gorman MP

A FITTING TRIBUTE TO ~FLEUR~

A Fund set up to commemorate firefighter Fleur Lombard, the first female to be killed in active service, has allocated a significant sum towards the construction of a new gymnasium at Jubilee House in Penrith.
The Fleur Lombard Memorial Fund was set up by tabloid newspaper The Daily Mirror in the wake of Fleur's tragic death and received tremendous public support. The Fund eventually raised £68,000 to be used in Fire Service related projects.
Jubilee House is a high profile recipient being the first purpose - built therapy centre for the benefit of fire service personnel and their partners.
Lincolnshire firefighter Erica Hinnigan who spent the tail end of the year at Jubilee House undergoing a course of therapy following an accident, said: " The facility has been a great help and greatly accelerated my recovery."
Her support for the centre is echoed by her CFO John Herrick, Chairman of the Fund, who said: "The loss of a firefighter who dies whilst firefighting is devastating to the whole community. That Fleur's name is to be remembered in this way is a positive and helpful thing. Jubilee House helps so many injured firefighters return to full and active health.
This in turn ensures our communities continue to be protected by these brave people from whom we expect so much."

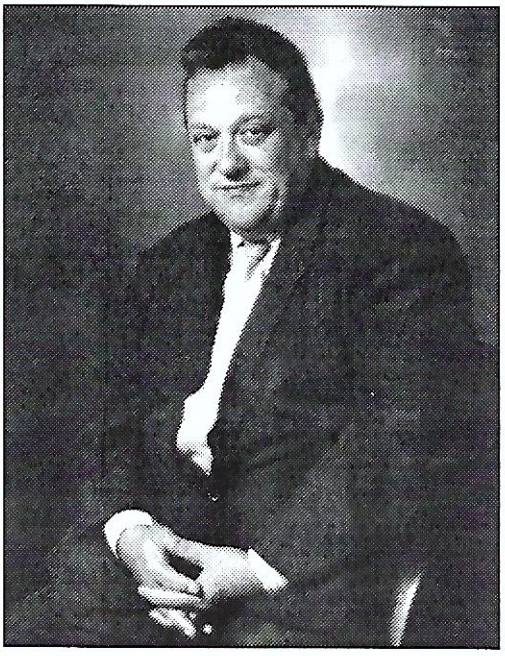
Fire Authorities Need
A Corporate Service Approach

The recently announced Local Government Financial Settlement for the Fire Service in England and Wales will produce difficulties but also challenges for a number of fire authorities. In addition to this year's settlement of 3.6%, we now have indications that the settlement for the next two years will be in the same region of 3.5% per annum.

Fire Service inflation has been running above this level, exacerbated by a pay settlement for firefighters of 5.6%. In addition the continuing rising cost of the Fire Service Pensions Fund will mean that a large number of authorities will be committing over 20% of their revenue budget in future years to cover the pensions deficit.

It has often been portrayed in recent months that fire service employers object to firefighters receiving high pay increases and want to abandon the formula that was arrived at following the strike in the 1970's because it has led to making firefighters too highly paid. I want to emphasise that this is not the case. The vast majority of employers do not object in principle to firefighters receiving salaries commensurate with the difficult job they undertake. We do however voice our concerns when, for whatever reason, increases in salary are outstripping increases in resources to fire authorities.

Changes in structure over the past few years now mean that the vast majority of fire services in England and Wales are single purpose authorities; either Fire and Civil Defence Authorities (FCDA's) in the Metropolitan areas which precept their unitary authorities for any increase in council tax or Combined Fire Authorities (CFA's) which levy their unitary authorities to make up any shortfall created as a result of the local authorities settlement and the deficit created by the increase in both pensions' pay.



Due to the changing status of fire authorities many are now under pressure from the unitary authorities to keep the precept or levy as low as possible because an increase in either will have an effect on the overall level of council tax passed on the council tax payers.

Whatever course of action fire authorities take to meet both the aspirations of our employees and to maintain the adequate level of standard of fire service delivery that the public has come to expect from the British Fire Service, there are a number of other factors that will need to be taken into consideration. Firstly, the Government has indicated that it has retained reserve powers of capping on local authorities (including fire authorities) whom they consider to be profligate in the level of council tax increases that they make. In addition, the Secretary of State for the Department of the Environment, has announced that any council tax increases over 4.5% will be subject to council tax benefit claw-back, rising to a threshold at 8.5% whereby all council benefit payments from Central Government will have to be absorbed by the individual local authorities. Clearly this will affect fire authorities, either in the form of direct claw-back in the case of the FCDA's or indirect claw-back in the case of CFA's and those who remained as part of unitary authority county councils.

Fire Authorities will in the short and long term have to demonstrate that they are taking adequate measures to ensure that their income is maximised and their expenditure is realistic and controlled to satisfy central government that any increase in the precept or levy for council tax is justifiable and that all measures are being undertaken to reduce unnecessary expenditure.

The Secretary of State has made it clear that Best Value will apply to the Fire Service and that it will not be sufficient for the Service itself to say that it has either provided Best Value or point to the Audit Commission reports "In Line of Fire" indicating that we are a well managed service. There are clearly ways in which the service itself will be able to fulfil Best Value criteria and needs to take action in the short and the long term to reduce overall expenditure.

Whilst the Service may be stretched and unable to make large areas of savings from the front line service, there are other areas in which savings can be accrued. Individual fire authorities will have to cease to operate as independent bodies, but instead look at a corporate service approach in areas such as training, mobilising control, and in some sections of administrative operation.

The service as a whole already has an over-capacity of training facilities; new and modern technology means that mobilising can take place at fewer control points than has previously been required and the very often macho individualist approach of fire authorities that each must have their own individual controls (usually under-occupied and over-staffed) needs to be declared a thing of the past. Fire Authorities need to be willing to enter into corporate arrangements for joint controls and for a rationalisation of training facilities. These are only illustrations and not definitive areas where rationalisation in the fire service needs to take place.

Whilst there is no wish amongst fire service employers to abandon the fire service pay formula which most people would agree has worked well in maintaining industrial peace over the past 20 years, there has to be a willingness to recognise that the terms and conditions under which the vast majority of local government employees are now operating, have changed greatly over the course of the last twenty years.

Whilst it can be readily accepted that the formula itself has not created pay differentials out of proportion to that received by most other local government employees over that period of time, most other local government employees have seen changes in their terms and conditions which have justified the maintaining of current pay settlement levels, an alteration which has not yet been accepted in the British Fire Service. Unless there is a willingness in the near future to accept that the current Terms and Conditions are out of kilter with that of the rest of local government and Pay and Terms and Conditions continue to be treated as two separate identified negotiable areas (something that in the rest of local government ceased several years ago) it is unlikely that the local fire authorities will be able, under present financial controls, to maintain a commitment to both.

The Fire Service is at the cross-roads. Traditionally the Fire Service, both Managers and Employees have been living in a cocooned existence that has been protected by the Employers and Central Government, either through emotional loyalty to historic agreements or fear of challenging the status quo.

Unless we tackle some of the historic dinosaurs that we have created, we are going to be unable financially to continue to operate a fire service that is acceptable to the British public and their sympathy and understanding will slowly but surely disappear.

Cllr A. Ritchie, Leader LFCDA Labpour Group

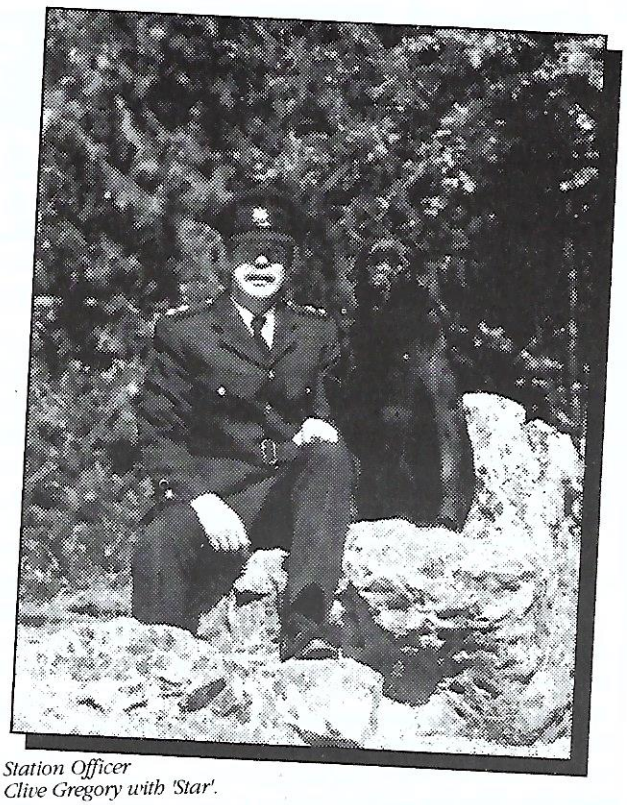
CERTIFICATION OF *ACCELERANT* DETECTOR DOGS

In October 1998 the Fire Service College, Moreton in Marsh, officially became the regulatory authority for the formal certification of United Kingdom Fire Investigation sniffer dogs. This represents a significant landmark, indeed a small piece of Fire Service history has been established as a direct result of the successful deployment of canines in the field of fire investigation. It has been recognised that a hitherto uncontrolled expansion of fire dogs within the UK should have a measure of accountability, especially in the litigious world in which Investigators operate. The Fire Service College, having a world wide reputation of expertise, will ensure that British arson detector dog and handler teams proceed on a regulated and qualified basis.

Fire Investigator Clive Gregory, a long standing member of the West Midlands Fire Service Fire Research and Investigation Department, has been appointed 'Examiner' with the responsibility of establishing standards of efficiency, testing and certificating accelerant search teams. Clive was the first Fire Officer in the UK to use a canine detector in the investigation of suspicious fires. His sniffer dog 'Star' was officially handed over to the West Midlands Fire Service by his sponsors Eagle Star in 1996. The results recorded by 'Star' so impressed the sponsors that financing for Tyne and Wear and Surrey Fire Brigades quickly followed. Eagle Star are currently negotiating with numerous other Fire Brigades and are supporting the certification process at the Fire Service College.

Thursday 22nd October became the first Certification Day at the College with all three 'Star' dogs attending. High winds and lashing rain failed to distract the search dogs from demonstrating a stunning degree of speed and accuracy enabling their handlers to receive their Home Office Fire Service College Certificates. Allister Stevenson and Julia Chandler of Eagle Star were on hand to witness the proceedings and re-confirm their Company's commitment to the arson dog initiative. It was a particularly satisfactory day for Alan Sims of Karenswood (International) Ltd. Alan Sims originated the principle of canine hydrocarbon detection over 30 years ago and has trained the three dogs and handlers to an exemplary standard.

The testing process was conducted in and around the purpose built fire buildings representing the 'real thing' but in a controlled envi ronment. Searching exercises and accuracy testing were scrutinised



Station Officer Clive Gregory with 'Star'.

with the handler being required to 'call' the number of positive alerts made by the dog. At all times the dogs were required to be under the complete control of their handlers. After successful completion of these stages it was handlers' question time, subjects being operational procedure, welfare and canine psychology. Not until medical and training records were inspected and verified was the certification procedure complete and the awards made.

1996 saw the introduction of the first canine detector into the UK and in 1998 the whole process of fire investigation sniffer dogs came under the control of the Fire Service College. Two very important dates in fire investigation history. In these two short years fire dogs have operated in the West Midlands, Tyne and Wear, Surrey, Lancashire, Northumberland and even in far flung Cornwall! These dogs and handlers have been the pioneers often facing scepticism and apathy. Now the future appears extremely bright for the canine detector. Proven documented case history has been established. Evidence found by accelerant sniffer dogs has been before British Courts of Law. Fire investigation, where arson has been suspected, has been significantly speeded up. Evidence which would, under normal procedures, have gone undetected has been located by super sensitive sniffer dogs who have proven time and time again to be superior to any portable technological equipment presently available.

If the progress of the last two years continues we could, within a relatively short time, have sufficient dog and handler teams in strategic locations to be able to provide mutual assistance enabling the whole of the UK to have the benefit of arson dog detection. Eagle Star is one of the UK's largest household and commercial insurers and is keen to see an expansion of their sponsorship. Anyone wishing to gain further information about certification can contact Assistant Divisional Officer Flanagan at the Fire Service College. Station Officer Clive Gregory can be contacted at West Midlands Fire Service Headquarters on telephone number 0121 380 6731 or 0973 810280 and will be pleased to assist in any way.

Clive P Gregory
West Midlands Fire Service Headquarters

The three 'Stars' with their handlers Clive Gregory (left) from the West Midlands Bob Foster (centre) from Tyne & Wear and Pete Simmons (right) from Surrey

FSNBF

Covenants - is it your shout?

Readers of In Attendance may be among the many who are interested in making a Deed of Covenant to support the Fire Services National Benevolent Fund.
Covenants have an image of an older, more legalistic, world about them. Arranging to give to your favourite good cause in this way can seem too complicated.
But covenanted donations are worth a lot to charities. Each year, the Inland Revenue gives back about a quarter of a billion pounds in tax relief, making this charities' most valuable tax concession.
Staff are often asked about this increasingly popular, but sometimes misunderstood, way of giving to the Fund.
To give you a rough idea, the FSNBF have put together a simple question and answer guide.

Q. What is a covenant?

A. An agreement where you promise to pay a set amount to a charity like the Fund each month, quarter or year for at least 4 years. It increases the value of your gift by almost 30% without costing you a penny extra.

Q. How does it work?

A. If you are a tax payer*, the Government deducts tax from your income. By choosing to give by covenant the Fund can claim back from the Inland Revenue the tax you paid.

For example, if you make a covenant to the Fund of £100 per year, this attracts a further gift of £30 from the the Government. So over the course of a year, instead of just your £100, the Fund actually gets a total of £130.

Q. Can anyone do it?

A. Anyone who pays UK income tax can enter into a covenant. Already over 12,000 members of the Service have chosen to support the Fund by signing a Deed of Covenant - many by deductions from salary. Family and friends can also support the charity in the same way too.

Q. Is covenanting more popular with some brigades than others?

A. Yes, in some Brigades more than 90% of staff have signed up, while in others, there are none.

Q. So why does the fund need more people to covenant?

A. Jubilee House is a purpose-built Rehabilitation and Therapy Centre opened exclusively for the benefit of Fire Service personnel and their dependents in 1995. It is consistently achieving excellent results but costs the Fund nearly £1 million each year to run. Covenanting is one of the best ways for Service personnel to support the work of this vital centre.

Q. How do I make the payments?

A. Payments can be made by monthly, quarterly or annual Standing Order, cheque or by deduction from your salary or pension.

Q. How much shall I give?

A. How about £30 a year or more if you can afford it? That's only 2.50 a month - not much more than the average price of a pint of lager in the UK**

Q. What if I pay a higher rate tax?

A. Higher rate taxpayers receive extra relief claimed through their tax return.

Q. What if I lose my job, or fall ill?

A. If your financial circumstances deteriorate we can release you from the covenant.

Q. What if I die?

A. Your covenant is immediately cancelled.

Q. What if I already covenant, can I increase my giving during its four years?

A. Yes, you can take out a new covenant for a greater amount.

Q. What if I'd like to make a 'one off' gift?

A. If it's £250 or more the Government's "Gift Aid" scheme enables the Fund to claim the tax back in full straight away! Gifts under £250 can be covenanted using the "deposited covenant" procedure. The fund can provide you with all the necessary paperwork and advice needed.

Q. Having decided to make a Covenant, what do I do next?

A. Please fill in the Deed of of Covenant Form and the Bakers Order which you will be given. Sign them, have the Covenant witnessed and give both forms to your local Fund representative or send them directly to the Fund at: Fire Services National Benevolent Fund Headquarters, Marine Court, Fitzalan Road, Littlehampton, West Sussex BN17 5NF.

If you have any more questions, speak to your station Fund representative or phone 01903 736063

** Tax payers in the Channel Islands or the Isle of Man are advised by the Inland Revenue to support the fund through general donations.*
*** Brewers & Licenced Retailers Association*

COVENANTING

SOUTH YORKSHIRE'S

REALISTIC APPROACH TO FLASHOVERS

Twenty one British firefighters have lost their lives at operational incidents over the past 11 years, many of them as a direct result of a flashover.

South Yorkshire Fire & Rescue Service CFO Jeff Ord reflected widespread concerns recently when he described flashover as 'a fire phenomenon which is both deadly and mysterious.

"Fire laboratories have studied the nature of flashover for many years and tried to isolate the lethal elements in an attempt to protect the firefighters who have daily to deal with its dangers," said CFO Ord who is convinced that firefighters must be trained to read the warning signs of an imminent flashover and how to deal with it safely.

This has resulted in the South Yorkshire service's commissioning of a new facility, opened by HRH Duke of Kent, KG on 26th November 1998.

The new facility offers specialist training in a modular form. The first module comprises theoretical training and information which is reinforced by demonstrations on a flashover simulator. When they are fully conversant with the theory firefighters are then asked to put what they have learned into practice by undertaking a series of practical exercises inside the brigade's unique Realistic Fire Training Building (RFTB).

The RFTB is the first of its kind to be built in the UK and unique in that by creating the characteristics of flashover in a controlled environment it becomes an extension of the fire laboratory.

'Fire Houses' have traditionally used wooden crates and straw to create blazes and enable firefighters to acquire realistic training skills. However, environmental concerns with air and ground pollution are now limiting such training programmes and emergency Fire Services are looking for alternatives.

South Yorkshire's new facility at its Brigade Centre in Sheffield has fires that are fuelled by Liquefied Petroleum Gas (LPG). The fire training afforded is not only environmentally acceptable but by using LPG fuelled simulators the Service can accurately simulate flame signatures and fire intensities.

The LPG is released through a network of gas supply pipes and through several inches of water before it it ignited. This creates a flame that can be altered to replicate a variety of fire situations. The clean burning properties of LPG are complemented by non toxic, non polluting mineral oil based smoke vapours.

Of course, while the environmental issues are significant, safety and control are equally important. Each unit has a 'burner safety system' controlling the pilot light for the system which in turn is monitored by sensors which automatically cut off the flow of LPG su unburned gas cannot escape. There is also a separate 'kill' switch that is controlled by the Instructor.

Technical Background

The fire situation building has been constructed of seven fire modules, each measuring 40ft by 8ft by 8ft 6ins (12.2m x 2.4m x 2.6m). A purpose-built tower has been constructed with an internal stairway and lift motor room. The facilities are capable of simulating the following fire situations:-

- small domestic dwelling (to include bunk / settee situations)
- small industrial unit (to include cooking range)
- stairway / lift tower and motor room with dry riser
- flame rollover facility.

The outside of the building has been fitted with two roofs. These have a properly defined ridge with a mounted chimney. One of the roofs has its eaves not more than 4ft (1200 mm) above the ground for safe access and to enable Recruit Firefighters to practise roof pitches in safety.

Safety

The modules will be monitored constantly from a control room that is integrated with building. It contains a control panel which is capable of monitoring functions in every module, including temperature levels at recommended heights.

It also has the capability of adjusting the temperature rating up or down and if necessary can shut down the installation instantly, in whole or in part, should an emergency occur.

The following training will be available:-

- induction courses for Recruit selection to test an individual's ability to work in darkness.
- Recruit Firefighters training.
- advanced / experienced firefighters training
- provision of industrial training for outside organisations.

The installation also includes:-

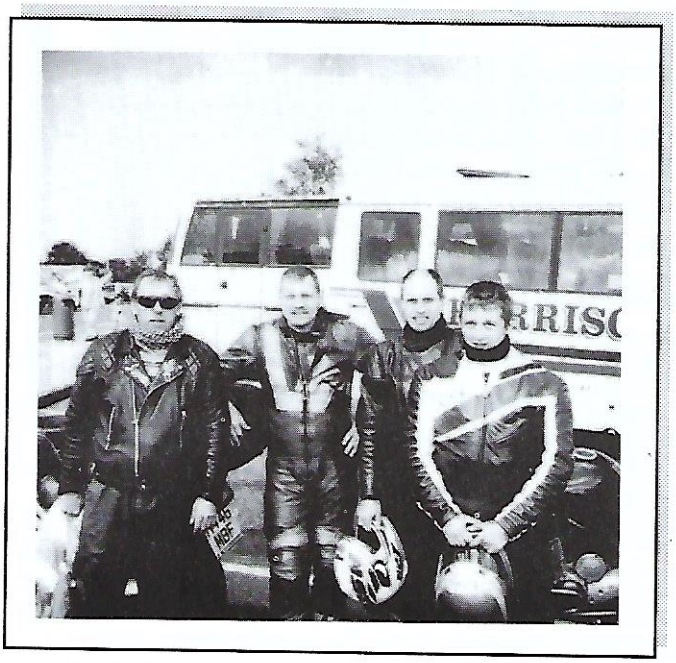
- movable scenarios in order that firefighters do not become complacent with the facility.
- temperature monitoring.
- the ability to adjust flame height.
- the ability to re-ignite the flames to give repeated fire fighting practice.
- the use of smoke generators to facilitate search and rescue techniques.

South Yorkshire Fire & Rescue Service is confident that the new fire house will not only increase the safety levels of its firefighters but their skill levels too, well into the future.

Once In A Lifetime Chance

TO OWN A COMPLETE CAP BADGE COLLECTION

A saddle sore group of firefighters from the Kidsgrove Fire Station in Staffordshire is giving In Attendance readers a once in a lifetime opportunity to own a COMPLETE set of 1998 Fire Service cap badges painstakingly gathered from every Fire Service Headquarters in mainland Britain, plus all offshore brigades.



In June of 1998, after months of planning, Terry Holdcroft, Kev Griffiths, Billy Barlow and Phil 'Ollie' Hardy donned their motorcycle leathers and, accompanied by an enthusiastic support crew, braved the wind, rain and on one occasion, the sleet of a typical British summer in order to complete their mammoth task in just five days.

The campaign was ably orchestrated by Bob Wearing who 'liberated' the Station Commander's office at Kidsgrove for the duration and remained undaunted despite the team spending an unsceduled day in Swindon thanks to a broken fuel pump.

It is thought that the resulting collection of badges is the only complete set of 1998s in existence. Indeed, complete collections from any year are rarer than recreational swimmers in shark tanks.

This unusual and valuable collection is now to be auctioned off in aid of the FSNBF. After speaking with experts in the field the Kidsgrove firefighters have decided to accept sealed bids in excel of £500 for this piece of Fire Service history. If you would like further details or would like to make a bid please contact Firefighter Barry Tooke A.S.A.P. at Kidsgrove Fire Station, Lower Ash Road, Kidsgrove, Staffs ST7 1DG Tel: 01782 782 155.

Service area, somewhere on the M6.
L-R Billy Barlow, Kev Griffiths, Terry Holdcroft and 'Ollie' Hardy. The Kidsgrove firefighters have already raised £5,500 in sponsorship, donations, raffles and a 'Guess The Mileage' competition.

'A PROUD DAY'

An artist whose work has featured in the Harrison Ford movie 'Clear and Present Danger' as well as at exhibitions in New York and across the UK has turned his attentions to the Fire Service to produce a limited set of prints inspired by a vintage fire service photograph.

Gordon McWilliam's 'A Proud Day' which graced the front cover of Volume 10 Edition 6 of this magazine shows one of the first motorised fire appliances. The painting is based on a photograph the artist found in a collection of ephemera being sold by a friend. It so inspired him that he decided to capture it in oils. "I have no connection with the fire service," he explained, "I just liked this photograph which seems to capture the spirit of the age."

Gordon had no details of the photograph's origins and initially it was suggested that the appliance was probably in service in the London area at the turn of the century. However, in one of those rare moments of serendipity, In Attendance reader Sub Officer Graham Ponting who also happens to be licensee of the Berkeley Arms Pub in Dursley, Gloucestershire was able to put us on the right track.

Graham whose pub contains a fine collection of Fire Service memorabilia phoned In Attendance shortly after seeing the magazine to inform us that he had a 30" by 18" version of the photograph, on which the McWilliam painting was based, in pride of place on his pub wall! He was also able to tell us that the original picture was taken in 1906, features an Aberdare Fire Engine and was taken in Aberdare Parc. Sadly, there are no details of the photographer.

Only 2000 signed limited edition prints have been made from the original and 10% of all revenue from prints sold will go to the Fire Service National Benevolent Fund. If sales go well this could result in the fund benefiting by as much as £3000.

Prints of 'A Proud Day' signed and numbered are available in 18" by 14" and 16" by 12" versions priced £15.50 and £19.50 respectively.

Orders and enquiries should be made via The White House, 3 The Avenue, Churchdown, Gloucestershire GL3 2HB (Tel: 01452 713 057 Fax: 01452 715 031).

Incidentally, Graham Ponting promises a warm welcome to any In Attendance readers who might wish to pop in to the Berkeley Arms (Tel: 01453 542 424).

NT RESQ BAGS

ZUMRO BV. THE NETHERLANDS

Zumro has recently supplied its range of New Technology ResQ Bags to no fewer than six UK brigades - Cleveland, North Yorkshire, Hampshire, North Wales, West Yorkshire and South Yorkshire.

The firm believes that the bags have revolutionised the world of high and low pressure lifting devices. Made using a combination of very light composite materials, which have proved their durability and strength in the aerospace industry, and with a unique design, the NT ResQ Bags afford hitherto unheard of levels of versatility and handling.

Zumro BV has combined the technology of high pressure bags with the lift capability of low pressure bags. Obviously, when a product purports to combine two disciplines in one, that product should be good enough to be chosen for each separate application in its own right. Zumro argue that international acclaim and reviews suggest that NT ResQ Bags outperform any high or low pressure bag available on the market whether it is used for trench rescue, structural collapse or lifting of vehicles and aircraft.

NT ResQ Bags are available in 3 sizes : 23,58 and 132 tons lifting capacity. When deflated the NT bags are round with an integrated metal plate at the top and bottom of each bag. Aramid fibres are wound onto high tenacity rubber to create a robust yet very lightweight construction. At its centre is a screw - in play (requiring a T - bar handle for removal) into which a connector plug can be screwed to join it securely to another NT - bag. The bags are fully modular and can be interconnected to reach any desired height.

The connector plugs can be either open or closed. When a closed plug is used each bag requires independent inflation whereas an open connector will cause all connected bags to inflate and deflate as one unit. Depending on the situation, the operator has the option either to use the stack bags secure in the knowledge that they are acting as a single supporting column.

The bags are inflated via a small hand controller which gives one handed inflation and deflation control. There are two outlet ports feeding two different coloured hoses. All hose connections are a push button, two stage release - press once and the coupling releases a few millimetres of the male without allowing air to escape, push again and the male and female couplings separate. A point load plate fixed on the top bag allows the operator to lift heavy loads concentrated as a point load.

Features which distinguish the NT ResQ Bags include: -

- *Combining the advantages of low and high pressure lifting devices*
- *the impressive lifting height.*
- *connectable modular system*
- *lightweight construction*
- *point loads can be lifted*
- *no cribbing necessary*
- *stable stacks and columns*
- *quickly and easily operable*
- *versatility - rescue, maintenance, recovery and lifting capabilities*
- *surface area does not decrease with inflation*
- *durable (self seal outer rubber layer)*
- *suitable for confined spaces*
- *very little storage space required*

Technical details

	NT - 23	NT - 58	NT - 132
Weight (kg)	7.0	16.0	30.0
Lift (mm)	275	445	665
Operating Pressure (Bar)	10	10	10
Max lift capacity (kg)	23.000	58.000	132.000
Min diam. inflated (mm)	400	658	1000
Max diam. deflated (mm)	540	865	1300
Water volume	20	99	350

The NT - bags are currently being used worldwide for rescue, in earthquake calamities and as recovery systems for aircraft and for maintenance operations. A true all - rounder in every aspect.

Update

Following the recent acquisition of PSE UK Ltd and Zumro Ltd. by Britax International Plc. the company has vowed to retain its place at the forefront of the rescue field. A major part of this commitment will be increased investment in infrastructure and research and an extension of Zumro BV's role in the domestic market. Zumro BV Managing Director Mr. A.J. Maarschalk will be liaising closely with Phil Griffin in the UK in order to bring this policy to fruition. The changes took effect as of December 1, 1998

On The Move

IFTE is continuing its live demonstrations of the propane fuelled Mobile Fire Extinguisher Trainer which received its launch at Fire '98.

The stainless - steel built units which provide training for Class A,B and electrical fires are suitable for personnel at all levels. Instructors have complete control over the fire scenarios at all times via an opertator's pendant.

The new models feature a TV fire as standard and offer optional interchangeable electrical fire scenarios including a fuse box fire, a VDU fire or a socket fire which is given added realism by the addition of a pyrotechnic flash unit.

IFTE have just completed work on a retrofit of the Hot Fire Training facility at Edinburgh Airport where a new three storey drill tower and gas pan have been fitted.

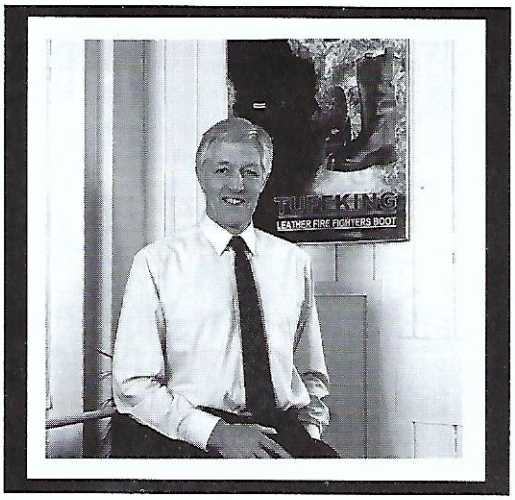
The retrofit provides the airport simulator with three LPG fuelled scenarios - a three seat fire, a flashover rail and galley fires. A gas pan measuring 5m x 2.5m has also been constructed on the fire ground to simulate a fuel spill situation.

Details 01509 505 005

GIFFARD NEWTON & SONS LIMITED

TUFFKING SAFETY FOOTWEAR

35,000 FIREFIGHTERS IN THE U.K. GET THE BOOT!



Barrie Lucke, Technical Director, Giffard Newton & Sons Ltd.

The Tuffking leather firefighters' boot is a brand leader that runs alongside names like Barbour Outdoor Clothing, Gore-Tex and Rolls Royce.

Giffard Newton & Sons Limited, manufacturers of the Tuffking firefighters' boots, have been producing footwear since 1854. The development of the leather firefighters' boots, like safety footwear, has continued over the years with new technology in manufacturing, it was inevitable that we should reach the standard of development that we have today.

Water repellent leathers, waterproof and breathable linings together with lightweight components all contribute to the standard we have reached to date. The fact that the Tuffking leather firefighters' boots are manufactured in their entirety at the Giffard Newton factory in Chesham, Buckinghamshire adds to their popularity owing to the fact that they are manufactured on generous fitting British lasts which have a significant bearing on the fit and overall comfort to the wearer. There are in excess of 35,000 firefighters wearing the Tuffking leather boots.

Regardless of the budget constraints that fire brigades are faced with, it has not affected the sales of this particular product, in fact sales to date indicate that it will be a record year. We have retained the London Fire Brigade contract for a further five years, which we have held for the past seven years.

Nottinghamshire Fire Brigade, Cleveland Fire Brigade and Cumbria Fire Brigade are the latest brigades to invest in Tuffking leather firefighters' boots in the past 12 months.

The development of the boot continues, and we would hope to have on stream at the beginning of 1999 new features and benefits to the boots.

Tuffking leather firefighters' boots conform to EN345 Part 2 and the Home Office Specification A30.

Barrie Lucke, the Technical Director has been instrumental in the design and development of the boot.

Barrie has worked in the safety footwear industry since 1960 and during that time has been responsible for the implementation and maintenance of the BSI Kite Mark scheme and subsequently played a part in the development of the European Standards. He was instrumental in the changeover of the company's products to the EN series of standards and their continual monitoring and updating to comply with all the necessary requirements. He is also responsible for design and development of new products and quality control.

During 1999 Giffard Newton & Sons Ltd. will be embarking on an aggressive advertising campaign to illustrate the company's levels of creativity and originality.

STOP PRESS • STOP PRESS • STOP PRESS • STOP PRESS

Nottingham and Suffolk Fire and Rescue Services Go 'L' For Leather

Giffard Newton & Sons Limited, manufacturers and brand leader in the U.K. of the Tuffking leather firefighters' boot, have been awarded two contracts for the supply of their fully lined Gore-Tex® boots - 1,000 pairs to Nottingham Fire and Rescue and 800 pairs for Suffolk Fire Brigade.

After extensive evaluation over a long period, specifications were drawn up and the orders put out to tender.

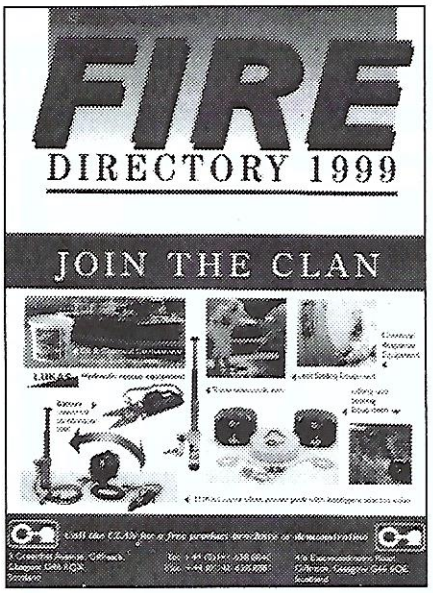
One of the underlying factors for their popularity is that the boots are made in their entirety at the firm's factory in Chesham, and are manufactured on British lasts which is of significant importance regarding the fit and comfort of the boots to the wearer.

Giffard Newton & Sons Limited, a well established company, has been making footwear since 1854. Their fire boots prove to be very popular and competitively priced.

DIRECTORY Enquiries

The new edition of the 'Fire Service Bible', The Fire Directory is now available, proving that not everything was better in the good old days.
Revised and updated, the 1999 Directory, known affectionately as the Yellow Book, is as ever a treasure trove of useful information. The Directory is split into 14 sections and the major changes have been reserved for the chapter on associations with coverage of the four main fire industry trade bodies being significantly beefed up. As ever the Yellow Book contains accurate, up - to - date addresses and contact numbers for all UK public and private brigades, government departments, training centres and research and training centres. The essential 'Buyers Guide' and 'Who's Who in the Fire Service' sections again appear, ensuring that the 1999 Directory maintains its position as the pre-eminent reference guide for the entire fire industry.

The 1999 edition is available priced £89.50 from
DMG Business Media Ltd, Queensway House,
2 Queensway, Redhill, Surrey RH1 1QS
Tel: 01737 768611 Fax: 01737 855470.



50th Anniversary Somerset Fire Brigade

An Illustrated History

Fire Brigade personnel John Godley. Paul Sweetland and Carolyn Hodge have produced a one-off illustrated history of the Somerset Fire Brigade to commemorate its 50th anniversary in 1998.
Carolyn Hodge explained: "It was decided that our celebration year would include, among other activities, a publication to record our proud history". It was the authors' intention to keep it an illustrated history with as many photos as possible, from all parts of Somerset and North Somerset, which then included Weston-Super-Mare, Pill, Chew Magna etcetera. Hence its title' Somerset Fire Brigade - an illustrated history."
Requests for photos and memorabilia were sent to all districts and retired personnel, explaining that as far as could be ascertained this was going to be the only publication of its kind in the region. The first group of photos show all the Chief Fire Officers from 1948 to date and Carolyn says: "Every item used seems to have brought to life the days gone by - the good old days. Many of the photos have a comic nature and there are even cartoons depicting the everyday life of firefighters."
Early in the year a flyer was produced utilising photos and passages of text so that they could be sent to all personnel concerned. Subscribers were also given a chance to have their names included in the finished book.
Carolyn said: "We feel that this will be a unique record of the life of Somerset Fire Brigade and as such it will contain names of as many people as possible that have been associated with the brigade or this publication."
Somerset's Chief Fire Officer Martin Burrell gave the project his full support and the authors feel that the finished product realy does reflect the enthusiasm with which photos, stories and precious memories were so generously shared.
"Our only regret", says Carolyn," is that whilst every effort was made to use as much of the material as possible it was inevitable that not all of the items could be utilised. All proceeds from the book, which is available priced £14.95, will go to the FSNBF. Further details are available on 01823 364510 or from Brigade HQ, Hestercombe House, Cheddon Fitzpaine, Taunton TA2 8LQ.

About The Authors

John P. Godley.
John joined the Fire Service in 1974 in Humberside, shortly after the Flixborough disaster and later moved to Somerset in 1984 on promotion as a Rider Station Officer at Taunton Fire Station. He now lives in Taunton with his wife Jan and two teenagers, Jonathan and Joanne and is based at Fire Brigade Headquarters at Hestercombe. The book has provided many contacts and even a suggestion of a follow up book - 'Not for a while yet!' is John's response.
John can now get back to the golf course as he hasn't seen it since January.
John hopes the book will rekindle memories of past and serving members of the brigade and serve as a lasting tribute to a very special breed of men and women.

Paul Sweetland
Paul began his Fire Service career in Somerset in 1974 and served most of his time at Bridgwater Fire Station. He became a Leading Firefighter before moving to Brigade HQ where he worked in the Staff Department and later as Temporary Sub Officer in the Operational Planning Section. He lives with wife Linda at Fivehead. He provided invaluable information on the more technical aspects of the book. His hobbies include running and motor cycling.

Carolyn E Hodge
After taking a course in Computer Aided Design (CAD) Carolyn joined the Brigade in 1991 as a CAD technician based in the Fire Safety Department at Hestercombe House. Carolyn's hobbies include gardening, pottery, fitness training and occasionally sky-diving! Her ambition is to try her hand at wing walking. Carolyn is married to Mike and they have three boys, Nick, Tim and Julian. The family lives in Huntsworth.

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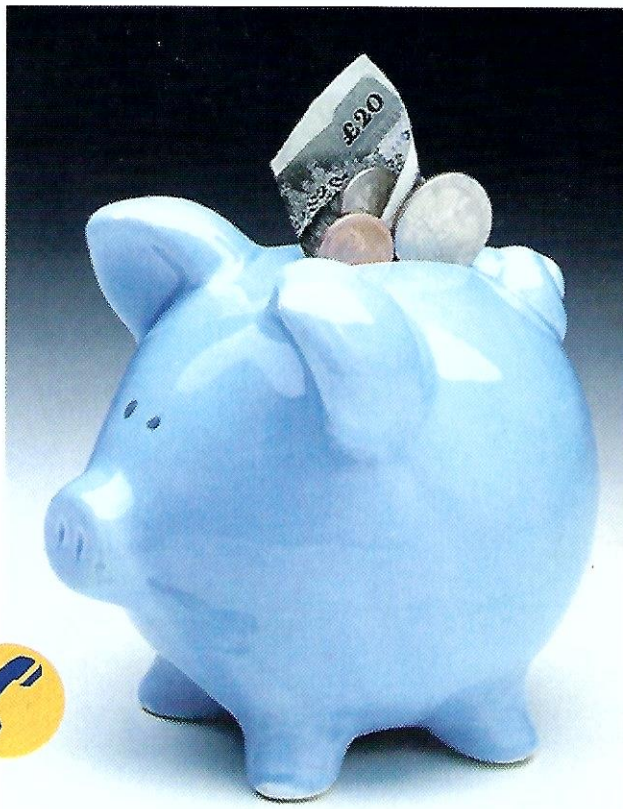

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