

FIRE BRIGADE.

Previous File Tc/25
closed on 30th Sept. 1960.

UTI/FIR/2#4

FIRE BRIGADE MEMBERS

29.8.58

NAME

UNIT

RANK OR DUTIES

Bonner H.J. Jnr.
 Luxton H.
 Stewart G.
 Hansen R.B.

Tank
 "
 "
 "

Engine Driver
 Captain

Mills K.
 Biggs J.K.
 Peck V.
 Smith E.
 Harrison C
 Halliday T
 Reive S.
 Reive T.
 Grierson W.J.

East
 "
 "
 "
 "
 "
 "
 "

Captain

Hutchinson R.
 Shorey B.
 Blyth H.
 Berntsen A.J.
 Evans M.E.
 Davis P.E.
 Hills W.P.
 Summers P.G.
 Berntsen F.

Centre
 "
 "
 "
 "
 "
 "
 "
 "

Captain
 Demolition & Rescue
 Engine & Truck Driver

Ross R.W.
 McMillan D.H.
 Sollis J.
 S.Bennett
 J.A.Hardy

T.Hall
 "
 "
 "
 "

Engine Driver
 Engine
 Captain
 Engine

NEW MEMBERS

WILLIAM BLACKLEY
 DONALD CAMERON
 STANLEY ATKINS
 NORMAN PERRIN
 HENRY JOHNSON
 A.J. HALL (68 Davis St).
 JOSEPH B. BOOTH
 STEWART MIDDLETON
 A. BERNTSEN
 WINDSOR PECK
 ARTHUR L. HARDY
 ERNEST FALKLAND LUXTON
 MISS S. ROBERTS

James Kerr.

To all members of the Stanley Fire Brigade:

I have been directed by the Chairman of the Stanley Town Council to advise all members that at a Fire Brigade Committee meeting, held in the Town Council Office, on Monday 8th. September, 1958, Mr A.L. Hardy was appointed Superintendent of the Fire Brigade and Mr J. Booth's offer to serve in the capacity of instructor, has been accepted.

At this same meeting, the Captains of the Fire Brigade recommended the re-allocation of some of the present personnel, and the appointment of new volunteers, to the following Units.

TANK STATION

HANSEN, R.B. Captain
LUXTON, H.
STEWART, G.
HALLIDAY, T.
WATSON, J.
CLIFTON, C.
HALLIDAY, A.J.

EAST STATION

REIVE, S. Captain
MILLS, K.
BIGGS, J.K.
HARRISON, C.
GRIERSON W.J.
PECK, V.
CETHEROE, A.
HANNAFORD, I.
BONNER, H.J. Mnr.
PERRIN, N.
MIDDLETON, S.
PECK, W.
LUXTON, E.F.

CENTRAL STATION

EVANS, M.E. Captain
DAVIS, P.E.
SUMMERS, P.G.
SHOREY, B.
BLYTH, H.
BERNTSEN, A.J.
HILLS, W.P.
BERNTSEN, F.
HUTCHINSON, R.
SUMMERS, R.
FORD, H.
SMITH, E.
REIVE, T.
HILLS, R. Jnr.
KERR, J.
ATKINS, S.
JOHNSON, H.
HOWATT, F.

TOWN HALL STATION

BENNETT, S. Captain
MCMILLAN, D.H.
SOLLIS, J.
HARDY, J.A.
ROSS, R.W.
BOUND, J.
ROWLANDS, H.
REIVE, C.
NEWING, J.C.
BLACKLEY, W.
CAMERON, D.

, V, V, V, V, V, V, V, V, V, V, V, V, V,

TRANSPORT: TANK STATION

D.J. Morrison

EAST STATION

Estate Louis Williams - P. McPhee - Col. G

TOWN HALL STATION

Copies: Superintendent
Captains
Station Notice Boards.

TOWN CLERK,
TOWN COUNCIL OFFICE, Stanley
9th. September, 1958

STANLEY FIRE BRIGADE

The following is a list of faults encountered at the practice held 12th. February, 1959.

CENTRAL STATION. Wheels on pump require immediate attention, movement of such is very hard.

The hose at present in the lorry are in a very bad state, it was found that a pressure of 40 lbs. per sq. in. was sufficient to cause a burst.

It is recommended that all these hoses should be put to a test of at least not less than 150 lbs. per sq. in.

The hydrant key has been removed from the lorry which could cause considerable inconvenience in the case of fire.

Some considerable arguments arose between the Town Hall Station crew and Central over whose engine belonged to which. This caused some delay, and in the event of fire at night the consequences could be great.

EAST END STATION Pump. On commencement of pumping it was found that the circulation pump was blocked causing a delay of some 20 mins.

No spanners in tool-kit

A shortage of petrol

Hose would stand no greater pressure than 100 p.s.i.

The hose was found to be rolled the wrong way.

TOWN HALL STATION The Captain of the Station has, so far, not come forward with any complaints, but it was noticed that there was no hose on the engine on arrival at practice site. The female screwed to instantaneous hose connection was missing.

TANK STATION This engine could not be used as no transport available.

GENERAL REMARKS The telephone system is still very inadequate, especially the telephone at the East Station.

The turn out for the practice was very satisfactory and all present were keen, but, the Town Hall Stn. and East Stn. were not organized and some confusion was caused. Immediately after the practice the members of the East Stn. organized themselves in case of emergencies.

(Sgd)

H. EVANS.

.....

FIRE SERVICE

East Station Crew Allocation

MILLS, K.	CAPTAIN
REIVE, F.	PUMP DRIVER No. 1
POOLE, W.	PUMP DRIVER No. 2
PECK, V.	PUMP ASSISTANT
BETTS, G.	HOSE No. 1/TOW DRIVER/PUMP ASSISTANT
CLARK, T.	HOSE No. 2
BOWLES, W.	HOSE No. 3
HARRIS, L.	HOSE No. 4
WHITNEY, W.	HOSE No. 5
CANTLIE, W.	HOSE No. 6
CANTLIE, I.	NOZZLE
MILNE, H.	NOZZLE

Duties

Captain	Overall charge
Pump Driver No. 1	..	Start pump. Raise pressure. Ensure petrol tank full, etc.
Pump Driver No. 2	..	Act as No. 1 if F. Reive absent. Otherwise lay suction hoses and generally assist.
Pump Assistants	Assist lay suction hoses. Hose arches, Y pipes, etc., and generally assist.
Hose Men	Lay hoses as required and as instructed. Generally assist as required.
Nozzle Men	Lay and direct jets as required.

On general alarm sounding all crew to report to East Fire Station. Bring pump out of garage and connect to tow. Captain to check 'phone working okay and all equipment available. Driver to check engine firing.

Crew to remain at East Station until instructed by Superintendent as to where pump required to raise pressure from.

This latter is most important. It is no use pump being brought to scene of fire only to be sent away to harbour edge to raise sea water. Far quicker in long run to remain at Station until directed. The fire-fly and hydrant crews can cater for the immediate fire scene requirements.

E.C.J. CLAPP
SUPERINTENDENT.

19th February, 1969.

FIRE SERVICE
CENTRAL STATION CREW ALLOCATION

SUMMERS P.G.	CAPTAIN
JOHNSON P.	PUMP DRIVER No. 1
CLARKE M.	PUMP DRIVER No. 2
SHORT P.	PUMP ASSISTANT
WHITNEY P.	HOSE No. 1
SUMMERS TERENCE.	HOSE No. 2
SUMMERS TONY.	HOSE No. 3
FORD B.	HOSE No. 4
SUMMERS P.	HOSE No. 5
A.N. OTHER	HOSE No. 6
EVANS D.	NOZZLE
BUTLER G.	NOZZLE

DUTIES

Captain	Overall charge
Pump Driver No. 1	..	Start pump. Raise pressure. Ensure petrol tank full, etc.
Pump Driver No. 2	..	Act as No. 1 if F. Reive absent. Otherwise lay suction hoses and generally assist.
Pump Assistants	Assist lay suction hoses. Hose arches, Y pipes, etc., and generally assist.
Hose Men	Lay hoses as required and as instructed. Generally assist as required.
Nozzle Men	Lay and direct jets as required.

On general alarm sounding crew to report to Central Station. When sufficiently crewed lorry and pump proceed to the reservoir or beach nearest to the scene of the fire. Run hoses and provide pressure.

LORRY

SUMMERS K.	DRIVER
PETTERSSON T.	ASSISTANT

Lorry assistant to ensure hoses run out smoothly and ancillary equipment available.

E.C.J. CLAPP
SUPERINTENDENT.

2nd May, 1969

HYDRANT CREW

No. 1

SHOREY B.
SUMMERS B.
DICKSON G.

No. 2

BUTLER L.
BUTCHER M.
SUMMERS M.

DUTIES

Proceed to scene of fire and immediately run hoses from nearest Hydrants as follows:-

No. 1 Crew run hoses and nozzles to fire.

No. 2 Crew run hoses to replenish firefly tank.

FOAM PACKSET AND INDUCTOR

SHORT C.
MARSH J.

DUTIES

Collect Packset and Inductor from East Station and proceed to scene of fire. Report to Superintendent.

DEMOLITION AND SALVAGE CREW

ALLEN C.
CAMPBELL I.T.
BIGGS A.R.
BLACKLEY C.

DUTIES

On general alarm sounding proceed direct to scene of fire. On arrival remain in group until Superintendent issues necessary orders. Demolition tools, Belts and Axes etc are now kept in lorry.

E.C.J. CLAPP,
Superintendent.

5th May, 1969

FIREFLY UNIT CREW

JENNINGS H.	CAPTAIN/DRIVER
GRANT B.	TANK/ASSISTANT
BETTS F.	HOSE No 1
MCASKILL J.	HOSE No 2
HEWITT D.	HOSE No 3
STEWART-HENRY	HOSE No 4 AND NOZZLE.

On general alarm sounding Firefly driver take vehicle immediately to scene of fire and supply pressure to any hoses requiring. Remainder of unit crew are to proceed independently to the unit at the scene of the fire and NOT REPEAT NOT to Firefly station unless they are certain of arriving there before Firefly leaves.

BREATHING UNIT

DOBBYNS T.	No 1
WATSON N.	No 2
WHITNEY F.	DRESSER

No 1 to collect unit from Central Station. No 2 and Dresser proceed independently to scene of fire.

E.C.J. CLAPP,
SUPERINTENDENT.

6th May, 1969

Te/10.

BROADCAST ANNOUNCEMENT.

It has been brought to the notice of the Council that Fire Brigade Ladders are being removed from their positions around the town. This is a serious offence and could prove disastrous in case of emergency. Ladders must not be removed unless permission is granted by the Superintendent of the Fire Brigade.

5

8

TC/10.

28th June,

61.

Sir,

I am directed to inform you that Council propose to build for the Fire Brigade a wooden ramp, for the purpose of drying hoses.

The ramp will measure 75 feet in length, 5 feet in height, and Council request permission to place it on the North side of the Gymnasium.

I am,
Sir,
Your obedient servant,

C. K. Hall.

Clerk to Council.

The Hon. the Colonial Secretary,
Secretariat,
STANLEY.

FALKLAND ISLANDS POLICE

19

Police Headquarters,
Port Stanley.

23rd August 1961

The Chairman,
Fire Brigade Committee,
Port Stanley.

Sir,

FIRE RISK AT CENTRAL FIRE STATION, STANLEY

On Monday, 14th August 1961, in company with my Police Constable Peck, I inspected the Central Fire Station, St. Mary's Walk, Stanley, as a result of which I was astounded by the untidy state of the station and of the consequent fire risk involved. On Saturday morning (19th August 1961) I verbally reported my observations, to the Colonial Secretary in the presence of the Superintendent of Public Works. It was then arranged that we should meet at the Central Fire Station on Tuesday 22nd August 1961, at 10am to inspect the building. Those present at this inspection were:-

Colonial Secretary, Hon. R. H. D. Manders, O.B.E.
Superintendent P. W. D. Mr. A. E. Livermore, A.M. Inst. B.E.
Chief of Fire Brigade, Mr. Morris Evans.
Chief Constable. A. H. Baker.
Police Sergeant. D. Williams.

The inspection party found that not only were articles of fire equipment strewn untidily around the building, but that under a wooden work-bench was a large pile of wood-wool and cardboard. Also, in a large crate was a quantity of paper shavings which had been used for packing machinery. The consequent fire risk might almost be calculated as being criminal negligence should the fire station become on fire. (I produce a sample of the paper shavings herewith) If such a calamity arose I fail to see how the fire station building, the fire fighting equipment, or the adjoining R.T. station could be saved. Without wishing to cause alarm I can state that should such a fire start, we should lose at least 60% of the fire fighting equipment in Stanley.

The fire station is a wooden building, approximately 21ft x 30ft, and as stated above, it adjoins the R.T. station which is a similar wooden building 12ft x 30ft. Should these two buildings be destroyed we should lose equipment worth many thousands of pounds, and to replace both, and re-equip the fire station and R.T. station would take probably a year. So for that period we should, without a doubt be at the mercy of Providence.

Of the fire equipment available, and of the Fire Brigade under its Chief, I have no criticism at all, but I do feel very strongly that the present system is courting disaster. To house, within two adjoining wooden buildings, 60% of the fire fighting equipment and the radio telephone machines, is criminal folly. I suggest that, as a first step we should urgently consider building a fire station using non-inflammable materials such as concrete blocks and corrugated iron or asbestos sheets. Also, in order to ensure that the building and its equipment are under better supervision, I advise that it be placed on the ground immediately in front of the Police Station in Ross Road. If this done, I am prepared to accept responsibility for its cleanliness provided that certain other points which I shall recommend are agreed upon.

A. H. Baker
Chief Constable.

Your Ref. 0594.
Our Ref. TC/10.

11th September, 61.

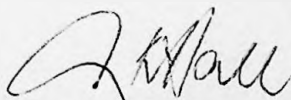
Sir,

Precaution Against Fires.

I am directed to inform you that your letter on the above subject and the Chief Constable's report on "Fire Risk At Central Fire Station, Stanley" was discussed at great length at a meeting of the Town Council on Wednesday, 6th September, 1961.

Council agreed that a new fire station could only be built with financial assistance from Government and were unanimous in their decision to ask Government to now take over complete responsibility for the Fire Brigade in Stanley.

I am,
Sir,
Your obedient servant,



Clerk to Council.

The Honourable,
the Officer Administering the
Government,
Secretariat,
STANLEY.

20

No. 0594

(It is requested that, in any reference to this letter, the above Number and the date may be quoted).

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

26th August, 1951.

Sir,

Precautions Against Fires.

The two recent fires which have occurred in Government buildings have reminded me of the necessity to ensure that precautions against fires are adequate. I am of course chiefly concerned with Government buildings but in Stanley I think one might say that fire, like peace and war, is indivisible. A serious fire in one building might endanger the whole town. I have recently been discussing the matter with the Chief Constable and the Superintendent of Public Works and I gathered from the latter that there was a possibility that a meeting of the Committee dealing with fires might shortly be held.

2. The following are notes of matters which have struck me as being worthy of consideration, though they may not include all the matters which ought to be considered:-

- i. Method of giving notice of a fire and whether it is known to the public.
- ii. Machinery for getting the Fire Brigade into action.
- iii. Efficiency of Fire Brigade. I am told that it has been laid down that there should be two practices a month. Would it be advisable to re-enforce this? Would it be desirable to have some surprise practices?
- iv. Equipment of Fire Brigade and its housing (it has been suggested that the present headquarters of the Fire Brigade is not ideal and I have been asked to inspect it).
- v. Liaison between Police and Fire Brigade and which duties should be performed by each.

The above notes refer chiefly to the Fire Brigade and the Police.

3. The question of the duties of the Public might also be considered and perhaps advice might be given to them from the Fire Brigade Committee.

1. The/.....

The Chairman,
Stanley Town Council,
STANLEY.

No.

(It is requested that, in any reference to this letter, the above Number and the date may be quoted).

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

19.....

- 2 -

- i. The institutions and in particular Government buildings. It should be ensured that there is adequate fire fighting equipment and that everyone knows how to use it. The Superintendent of Public Works would I think be responsible for this in Government buildings.

In particular in the school it would appear that regular practices might be arranged for and instructions given to the children not only as a precaution against fire in the school itself but to help them in after life.

- ii. Propaganda might also be carried out over the box for the general public as to

- (a) what to avoid doing (e.g. one fire was caused recently owing to somebody hanging clothes to dry directly over a stove); and also

- (b) how to deal with a fire when it arises. If one has fire extinguishers one should see that every member of the household knows where they are and knows how to use them, otherwise that one knows where water is available and buckets and should know something about making a human chain to pass buckets to the scene of the fire.

3. The above letter was drafted on the 21st of August but there was delay in typing it. In the meantime I am informed that the meeting has been held.

I am,
Sir,
Your obedient servant,

Prohanden

Officer Administering the Government

REDM/IM.

25

TC/10/25.

13th November, 61.

Sir,

With reference to your letter of 20th October, 1961, (No. C594/11), I am directed to inform you that following the meeting with yourself, the Chairman of the Town Council and Superintendent of the Fire Brigade, Council have now agreed to resume responsibility for the Fire Brigade, bearing in mind that Government will endeavour to supply the more expensive requirements.

I am,

Sir,

Your obedient servant,

AK Hall

Clerk to Council.

The Honourable,
the Colonial Secretary,
SECRETARIAT,
STANLEY.

FALKLAND ISLANDS POLICE



Tel: STANLEY 95.
" 96.

Your ref

Our ref

*Chief Constable's Office,
Port Stanley,
Falkland Islands.*

28th November 1961.

E. Luxton Esq.,
Chairman,
Stanley Town Council.

Sir,

ALLEGED THEFT OF FIRE HOSE NOZZLES FROM EAST FIRE STATION

In his newsletter of Friday 10th November 1961, Mr S.Glassey quoted a report received from the Town Council concerning the thefts over a period of brass fire hose nozzles from the East Fire Station. The Police were not consulted before this broadcast and naturally I feel most concerned that news of this nature should be given to the Public prior to an official complaint being made.

I have searched my records over the past thirteen years and there is no trace of any such theft being reported to the police. Also, officers with fifteen years service have no recollection of such a crime having been committed.

As I have to compile each year a report on the state of crime, persons apprehended etc., I should be grateful for information concerning the alleged thefts, which will no doubt be contained in the Minutes of your Council.

Yours faithfully,

Chief Constable.

32

TC/10/33.

19th December,

61.

Sir,


I am directed to enquire if Government will carry out, in the near future, major repairs to the reservoir on the West side of the King Edward Memorial Hospital.

Our minutes show that Government agreed to commence these repairs in June, 1958.

It is the intention of the Superintendent of Fire Brigade to use this fresh water reservoir as an emergency tank for fires in that area and for practices, thus reducing the effects of corrosion to hoses caused by salt water.

Your assistance in this matter, Sir, would be greatly appreciated.

I am,
Sir,
Your obedient servant,


Clerk to Council.

The Honourable,
the Colonial Secretary,
Secretariat,
STANLEY.

Please quote in reply.

No.....85/4/57B...

BRITISH ANTARCTIC SURVEY,

~~XX~~

~~POXX~~ STANLEY,

FALKLAND ISLANDS.

3rd April, 1962.

Chairman,
Stanley Town Council.

Dear Sir,

A red painted ladder was hung on the fence of No. 10 John Street to-day without any notice being given of your intention in this matter. Since the house and fence is owned by the British Antarctic Survey I now wish to advise you that it is considered that the installation of this ladder is unsightly and reduces the amenities of the property. There is a fence on the opposite side of the road in front of the F.I.D.F. Headquarters which would appear quite adequate for the support of the offending ladder and I should therefore be grateful if it could be moved to this alternative and equally convenient location as soon as possible.

Yours faithfully,



SECRETARY.

JRG/SC

Stanley Fire Brigade,
 Stanley,
 2nd February 1963.

Subject: —

Wemyss & Co. Fire Pump.

Dear Madam,

I have to report that this pump has now been regarded as a write off by the Foreman Mechanic Public Works Dept.

The following points have been found:—

Valves in a very bad condition and no replacements
 Cylinder gasket worn out no replacement.
 Cylinder head studs broken

A fair amount of damage was also sustained to this pump during the war and repairs were never considered to be satisfactory

The pump was purchased from the U.K. about the year 1928 to replace the old steam engine and gave continued service until it was strengthened by the present pumps during the war

I have replaced the Tank Station with a Coventry Climax from the Central Station, thereby weakening the fighting power of our main station until the arrival of new equipment. The Captain of Central

L.

has been notified of this change and the necessary alterations for crews have been made known

Please bring this to the notice of your next Council meeting

Yours faithfully

W. Evans

Sept. Fire Brigade

The

Club,

Lower Council

Stanley

Stanley Fire Brigade. 66
Stanley
28th June 1963

Dear Madam,

At a meeting of members of the Brigade held on Tuesday 25th inst, at which 35 attended the following emerged.

1. Question as to what fire precautions were to be adopted, by Government to cover any emergency that may arise when the new oil fuel tanks are completed and fitted.

As the foregoing is of grave concern, in view of the fact that only one 34 gall foam engine covers the Power House and existing two oil tanks the members would be pleased if representation could be made in this respect.

2. The building of a new and larger Fire Station to house all fire pumps and equipment, for the betterment of control on a fire alarm and the protection of very valuable materials at present housed in 4 different stations, of a dilapidated condition, at various points in Stanley.

These 4 buildings could then be disposed with.

I am
Madam,
yours faithfully

W. Evans

Supt. Fire Brigade

The
Town Clerk,
Stanley

16th July,

6

TC/10.

Sir,

At a recent meeting of the Stanley Fire Brigade, members discussed the matter concerning as to what precautions Government may take in connection with the fuel tanks, that are being erected at the back of the Power Station.

The Supt. Fire Brigade has pointed out that this is of grave concern in view of the fact that only one 34 gallon foam engine covers the Power House and existing two fuel tanks.

Council would be grateful if you could give them your views on this matter.

I am,
Sir

Your obedient servant.

Rene
Clerk to Council.

The Honourable the Colonial Secretary,
Secretariat,
STANLEY.

20th June,

TC/10.

FIRE BRIGADE.

Sir,

With reference to recent correspondence concerning the Fire Brigade, I have been directed by Council to inform to that they are prepared to supervise the running of the Brigade, also the costs involved.

But if in the future the financial situation is to high, Council may seek Government Aid.

One further matter of interest the Chief Fire Officer has proposed to hold a general fire meeting, which is being held on Tuesday the 25th June, 1963 at 8.p.m.in St.Marys Annexe.

I am,

Sir,

Your obedient servant.

Clerk to Council.

Fire Brigade cases year 1962.

Chimney Fires
Dangerous.

Feb. 3rd D. Peck, Fitzroy Rd.
12am - 2pm

Feb. 15th Gort House
8.15pm - 11.15pm

May 20th H. Ficklenorff Fitzroy Rd.
10.50am - 11.35am

May 26th W. Harvey, King St.
8.35am - 9.30am

June 9th Ship Hotel, Ross Rd.
8am - 9.30am

June 23 W. Goss Davis St.
5pm - 6.30pm

Chimney Fires
Slight

Mar 8th Mrs D. Jennings
Brandon Rd.
8.50pm - 9.10pm

Apr. 3rd Working Mens Social Club
10pm - 10.30pm

June 1st Mr W. H. Bezz,
John St.
10am - 11am

June 9th Gort Senior School
6pm - 7.30pm

June 10th St. Mary's
9.20am - 10am

July 24th Mr. Brannice
Fitzroy Rd.
2.30pm - 3.30pm

Sept 6th Facklands Club
4.30pm - 5.30pm

Oct. 17th W. Harvey
8.30am - 9am

May 7th D. King, John St.
5.15pm - 5.45pm

There were no property fires during the year.
Regarding chimney fires the causes are mostly
carelessness.

L. Goss
Supt. Fire Service

A copy should be sent to Hon. Col. Secretary for filing
L. Goss

Stanley Fire Brigade.

20/9/61

Notice

Fire Alarm.

The attention of the Public is again drawn to the procedure of fire alarms.

1. The Telephone operator should be informed of the nature of the fire; the building; and the street.

2. Having obtained this information the operator will, if the call is considered urgent, sound the fire alarm or the Supt, Fire Brigade or the Assistant Supt, will immediately be given the information.

3. Once the alarm has been sounded a Broadcast announcement will be made and all Officers of the Brigade will be informed.

4. The General Public are requested to assist the operators, by not passing calls, unless of the most urgent nature, for at least a period of 15 minutes after the alarm has been sounded.

5. It will be appreciated if all traffic would

P.T.O

exercise the utmost care, and not hamper
the efficiency of the Fire Brigade.

Yours

Sup. L.B.

JOHN R. ROWLANDS,
STANLEY.

19-9-63.

THE CHAIRMAN,
STANLEY TOWN COUNCIL,
STANLEY.

Sir,

I tender as below for
the roofing of two Fire stations on Ross
Road. I understand all material will be
supplied by the Council and transported
to the site.

The sum of £32-2-6.

Yours faithfully,
John R. Rowlands.

24th September,

63

TC/10.

Dear Sir,

I am directed to inform you that your tender for the re-roofing of the two Fire Stations has been accepted. Further detail may be obtained from the Superintendent Public Works.

I am,
Sir,

Your obedient servant.

Rine
Clerk to Council.

Mr. J. R. Rowlands,
STANLEY.

DENNIS SPARES.

1	7756/3	Oil Retaining Felt Washer	10d.
1	6285/4	Oil Baffle Plate	1/6d.
1	62279	Ball Bearing	£1. 10. -d.
1	5370/2	Pump Shaft Sleeve	6/9d.
1	5341/11	Joint Washer	1/2d.
1	5337/3	Dowel	3d.
1	75246	Impellor	£4. -. -d.
1	88628	Impellor	£3. 7. 6d.
1	65336	Oil Seal	3/11d.
1	5386/2	Fulcrum Pin	2/8d.
1	87437	Bush	4/11d.
1	5367/2	Bush	4/6d.
1	5367/3	Gland	7/11d.
1	7755/1	Clutch and Air Pump Drive Casing	£9. 17. 6d.
1	101210	Crankshaft	13/6d.
2	60353	Nut	1/-d.
2	69792	Oil Seal	£1. 13. -d.
1	104476	Driven Gear	£1. 6. 3d.
1	5374/3	Bearing	3/-d.
1	5374/4	Bearing	3/-d.
1	7758/2	Actuating Fork	9/9d.
2	5321/3	Spring	2/-d.
			£25. -. 11d.
			=====

The above prices are 1947. It is possible that they have increased since then, add say another 25%.? or 75%.

The
Chairman,
Town Council
Stanley

Fire Brigade,
Stanley
1st Nov. 1963.

Dear Mr Chairman,

The Denis Fire Pump has been found unfit for service due to a serious pump failure and I attach herewith the cost of spares required for a refit, which would be in the region of say £40 plus freight, this for pump only and does not include an overhaul of the engine.

I would suggest that, in view of these costs and the pump, an odd one, the others are being Coventry Blenax

1. Council offer it to Government, who could make use of it at various times

2. Offer it for Public sale, the engine is believed to be in a reasonable state and the chassis and wheels could be utilised for a trailer.

The Rover Swiftly Apparatus and the portable Coventry Blenax engines have all been tested, a crew having been trained, and a demonstration held on 31st Oct. 1963 and could be considered satisfactory.

During the exercise the only Ex Army Coventry Blenax trailer pump available, the other 2 awaiting spares, developed pump trouble, this is now being attended too by P.W. Dept, and should be fit for service by the weekend.

A breakdown of this nature becomes serious in the event of any relay pumping beyond Fitzroy Road.

The following items are required :-

- 1 Battery charger for Rover
- 6 Horse road ramps
- 2 Cross cut saws

over/

Items required. —

2 wooden chucks for trailer on hill work

5 hot leads (electric preferred) to prevent dampness on distributors. These can be purchased locally.

Dampness has caused considerable bother during the winter months and electric bulbs have been used.

Some form of heating to prevent a freeze up on Rover tank and trailer tank.

These last 2 items are not an ~~very~~ urgency but a must before winter

yours faithfully

W. Evans

Supt. Fire Service

Chairman,
Town Council,
Stanley

FIRE BRIGADE REPORT FOR 1963.

With the introduction of new types of stoves, grates oil burning and electrical appliances plus oil fuel tanks situated in Stanley the fire hazards are becoming much greater and it was necessary to purchase new equipment to meet possible demands. With the assistance of Government we were able to get the following:-

- 1 Rover Firefly Fire Fighting Self Contained Unit
- 1 Coventry Climax Portable Fire Pump which is easily manoeuvoured.

During the year all hoses and fittings were checked and tested - those found to be faulty were destroyed.

A crew was fully trained to use the self contained unit and a squad under the supervision of Mr. Ted Clapp was trained in the use of the Salvus Breathing Apparatus - this enables at least two men to enter a smoke filled or burning building to rescue valuables or trapped persons. Oxygen cylinders for these will allow a man to work in such buildings for up to one hour.

The building of Oil Fuel Tanks in Stanley with no fire protection has given the Fire Brigade much concern, whilst there may be no immediate danger it must be remembered that diesel oil is a dangerous fuel .

Three fires to property, 10 calls to chimney fires and 1 false alarm were attended to during the year.

Ingalls
Supt.
Fire Brigade
6-3-64

Broadcast 16th APRIL
1964

Town Council:

The attention of the Public is ~~drawn~~
again, drawn to the use of Fire ladders,
the Property of the Town Council.

The use of such ladders without
permission is an offence.

Permission may be given on application
to the Rapt. Fire Brigade and only on the
condition that they are returned to their
proper places before next fall.

15th May,

64.

TC/10.

Dear Mr Evans,

The following are points concerning the Fire Brigade which have been discussed by Council.

- (1). That six more oxygen cylinders be ordered.
- (2). The empty cylinders be sent to Monte for re-charging.
- (3). Enquiries be made from HMS Protector for details of Oxygen Charging Machine, with views of purchasing one.
- (4). That Fire Practises should be held monthly.
- (5). Fire ladders should not ~~only~~ any account be used by others unless the work involved is that of the Brigade.
- (6). For what purpose is the Fire Unit used each Saturday morning.
- (7). Is it necessary to have all P.W.D. Mechanic's checking the Brigade Equipment.

I am,
Sir,
Your obedient servant.
Spence
Clerk to Council.

Mr.M.E.Evans,
Stanley.

STANLEY FIRE BRIGADE,
STANLEY,
19th May, 1964.

Dear Madam,

with reference to your letter TC/10 of the 15th inst., on points discussed by Council.

Points, 1. 2. and 3, I agree with.

4. Fire Practices.

This is a question that arises from time to time and during my 40 years with the Fire Brigade, this, has never been carried out.

While I agree that a certain amount of practice is required, and my experience with 2 Fire Services during my leave from the Colony, it is an agreed fact that over-practice with hose drill, become dreary boring and in the end a don't care attitude.

The Fire Brigade has come a long way from my first entry, when the old steam engine and hose reels had to be man-handled, this required quite a lot of practice. Since then various trucks and portable pumps have been given to the Fire Brigade which necessitated quite a lot of handling. Now to the present era, we come to the Self Contained Unit and mobile hose laying truck. These have eliminated a fair amount of practice.

The small portable pumps recently purchased are so simple that 4 men are able to handle them onto a beach and very little training is needed in their operation.

With the building of the new high level water tank the use of sea water will hardly be necessary, thereby saving approximately 50% of damage by water, as water from hydrants can be controlled more easily.

This does not mean that pumps will not be required at jetties or beaches, it will always be necessary to have them standing by.

On the 25th June, 1963., I called a meeting of Fire Brigade Members and a good attendance presented itself, I stressed the need for certain practices now and again, and it was agreed that Unit Capts., should hold, during the Winter months, short indoor practices.

Certain groups have carried these out and become efficient in their duties, much to my satisfaction, these being the Life Saving Salvus Breathing Squad and the Self Contained Unit, who with the Salvage Squad will work together at the scene of a fire.

Members of the Self Contained Unit spend much time at the Station getting acquainted with equipment, and under the direction of Senior Driver and Mechanic McPhee, and Capt Hansen, the Crew is a happy one.

This crew is always available at chimney fires and give their services without a grumble.

The Captains of other Units were asked to get on with the Winter Training, to which I offered my assistance, so that learning of pumps, branch foam making and equipment could be handled.

To this purpose I asked Council to purchase certain books, which they did, on receipt, they were given to Unit Captains.

On the 11th July, 1963, I called a practice for the Central Station to which 7 members turned out. Since then nothing has been done ~~by Capts.~~ by Capts., as Unit Capts., they are expected to do, as in other Fire Services, to stand on their own feet and get on with the job.

The Superintendent cannot be expected to be everywhere, and do everything, I can only organise, ~~and~~ assist Unit Capts, and in the event of fire, control all Units to the best advantage.

I feel that I can do no more than I have already done in the interest of the Fire Service.

During 1962 there were 13 calls, 1963., 14 calls, and up to the present date 6 calls. Most of these are at week-ends or night-time, all of which I attend, with other members.

It would be an easy matter for me to set off a General Alarm and cause concern and inconvenience to all, this has happened under a previous Supt., the result being a loss of interest when most needed.

I would be grateful for any constructive pointers from Council on the question of practices, but it must be borne in mind, that even practices called in the Employers time are never well attended.

5. Ladders.

This is entirely a Council matter and a notice to this effect should be published.

I would point out/

I would point out, however, that it has been the custom for these to be loaned at the discretion of the Supt., Fire Brigade on the understanding they are returned before nightfall.

As Tax-payers people who use these ladders are able to keep them in reasonable repair or report any faults, thus saving an accident at a fire.

6. Fire Unit.

This appears to be a very stupid question from Council when it consists of mechanical minded men of the Fire Brigade.

In order to clear up any sour grapes, the answer is obvious, and on my instruction the Unit is collected each Saturday morning before 7.30 a.m. brought to the Dockyard, overhauled, checked, refuelled if necessary and personally inspected by me.

The purpose of all this is to insure perfect running, and readiness in case of emergency, and not as in a recent event with the Ambulance, when through lack of attention failed when required.

The unit is also used on the same morning for towing pumps to jetties to insure their perfect functioning.

The Unit is then returned to her Station at 12 noon.

This answer can be enlarged upon if necessary.

7. Mechanics.

This is a matter entirely out of the hands of the Supt. Fire Brigade.

A ruling was laid down by a former Colonial Secretary, that P.W.D. mechanics would maintain, check and repair all Fire Brigade Motor Equipment, it being the direct responsibility of the Supt. of Works, in the event of failure of any machine.

This ruling followed the fire at the Secretariat.

No one man can handle these heavy machines on his own.

If the mechanics do not do this, then Council will have to make arrangements for men to assist a mechanic.

It is worthy to note that the Foreman Mechanic who recently left, thought fit to visit these machines with all other mechanics.

Finally

During my time as Supt., Fire Brigade I have endeavoured to keep Council in the picture, but so like many Councils before, the work put into the Fire Brigade by members is not fully appreciated and has led to the resignation of previous Superintendents.

This may be due to the fact that Council does not consist of many firemen, or maybe members who are prepared to criticise without first knowing the facts.

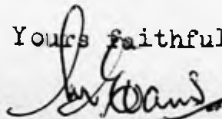
It is well to sit, criticise, and tear people to pieces, but much nicer to first learn your facts.

If any member of Council feels he can undertake the task, or has anyone else in mind for Supt. Fire Brigade the post can become vacant at any time.

I am,

Sincerely,

Yours faithfully



Supt. Fire Brigade.

The

Clerk

Town Council,
STANLEY.

8th July,

64.

Postmaster,
Please broadcast the following
three times to Stanley and the Camp.

Town Council Notice.

The Town Council offer for tender

One Dennis Fire Engine and spares.

Tenders marked Fire Engine should reach
the Town Clerk on or before Friday 31st
July, 1964.

Council do not bind themselves to accept the
highest or any tender.

5th August,

64

TC/10.

Dear Sir,

I am directed by Council to inform you that your tender of £15. for the Dennis Fire Engine has been accepted.

Please call at the Council Office to make the necessary payments.

I am,
Sir,

Your obedient servant.

Clerk to Council.

Mr. C.Allan,
Stahley.

STANLEY FIRE BRIGADE,
September, 1964

Clerk,
The Town Council,
STANLEY.

Subject;- Report on calls made, Power House and
F.I.Co. Smithy.

Power House 28th August at 8.50 p.m.

Urgent call made by Supt. Public Works and Ag. Supt.,
Power House for the use of Fire Pump or pumps.

Danger of causing immediate fire or the complete black-out
of Stanley.

Reason. Severe flooding due to the heavy snow and sudden
change to heavy rain causing drains to overflow and pour
over the face of the old quarry.

The Rover fire self contained unit was used and a second
portable pump was called until the danger was passed.

Pumps were working at intervals of 15 mins at the approx.
rate of 200 galls per minute.

Pumping ended at 2.45. a.m.

Falkland Islands Co. Ltd Smithy. 10th Sept., at 2.10 p.m.

Report of fire received from Telephone Exchange and
immediate action taken.

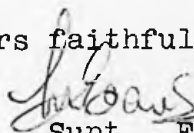
On arrival of Rover Self Contained Unit, within 6 mins of
call, it was found to be under control by Employees of
the Company.

REASON. Fire near or around the oil fired unit causing oil
to flow freely

The use of powder and foam extinguishers proved to
be of great benefit, for smothering.

In this particular case oil fuel tanks and petrol storage
tanks were in very close range. If the fire had not been brought
under control in a very short time more serious results may
have arisen, and the increase of oil fuel tanks and oil
burning equipment in the Falklands, very careful thought will
be needed in the matter of a self contained foam making
unit.

Yours faithfully



Supt., Fire Brigade.

LOCATION OF HYDRANTS AND HOSE BOXES.

H = Hydrants. B = Hose Boxes.

Barrack Street.

H. End of John Street.

Dairy Paddock Road.

H.B. Corner of Davis Street.

Davis Street.

H. Corner of Glasgow Road.
H. 50 yards East of Philomel St.

Dean Street.

H. East Corner Fitzroy Road.
H. West Store Corner.

Fitzroy Road.

H.B. NE corner Dean Street.
H. NE corner Philomel Street.
H.B. 70 yards W of Hebe Street.

Glasgow Road.

H. W corner Davis Street.

James Street.

H. 50 yards W of Snake Hill.

John Street.

H. Corner of Barrack Street.
H.B. Opposite Drill Hall.
H. Opposite W end Stanley House.
H.B. Opposite Main School.

Kent Road.

H. 50 yards E of Glasgow Road.

Moody Street.

H.B. 50 yards W of Kings Street.
H. W of Government double house.

Philomel Street.

H. Public Jetty Corner.
H.B. By J. Clethroe's House.

Ross Road West.

H.B. 60 yards S of Battle Memorial.
H.B. SE side Government House.
H.B. SE of Sullivan House - box is in the back lane and H is in the paddock 50 yds SE of it.

Ross Road.

H. East of Dockyard Cottage.
H. NE of Exchange.
H. Ship Hotel Corner.

Villiers Street.

H.B. Opposite J. McKays property.

Brandon Road.

H.B. Opposite W.G. Myles property.

Brisbane Road.

H.B. Opposite R. Hills property.

Government House.

H.B. SE side of house.

Hospital.

H.B. 30 yds N of side entrance.

Secretariat.

See Hospital.

Town Hall.

H. NE of Exchange.

STANLEY FIRE BRIGADE.
BRIGADE CHIEFS 1963.

Property.	Date.	Time.
Serg. Officers Qrts. No. 4. Ross Road W.	January 17th. Boat shed and Wash house Completely destroyed.	1.35am- 3am.
D'Arcy. Fitzroy Road Centre.	January 20th. Dwelling house 80% destroyed and gutted Furniture badly damaged.	5.38am-7.20am.
Ken Mills James Street East.	October 1st Garage and 2eatshed. Total loss of garage and motor car.	5.25am - 7am.

Chimney Fires.

January 27th	Cartmell. Davis Street Very dangerous.	1.52pm - 2.40p
February 1st	Felton. Hebe Place Slight.	3pm. -3.20pm
February 7th	Barnes. Fitzroy Road East. Slight.	1.45pm- 2.15pm
March 25th	Working Men's Social Club Slight	7.35pm-7.50pm.
April 29th	Morrison. Davis St Centre. Very Slight	8.20pm-830pm.
June 20th	Reive. Drury Street Slight	5.30pm-5.45pm.
June 30th	Carey. Pioneer Row Serious.	9.55pm-1035pm.
July 24th	White. Davis Street. Very dangerous	9.15.am-10.05a.
August 17th	Smith. Fitzroy Road Dangerous.	3.15pm-4pm.
December 21st	Goodwin. Allardyce St. Dangerous.	4.45pm-5.40pm.
False Alarm. August 30th	Smoke believed to be rising behind St Mary's Church.	2.a.m.

Property Fires	3
Chimney Fires	10
False Alarm	1
	<u>14.</u>
	==

M.E.Evans.
Supt. Fire Bragade
6.3.64.

H.
H.

Stanley,
Falkland Islands.--
26th January 1965.

Sir,

I shall be leaving the Colony by R. M. S. "Darwin" on or about 8th March 1965 and therefore beg to tender my resignation as Captain of the German Camp Fire Station.

I shall not be available for duty after the 28th February 1965.

I should like to express my appreciation for all the help received from the Town Council during the time I have ^{been} in charge of the Fire Station.

Yours faithfully.

R B Hansen.
(R. B. Hansen.)

The Chairman,
Town Council,
Stanley.

Officer Commanding,
Royal Marines,
HMS PROTECTOR,
~~XXXX PROXXXXXX~~

11th February, 1965.

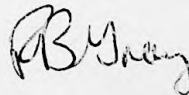
Superintendent of the Fire Brigade,
Port Stanley.

Dear Sir,

FIRE ALARM

1. A duty section is maintained at the Royal Marines Barracks, should you require extra manpower at anytime to fight a fire please do not hesitate to contact the Duty NCO.
2. During working hours more men can be made available.

Yours faithfully,



(P.B. TROY),
Captain RM.

STANLEY TOWN COUNCIL,
FALKLAND ISLANDS,


.....2nd March,..... 1965.

TC/10.

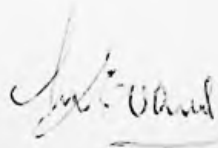
STANLEY FIRE BRIGADE.

TO Whom it may concern.

Ronald Bertrand Hansen has served as a Member of the Stanley Volunteer Fire Service for seven years and during this period he has served as a Unit Captain, and a Driver of the Self Contained Unit. He has performed his duties to our entire satisfaction, showing himself to be hard working, cool headed in action, and a perfect and efficient driver at all times.


Town Clerk for Chairman.

Supt. Fire Service.



STANLEY FIRE SERVICE,
Stanley,
9th July, 1965.

REPORT ON FIRE AT FAULKLAND CLUB, DRURY ST. FRIDAY 9th July, 1965.

5.38 a.m. Alarm sounded.
5.44 a.m. Rover Self Contained Unit in position.
5.47 a.m. Pumping commenced by emergency hose reel.
5.54 a.m. East End and Central Station reported ready for pumping
from harbour at Victory Green via Villiers St
Orders from Superintendent to stand by. NO PUMPING.
5.52 a.m.. Flame under control and completely extinguished at 5.55 am.
7.00 a.m. All pumps returned to Stations.

Cause of fire Unknown.

Probable Causes. By spark from an early morning chimney or ash drum.
By delayed action of spark or cigarette end among
rubbish left laying.
By electric, (highly improbable).

Remarks.

The Self Contained Unit once again proved its value.
The Central and East end Stations gave a very good account
of themselves. The speed with which they moved gave a real
Team Spirit when called upon.

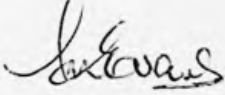
The Life Saving Team with the use of the "Salvus" Breathing
Apparatus had its first practical test in a very heavy smoke
filled building

All was very satisfactory.

Again the absence of the Ambulance gave rise to
many comments.

(Note) Only several days before a young mother with a
very young baby had occupied these premises.

The one great fear was. Did the caretaker sleep,
in the building, fortunately he did not.


Supt. Fire Service,
9th July, 1965.

Copy of letter received from the Chairman Falkland Club.

FALKLAND CLUB,
Stanley,
9th July, 1905.

Dear Morris,

On behalf of the Falkland Club
may I express our appreciation and thanks
for the most efficient manner in which the
Brigade dealt with the fire at the Club
this morning. Had it not been for your
prompt action the Club would almost
certainly have been a total loss.

Sincerely,
(sgd.) John Bouna
(CHAIRMAN)

Sgt.

Stanley Fire Brigade,
STANLEY.

TC/10

14th August,

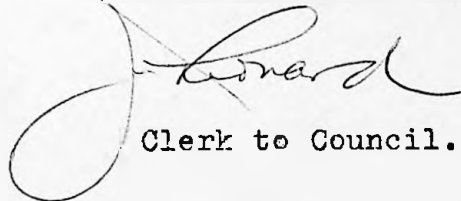
65.

Dear Sir,

I am directed to request you to express to the members of the Fire Brigade Council's deep appreciation of the speed and efficiency with which the recent fire at the Falkland Club was extinguished. Without such an instantaneous response to the alarm, the fire might never have been brought under control, and the service rendered on this occasion, despite icy conditions and the inconvenience of the hour, reflects the highest credit on your organization.

I am,
Sir,

Your obedient servant,

A handwritten signature in cursive script, appearing to read 'J. Leonard', written over a horizontal line.

Clerk to Council.

Mr. M. Evans,
Supt., Fire Brigade,
Stanley.

TC/10

15th April,

66.

Postmaster,

Please broadcast the following notice, on three successive evenings, over the Camp announcements.

Town Clerk.

NOTICE FROM THE TOWN COUNCIL

A pamphlet on fire, prepared by the Superintendent of the Fire Brigade, will be distributed to all homes in Stanley and all camp stations in the near future. Farm managers are requested to post the pamphlets prominently, for the widest possible readership. When it comes to fire, an ounce of prevention is worth far more than a pound of cure.

* * * * *

Stanley Fire Brigade,
Stanley,
28th February, 1967.

Report on hoses as used by The Dorran Contractors.

I have examined the hoses used from the fire boxes, between Senior Officers and Junior Officers parts, and Sullivan House and have found them to be in a filthy and unserviceable condition.

These have been left laying about, cut and burst in many places. Clay, grit and all kinds of similar materials have been ground into them.

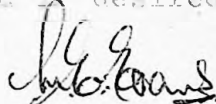
As far as is known 5 hoses were used.

The hoses were removed with turnkeys and stand pipes during the whole of the housing programme by Dorrans, and remained laying about, (connected) across the road or track, allowing heavy traffic, including a concrete mixer and stone crusher to cross them, until the operation was completed, ~~when~~ since someone has disconnected ~~the~~ and cleared them off the road or track.

Condition of hoses before being used
by The Dorran Contractors.

These hoses when placed in the fire boxes, about 3 years ago were thoroughly checked and were certified as being suitable to withstand anyrant pressure, and suitable to fight any fire in the vicinity.

The hoses are still laying about in the condition mentioned above, and may be examined if desired.



Supt. Fire Brigade.

The
Clerk, Town Council Office,
~~Town Office~~ Stanley.

STANLEY TOWN COUNCIL

FIRE BRIGADE

Report of the Fire Brigade for the year ended 31st December 1965

During the year the Brigade answered 18 calls; 16 chimney fires, 1 serious fire to property at the Falkland Club, and 1 flooding by heavy rain at the Government Power House.

Practices continued indoors as well as outdoors.

6 new members were enrolled making a total strength of 37 volunteers.

The training with the Salvus Breathing and Life Saving Apparatus proved effective when used at the Falkland Club Fire.

A new crew has been formed to deal with communications by R/T sets, between fire and pumps.

Communications between fire and pumps have always caused certain delays and over pumping.

The Town Council has taken out 4 Insurance Policies to cover any member in case of accident or otherwise.

The engines continued to be efficiently maintained by Public Works Mechanics.

No new equipment was purchased during the year, but the increased use of oil fuel and other highly inflammable materials is causing the Brigade much concern.

(Sgd) M. E. Evans

Supt. Stanley Fire Brigade.

Stanley Town Council.

Stanley Fire Brigade.

1st March, 1967.

Fire Brigade calls during the year 1966.

CHIMNEY.

12th June	C.Clifton, Davis St.	5.15.p.m. - 5.35.p.m.	slight.
5th July	J.Lang, Brisbane Rd.	9.50.p.m.-10.15.p.m.	" "
15th "	L.Bonner, Fitzroy Rd.	3.20.p.m.- 3.55.p.m.	serious.
18th "	Mrs Harvey, King St.	9.45a.m. -10.15.a.m.	slight.
1st Aug.	Mrs McLeod, Drury St.	1.55.p.m.- 3.05.p.m.	dangerous.
6th "	Mrs M.Binnie, Davis St.	10.45.a.m.-11.45.am.	"
24th Nov.	Mrs Ferguson, Fitzroy Rd.	8.45.am. - 9.a.m.	slight.
4th Dec.	Mrs Stacey, " "	11.45.am. -12.15 a.m.	serious
8th Dec.	E.L.W.House " "	11.00.a.m.-11.45.a.m.	dangerous

PROPERTY

29th Jan.	Marine, H'qrts bathroom & ablutions	12noon -2.30 p.m.	completely destr.
11th June	Land Rover, Villiers St.	11.15p.m.-11.45p.m.	wiring burning.
24th July	C.Clifton, Davis St.	1.15p.m.- 1.35p.m.	fire under house.
24th Oct.	Des. Peck; Fitzroy Rd.E.	3.00p.m.- 4.00p.m.	fire to mantle & surrounds.

Chimney Fires 9.

Property Fires 4.

~~XXXXXXXXXXXXXXXXXXXX~~ 28th September ----- 8th October a constant watch and attendance was kept, during the Argentine Aircraft incident,

There was a marked decline in the number of chimney fires during the period.

It is recommended that motor vehicles, especially those which travel overland, be fitted with some means of extinguisher, preferably C.T.C. or more commonly known as a PYRENE. Local dealers could assist in this commodity.

L. Evans

Supt. Fire Brigade.

TC/10

4th May,

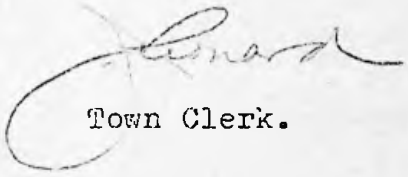
67.

Dear Sir,

Council feel that, in the interest of safety, a hydrant and fire hose box are required in Hebe Place, and I am directed to request that you see to this.

I am,
Sir,

Your obedient servant,



Town Clerk.

Mr. M. Evans,
Superintendent, Fire Brigade,
Villiers Street,
Stanley.

FALKLAND ISLANDS POLICE



Tel: STANLEY 95.
 " 96.

Your ref

Our ref

The Chairman,
STANLEY TOWN COUNCIL.

Chief Constable's Office,
Port Stanley,
Falkland Islands.

3rd AUGUST, 1967.

Dear Madam,

During the ~~past~~ week several hundred gallons of petrol has been sold to members of the public from the Government Central Store. Premises where the fuel is stored are unlicensed and inadequately provided for risks against fire. The names of these persons can be supplied by this Department on request.

The underground petrol storage tank on lease to Mr R.W. Hills, has two wooden doors leading into it. There are several 5 lb. Dry Powder extinguishers in the workshops but these are not near enough to the petrol store should any fire start. The 34gal. foam extinguisher was removed by the Fire Brigade a few years ago.

The petrol store on Callaghan Road, owned by Estate Louis Williams is constructed of corrugated iron, has a double wooden door, and is not ventilated. There are no visible means for fighting a fire should one occur.

I request that the Council take some action on the above mentioned matters in order to prevent any serious accidents.

Peck. Oi/c. Police.

(It is requested that, in any reference to this letter, the above Number and the date may be quoted.)

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

13th September 1967.

Dear Sir,

Your letter TC/14-A of the 6th September 1967 refers.

The following is a copy of the relevant Gazette Notice published in the Falkland Islands Gazette of the 31st March 1898:

"VOLUNTEER FIRE BRIGADE."

His Excellency the Governor has been pleased to direct that it be notified for general information that he has under the provisions of Clause 1 of the Fire Brigade Ordinance, No. 3 of 1898, accepted the services of those persons specified below who at the Public meeting held on the 28th inst., signified their desire to be formed into a Volunteer Fire Brigade, which Brigade is hereby declared to be lawfully formed and shall be designated the

"Stanley Volunteer Fire Brigade"

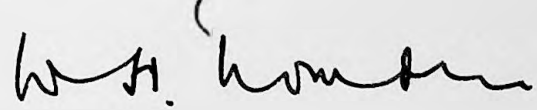
Adams, W.W.	Kelway, J.G.
Adams, F.E.	Lanning, T.
Adams, T.H.	Luxton, John T.
Aitken, R.	McCarthy, J.
Allan, R.	McAtasney, J.
Atkins, W.M.	Netzel, E.
Bateman, R.	Ogilvie, J.
Binnie, T.	Peck, W.
Buse, F.	Poole, C.
Clifton, H.	Ryan, W.
Coleman, J.	Sedgwick, H.H.
Davies, Sergt. I.	Steele, J.
Donnelly, T.	Summers, J.F.
Doherr, Max	Smith, T.
Durose, F.	Walsh, J.
Hanson, C.	Whaley, J.C.
Humble, J.	Wilmer, B.
Holt, E.	

His Excellency has been further pleased to approve of the appointment of Sergt. I. Davies to be Superintendent of the said Brigade under the provisions of the Fire Brigade Ordinance, No. 3 of 1898.

By Command,
F. CRAIGIE-HALKETT.
Colonial Secretary.

Colonial Secretary's Office.
30th March 1898."

Yours faithfully,


(W.H. THOMPSON)
COLONIAL SECRETARY

The Town Clerk,
Stanley Town Council,
STANLEY

3/10

7th November,

67.

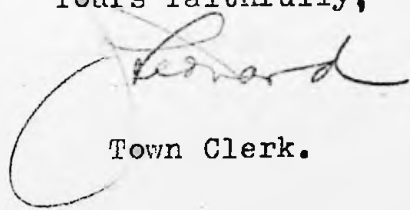
Dear Sir,

I am directed by Council to express their warm appreciation of your services as Superintendent of the Fire Brigade for the past eight years.

It is commonly acknowledged that the Brigade's present high level of efficiency is due in no small part to your conscientious efforts through the years, not only to build a smooth working team, but to anticipate and provide for future emergencies. Your interest in the welfare of the community has been expressed in the most practical way possible, and there can be no doubt that the freedom from serious damage by fire which Stanley has enjoyed for the past several years has been, to a great extent, due to the exemplary way in which you have carried out your duties.

Your retirement and departure from this community are most deeply regretted by Council, who would like me to express their hopes for your happiness in the years ahead.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Edward', is written over a large, faint circular stamp or watermark.

Town Clerk.

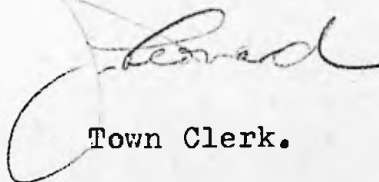
Mr. M.E. Evans,
Villiers Street,
Stanley.

Dear Sir,

I am directed by Council to express their deep appreciation of your valued services as captain of the unit operating the self-contained fire engine.

There can be no doubt that the security and tranquility of the community have been, to a great extent, safeguarded by the speed and efficiency with which your unit has handled the fire emergencies which have arisen in the past several years. That you and your co-workers have largely carried the burden of fire-fighting in Stanley has been self-evident, and the community is very much in your debt for your untiring efforts in this respect.

Yours faithfully,



Town Clerk.

Mr. P. McPhee,
Davis Street,
Stanley.



Superintendent Fire Brigade.,
Stanley, 1st. December 1967.

Dear Sir,

The following are a few points which I trust Council will give favourable consideration.

With the present state of the Fire Boxes around Stanley also some of our Ladders in need of repair, Hoses ~~etc.~~, and the checking and re-charging of fire extinguishers I think it is essential that we employ a man part-time to look after our equipment, at one time this was the practice.

I may suggest that the Fire Brigade have a permanent office as opposed to the private home. This would seem to give more flexibility on routine and administrative matters, in case of absence through leave or illness. An ideal place would be ^{the} a small building next to the Central Station which is not in use at present.

With the present road re-construction works some of the hydrants have been lifted, and this now means that our stand pipes will not reach. We could overcome the situation if an extra length of pipe was welded onto the existing stand pipes.

The fluorescent paint has been received, so do you wish me to engage a man to carry out the work of painting all hydrants ?

I understand that some time ago Mr. Evans asked if Council would indent for a pair of Walkie-Talkie sets for use between the scene of the fire and our pumps, has the order been placed ? as I ~~do~~ think this is most necessary.

Yours faithfully,


J.A. Hardy.

Stanley Town Council:

TC/10

6th December,

67.

Dear Sir,

I am directed to inform you that the Town Council accepts with regret your resignation as Assistant Superintendent of the Fire Brigade.

There can be no doubt that the comparative security which we who live in Stanley enjoy today is due in no small part to the time and effort which you and your colleagues have spent through the years, not only in fighting fires, but in making the Brigade a more effective instrument for this purpose. It is impossible to assess the true value of such a service, and I hope you will accept the fact that, in conveying Council's deep appreciation for almost a third of a century of fire-fighting, I am also expressing the thanks of the entire community, present or absent, who through the years you have helped so much to shield from the menace of fire.

Yours faithfully,



Town Clerk.

Mr. E.F. Luxton,
38, John Street,
Stanley.

FIRE BRIGADE MEETING

PRESENT. SUPERVISOR.
ASSISTANT SUPERVISOR.
ALL PUMP CAPTAINS.
MR J. BOOTH (INVITED).

(1) Mr Hardy informed those present that his tour around the various points with the Colonial Secretary had been most useful.

It transpired that Government had indicated willingness to transfer, to the Fire Brigade, the ex P & T long wheel base Landrover to replace the Chevrolet Lorry. A general discussion followed on the usefulness of this vehicle and garaging space for it.

(2) During the previous discussion (1) the question of the new foam unit arose. Mr Booth enquired as to the reasons for ordering a foam unit as opposed to a high pressure FOG unit. Resulting from this a general discussion arose from which it was agreed that Mr Summers and Mr Clapp be authorised to investigate, and report on, the comparative advantages of the units during their U.K. leave this year. Both volunteered to visit Fire Authorities in the area of residence during U.K. leave. Both would be furnished with a letter of introduction by the Town Council.

(3) A general discussion arose as to the use of the Firefly which resulted in the agreement to ask Mr Pat McFee to double up with Mr Hamish Jennings for a period in order to ensure Mr Jennings complete knowledge of the unit.

It was further agreed that the Firefly siren should not be used for stated chimney fires. The chimney fire crew would attend the incident and decide on the spot whether a general fire alarm should be given.

(4) It was agreed that Mr P Summers should be Captain of the Central Fire Station.

(5) It was agreed that steel helmets should be made available to all stations. Crew members helmets to be painted black, Captains helmets to be painted white. Mr Hardy approaching F.I.D.F. on the subject. Mr Hardy emphasised that all personnel who enter buildings should wear helmets.

(6) It was agreed that more hose was needed. The Supervisor stated that Government seemed willing to help out by purchasing hose initially for council to purchase at a later date.

(7) It was generally agreed that the Unit Roster should be brought up to date. As many persons had enquired about joining the Brigade a general announcement would be made.

(8) A long discussion on practice alarms and training was held. It was agreed that Captains should take more active responsibility towards their respective units ensuring that the necessary amount of hoses and ancillary equipment were always available.

Practice alarms will, as a general rule, in future be attended by only one station unit at a time in order to concentrate on thorough knowledge of pumps, equipment and procedures.

CONT'd

(9) An attempt to set up a basis of operation and responsibilities resulted in the general agreement that :-

THE SUPERVISOR should be free to watch and direct over all points of any operation.

THE ASSISTANT SUPERVISOR should be responsible to the Supervisor for the general conduct and distribution of hoses, personnel etc at the scene of the fire.

CAPTAINS to be responsible for the placing of the pumps, the running of hoses towards the scene and the provision of auxiliary equipment and hose handlers.

THE FIREFLY unit would generally proceed direct to the scene and provide the initial water required.

Supervisor or

THE BREATHING UNIT should report to the Assistant Supervisor at the scene.

THE DEMOLITION CREW should report to the Supervisor or the Assistant Supervisor at the scene.

(10) It was generally agreed that :-

(A) Police Officers must be subject to the requirements of the Fire Supervisor at the scene of the fire. They would be required to keep control of crowds and unauthorised persons, prevent looting etc. They would not be required to assist in fire fighting and should not enter any building until the Supervisor agrees it is safe to do so.

(B) Camp fires are not the responsibility of the Fire Brigades but of the Police. The police should organise the necessary volunteer fire fighters but the general alarm should not be sounded. Fire Brigade would provide high pressure pump and crew if the Officer in Charge Police deemed it necessary.

(11) An inventory of fire extinguishers made. possibility of a campaign to make householders realise the necessity for extinguishers in the home. it may be possible to offer extinguishers at cost price through the Government.

TC/10

6th February,

68.

Dear Sir,

Thank you for your letter, and report on the recent meeting of Fire Brigade officers.

Council have noted your decision that camp fires are the responsibility of the Police Department, and wish to stress that this should be clearly established with the Inspector of Police. Furthermore, Council have directed that Fire Brigade equipment should not be sent out to camp fires under any circumstances.

Members expressed concern at the possibility of delay in sounding the fire alarm, but the Chairman has assured Council that instructions have now been given to the telephone exchange operators to sound the alarm immediately after a fire has been reported. Chimney fires are, of course, exempted from this rule, and Council have endorsed your decision that in such cases neither the Firefly siren nor the alarm should be sounded unless the Fire Brigade officer in charge at the scene decides that a general alarm is necessary.

Council appreciate your informative report, and trust that you will clarify areas of responsibility with the Police Department as necessary.

Yours faithfully,



Town Clerk.

Mr. J.A. Hardy,
Superintendent, Fire Brigade,
Stanley.

CC: Inspector of Police.

(It is requested that, in any reference to this letter, the above Number and the date may be quoted.)

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

9th January, 1968.

Dear Sir,

Fire Precautions

I am grateful for the recent opportunity to tour Fire Brigade installations in Stanley.

My views are now largely those of yourself and Mr. Hardy.

The effort put into voluntary fire duties is considerable and well appreciated by everyone, but the core of the matter is undoubtedly that effort without equipment, or with inefficient equipment, is largely wasted. I congratulate your Council on the recent decision to reinstate the post of part time keeper of Fire Brigade equipment, hydrants and fireboxes. I cannot think of a better use for public funds.

I strongly recommend that Council should buy reserves of hosing as soon as possible, and certainly before prices rise further.

I also recommend that you should embark upon a programme of fire extinguishers maintenance and replacement. It would be advantageous to have all Government and Council extinguishers of one make. Not the least advantage would be easy replacement of refills from the Government Central Store.

I note your programme of repair and replacement of ladders and boxes.

I support your idea that the old high-level water tank should be suitably tapped to allow for connexion of fire hoses and await the outcome of your discussions with the Superintendent Public Works.

If you run into any unduly long delays in obtaining modifications to standpipes for hydrants in newly made-up roads please let me know.

As promised I will approach Government with a request that one of our old Landrovers should be handed over to Council for use as a towing vehicle for the hose trailer. I cannot however promise any results until after Executive Council next meets.

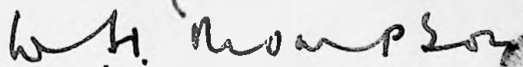
As constructive criticism, and certainly not in any complaining sense, I would think that more tidiness in the three fire-stations could only lead to greater efficiency. Hoses permanently loaded: extinguishers fully checked: axes and other equipment properly laid out to easy hand: are points that all come to mind. Your new maintenance officer could be of very considerable help in this matter.

If repairs to ladders, boxes and equipment cannot be carried out speedily by the Public Works Department you should not hesitate to go out to tender or private agreement. It would be money well spent.

I appreciate now, as I did not before, just what a retrograde step it was when the Town Council abolished paid assistance for the maintenance of equipment.

Mr. Hardy has many difficulties ahead of him but I am sure they will be overcome.

Yours faithfully,



(W. H. THOMPSON)
COLONIAL SECRETARY

P. Soames Esq.,
The Chairman,
Stanley Town Council,
STANLEY.

No. 2317

(It is requested that, in any reference to this letter, the above Number and the date may be quoted.)

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

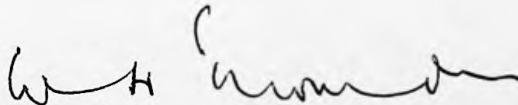
2nd April, 1968.

Dear Sir,

I am given to understand that you may have an old, but still serviceable, siren lying about somewhere. As part of our defence scheme I am anxious to install a siren at the quarters of the hovercraft unit.

Would you be good enough to confirm whether you have a siren and if it can be made available to Government.

Yours faithfully,



(W.H. THOMPSON)
COLONIAL SECRETARY.

The Town Clerk,
Stanley.

SC

TC/10

8th April,

68.

Dear Sir,

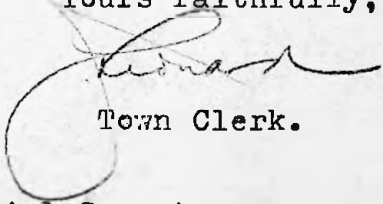
Siren

Thank you for your letter of 2nd April.

It is correct that Council have a siren which is not in use at present, but Mr. Clapp (who has been appointed to succeed Mr. Hardy as Superintendent of the Fire Brigade when his resignation becomes effective, on 20th April, 1968) informs me that it is essential that this be installed at the east end of town as a part of the general fire alarm system, and the Chairman of the Town Council has told me that steps will be taken in the near future to accomplish this.

I regret, therefore, that Council do not have a siren which can be made available to Government.

Yours faithfully,



Town Clerk.

The Honourable, the Colonial Secretary,
Secretariat,
Stanley.

Dear Sir,

Recommendations made by the Fire Brigade were considered by the Town Council at its latest meeting, and I am directed to report to you as follows:

Wages: Council refused to authorize any payments or salary increases beyond the scale of wages already in force.

Ambulance & Doctor: Following the recommendation of the Senior Medical Officer, Council decided that it was unnecessary to have the ambulance driven to the scene of every general alarm fire, or to have the doctor on hand. If the Fire Brigade Superintendent should decide that the ambulance and/or the doctor are required at a fire, the Police may be requested to despatch a constable for the ambulance, and a doctor will come immediately if summoned.

Unserviceable Equipment: You are authorized to dispose of hoses which are beyond repair.

Helmets & Oilskins: Your request to have all Brigade members outfitted with helmets and oilskins has been passed on to Mr. Sumners, who will make enquiries while he is in England.

Fire Extinguishers: Council agreed that it would be impossible to decide on the proposed conversion to Nu-Swift extinguishers until all the necessary information - such as the number of new extinguishers which will be required, the cost per unit, etc. - is available. I have now ascertained the cost of extinguishers and charges, and if you will let me know the exact number of extinguishers to be purchased, the matter will be discussed again at the next regular Council meeting.

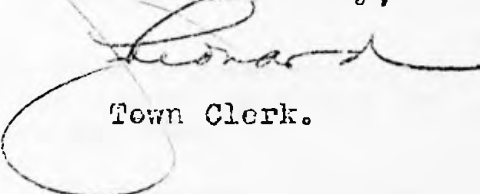
Care of Equipment: It was mentioned that a hose loaned (according to Council's information) to the P.W.D. was left draped on a fence near Government House for several

(continued)

weeks. Council request you to see that any Brigade equipment which has been loaned out is returned promptly.

Council are pleased to note that you and the Inspector of Police have agreed on the areas of responsibility for your two departments in case of fire, and that you will act together in a spirit of cooperation.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'Edward', written over the typed name 'Town Clerk.' The signature is fluid and cursive.

Town Clerk.

Mr. P. McPhee,
Superintendent, Fire Brigade,
Davis Street,
Stanley.

STANLEY.
16th May, 1968.

PETROL STORAGE.

Dear Madam,

Reference your letter TC/15, dated 3rd January, 1968, the petrol storage locations were inspected on the 15th May, 1968, by Mr J. Blyth, for the Town Council, Mr T. ROYANS, Superintendent of Public Works, and Mr T. Peck, Inspector of Police. The following report is submitted for the information of the Council.

Estate Louis Williams.

The petrol store owned by Estate Louis Williams, is situated in Callaghan Road, west, approximately 40 yards from the nearest dwelling house, and 10 feet away from the highway. It is a 4 bay Nissen hut. The north and south ends are constructed of wood, the outside covered with flat iron. A double door faces onto Callaghan Road, through which the customers are served. A small door on the north side leads out into a paddock. The floor is cement, but running the full length of the floor is a pit, the top of which is covered by wood. There are no vents in the hut.

Stored inside the hut were 39 drums of petrol. This number has been exceeded on different occasions to as many as 50 drums. The containers used to carry petrol from the store to fill the tanks of customers cars leak petrol on the floor and ground.

A 2 gallon Fomene appliance is kept inside the hut near the door, also a half drum of sand and a shovel. The appliance was last tested in 1963. It is in a very dangerous condition.

There are no signs displayed to warn people that petrol is kept stored in this building.

Falkland Islands Company, Ltd.

The storage of petrol in the Falkland Islands Company, Ltd., is controlled by Mr R.W. Hills. The petrol is kept stored in a properly constructed cement building well away from any dwelling house, and near to the sea-front. The supply pump is situated behind the garage in Crozier Place, in underground tanks which when full hold 300 gallons each. The tanks are imbedded in sand and cement. A small shed has been erected over the tanks, it is constructed of timber framing covered with corrugated iron, the door is of wood. In order to fill the tanks, drums are off-loaded from a vehicle onto the ground near the door, and one is then rolled into the shed and emptied through a funnel into the tanks. The automatic pump situated at the front of the garage and facing into Crozier Place, is well constructed.

The only fire appliances available are kept inside the garage. They consist of Nu-Swift 4 lb. dry powder charges. No signs are displayed to warn people that petrol is stored in these buildings.

British Antarctic Survey.

The petrol store owned by the British Antarctic Survey, is situated to the east of the Met. Station. It is constructed of cement blocks and has a fire proof door. Fire appliances are on order for this.

Colonial Government.

The Government have two petrol stores, the main building is in the Army Camp, and the other, which is used to supply transport each day, is in the Dockyard. They are both fire-proof buildings and have Nu-Swift dry powder appliances near the exits. The main store at the Army Camp, is approximately 20 yards from the highway. The P.W.D. have been requested to fit vents in both ends.

Recommendations.Estate Louis Williams.

1. The existing building be provided with fireproof ends and a fireproof door; the wooden covering for the pit should be removed and the pit filled in. Not more than six drums of petrol to be stored in this building at any time.
2. An additional storehouse be built south of Callagan Road, at a safe distance from any dwelling house, for the storage of the main petrol supply.
3. The words "Danger - Petrol" should be displayed on or as near to both buildings as possible.
4. The containers used for carrying petrol should be kept free from leaks.
5. In both storehouses, a more suitable type of fire appliance, such as dry powder or the 2 gallon Air Foam, should be kept near at hand and maintained in good working order. The receptacle for storing sand should be a bin of reasonable size.

Falkland Islands Company, Ltd.

1. The small shed housing the underground tanks should have a fireproof door.
2. A ramp should be built near the tanks so that a vehicle used in the conveyance of petrol to the tanks can reverse alongside it and off-load the petrol. The danger of a drum being dropped and sparks setting off an explosion would be lessened.
3. The words "Danger - Petrol" should be displayed on or near to all the buildings which are used for storing petrol.
4. A fear unit consisting of a 34-gallon container and at least 4 2-gallon Air Foam appliances should be near at hand.

British Antarctic Survey.

The words "Danger - Petrol" should be displayed on or as near to the building as possible.

Colonial Government.

The warning sign should be repainted on the petrol store in the dockyard.

Yours faithfully,

W. R. H.
Reck.
J. H. Rayner

The Chairman,
 Stanley Town Council,
 STANLEY.

STANLEY FIRE BRIGADE - AS AT 29th APRIL, 1968.

SUPERINTENDENT: MR. P. McHIE.

ASST. SUPERINTENDENT: MR. J. ALAZIA.

CENTRAL STATION - PHONE No 356.

SUMMERS, P.G. Capt.

EVANS, D. Temp. Capt.

REIVE, T. Engine.

SHORT, P.

BUTCHER, M.G.

PETERSSON, T.

FORD, B.

BUTLER, G.

SUMMERS, Keith Lorry/Engine

BLACKLEY, C.

WHITNEY, P.

JOHNSON, P. Engine

SUMMERS, TERRY

CLARKE, M. Lorry/Engine

CARLEY, A.M. U.K.

SUMMERS, Peter U.K.

RESALE & GENERAL SALVAGE.

CLAPP, E. U.K.

BOOTH, J.

WATSON, N.

CLARKE, E.

DOBBS, T.

WHITNEY, F.

COMMUNICATIONS.

LUXTON, H.T. Capt.

REIVE, C.T.

KING, V.T.

WILLIAMS, J.D.

EAST STATION - PHONE No 357

MILLS, K. Capt.

REIVE, L. Engine

REIVE, F. Engine (U.K.)

CANTLIE, W.

POOL, W.

MILNE, B.

BETTS, G.

PECK, V. U.K.

HARRIS, I.

BUTLER, L.J.

FOAM APPLIANCE.

SHORT, C.

MARSH, J.

BOOTH, J.

DEMOLITION SALVAGE.

CAMPBELL, I.T.

ALLAN, C.

BIGGS, A.R.

SELF CONTAINED UNIT - PHONE No. 359

JENNINGS, H. Capt.

GRANT, B.M.

BETTS, F.

McASKILL, J.

DOBBS, T.

BIGGS, A.R.

STEWART, HENRY

SHORT, R.W. U.K.

DICKSON, G.

SUMMERS, BRIAN

is requested
that, in any, refer-
ence to this letter,
the above Number
and the date may
be quoted.)

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

31st May, 1968.

Dear Sir,

I am pleased to be able to inform you that the Falkland Islands Government has been able to obtain a grant in aid from the Colonial Development and Welfare funds to make possible the purchase of the Firefly Fire Fighting equipment requested in your letter of the 7th November, 1967.

Government will undertake to purchase the equipment up to a total value of £2,280, on the understanding that if prices have increased since the original quotation was made, or should freights be in excess of those estimated, your Council will carry the balance.

Please let me have confirmation of your acceptance as soon as may be possible.

In response to your letter of the 8th April, I very much regret that Government is unable to increase its annual contribution towards the maintenance of Arch Green.

Taking into account the provision of water supply and other items, and read against the background of present finances, it is considered that your own Council should undertake the extra cost of maintenance. The balance in your funds is considered to be sufficient for you to undertake this without any undue hardship.

Yours faithfully,



(W.H. THOMPSON)
COLONIAL SECRETARY.

The Town Clerk,
Stanley.

SC

TC/10

4th June,

68.

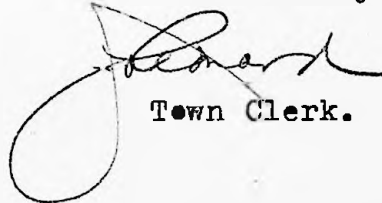
Dear Sir,

Thank you for your letter 0594/C/II, dated 31st May, 1968.

Council are deeply grateful for the financial assistance which has been made available for the purchase of Firefly fire fighting equipment, and have directed me to assure you that they will furnish any additional funds which may be necessary.

Since my previous letter on this subject, a suggestion has been made to Council that high pressure fog would be preferable to foam for fighting oil fires. The Chairman of the Town Council and the Superintendent of the Fire Brigade are enquiring about this from British fire-fighting authorities during their present overseas leave. Council hope to receive their recommendations in the near future, and to reach a final decision on the equipment to be purchased shortly thereafter.

Yours faithfully,



Town Clerk.

The Honourable, the Colonial Secretary,
Secretariat,
Stanley.

No. 0594/C/II

It is requested that, in any reference to this letter, the above Number and the date may be quoted.)

COLONIAL SECRETARY'S OFFICE,

STANLEY, FALKLAND ISLANDS,

5th June, 1968.

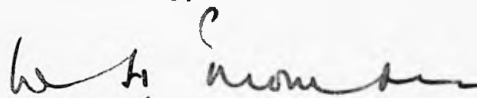
Dear Sir,

Thank you for your letter TC10 of the 4th June concerning the fire fighting equipment.

Having gone to considerable trouble to get your original specification approved I most sincerely hope that you will not make a new demand or alter your requirements.

It will be necessary to place a firm order on the 1st July and I shall be grateful for clearance to go ahead.

Yours faithfully,



(W.H. THOMPSON)
COLONIAL SECRETARY.

Town Clerk,
Stanley.

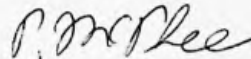
SC

Stanley,
18th June, 1968.

Dear Sirs,

The Town Clerk has informed me that at present it is not planned to include a spotlight with the auxilliary equipment to be ordered for the new Firefly fire engine. In my opinion this piece of equipment is essential, and I would be most grateful if it could be ordered. The spotlight installed on the present Firefly has been invaluable to us on many occasions.

Yours sincerely,



Acting Superintendent,
FIRE BRIGADE.

The Town Council,
Stanley.

Fig 6, 1326

NNNN

ZCZC ATSO02 BSV062 TAS044

EXMOUTH 10 10 1016

LEONARD PORTSTANLEYFALKLANDISLANDS

FOAM PREFERRED SEEING SUMMERS FIFTEENTH UNIT AVAILABLE

CLAPP

NNNN

ZCZC ATS41 BSV943

BRISTOL TF DE TOTTON 17 19 1111

LT

TOWN CLERK PORTSTANLEYFALKLANDISLANDS

FIREFLY LANDROVER AVAILABLE WITH SIX CYLINDER

PETROL ENGINE AT L40 EXTRA CONFIRMING

HACABO

CFM L40

TC/10

20th June, 68.

Dear Sir,

Further to my letter of 4th June, regarding the purchase of a Firefly Landrover plus foam unit, the necessary decisions have now been made by Council, as follows:

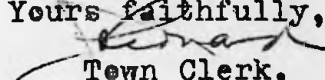
Foam is preferred to high pressure fog, and the order, therefore, remains substantially as in my letter of 7th November, 1967. However, the Fire Brigade have requested that the new Firefly be ordered with a 6-cylinder petrol engine in place of the 4-cylinder engine in the original specification. The manufacturer has confirmed that this is available, at an increase in cost of £40, and the added expenditure has been approved by Council.

The Fire Brigade have also requested the searchlight mentioned in the manufacturer's quotation of 4th September, 1967, at an additional cost of £22, and this has likewise been approved by Council.

The estimated expenditure is therefore revised as follows:

1. Firefly Fire Engine, with 6-cylinder petrol engine.....	£1,945. -- --
2. Foam Making Equipment.....	235. -- --
3. Foam Making Compound, 180 gallons @ 12/6d per gallon.....	112.10. --
4. Fire Hose - 4 x 50ft. lengths @ £16.	64. -- --
5. 2 C.T.C. Extinguishers, @ £4 each...	8. -- --
6. 1 - 7" diam. searchlight.....	22. -- --
7. Preparation for shipment.....	60. -- --
8. Freight.....	466. -- --
	<hr/>
	£2,912.10. --

As stated previously, Council will pay whatever sum may be necessary beyond the total of £2,280 to be contributed by Government.

Yours faithfully,

Town Clerk.

The Honourable, the Colonial Secretary,
Secretariat,
Stanley.

17.th.June, 1968.

Stanley.

Subject,

Fire Government Boat Shed.

Madam,

At 3.15.p.m. Wednesday, 12th.June,1958, the Fire Alarms sounded for a fire in the Boat Shed Government Dock Yard.The Firefly attended also the three pumps or Fire Engines.Water was pumped to the fire by the Firefly and one of the pump engines.

The fire was quickley under control and out by about 3.45.p.m. Three sheets of iron were lifted on the roof of the shed to see that no fire was left smoldering at the top.

The cause of the fire came from a large box placed on the floor of the shed. Inside this box were two electric heaters and a quantity of kelp. The kelp was in the process of being dried .Some how or other the kelp must have caught fire then the box and then the shed. No body was in attendance in the shed at the time ,as I was the first on the sean and the door being locked I had to force the lock. The shed was full of smoke and what remained of the box and heaters I removed out and down the slipway into the water .

In my openion the process of drying kelp in this way, with no body in attendance is very dangerous , and if this had happened in the night the boat shed may have been burnt down.

The fire was first observed by the Poast Master who looking out the office window saw smoke coming out from under the iron in the roof.

There was a good attendance by members of the Fire Brigade.

Yours faithfully,



Act.Supt.Fire Brigade.

The Chairman,
Stanley Town Council,
Stanley.

17th. June, 1968.

Stanley.

Madam,

Subject,

Chimney fires for the month of MAY, 1968.

9th. May, call to Government House at 1.p.m. fire in Dining room chimney.

13th. May, called to the home of Ron Betts, in Fitzroy road bad chimney fire, from 8.p.m. to 9.p.m.

17th. May, called to the home of Mrs Stewart, (Stanley Bakery) 6.30.p.m. to 8.p.m. very dangerous.

19th. May, spent one hour with Ken Mills and W. Poole on instructions on Fire Engine and pump.

28th. May, called to the home of Mrs Brian Barnes in Dean Street, the frying pan had caught fire with hot fat on top of the stove.

For the month of May this makes a total of four chimney fires and one evening for instructional purposes on fire engines.

Yours faithfully,



Act. Supt. Fire Brigade.

The Chairman,
Stanley Town Council,
Stanley.

5.th. September, 1968.

Stanley.

Madam,

Subject,

Chimney fires for the months, June, July, and August.

1st. June, called to the home of M. Luxton Stanley Cottage,
dangerous chimney fire from 12 noon to 1.p.m.

12.th. June, called to the home of Mrs. M. Williams slight
chimney fire.

24.th. June, called to the home of D.H. Mc. Millan , dangerous
chimney fire.

July.

24.th. July, called to the home of M. Binnie, dangerous
chimney fire from 8.30.p.m. to 9.30.p.m.

August,

13.th. August, called to the home of Mrs Harvey, slight
chimney fire.

21.st. August, called to the home of Mrs. Carrie Mc.Leod,
very dangerous chimney fire from 1.p.m. to 3.30.p.m.

Yours faithfully,

P. McPhee
Act. Supt. Fire Brigade.

The Chairman,
Stanley Town Council,
Stanley.

31.st.October,1968.

Stanley.

Subject,

Chimney fires for the months,September,and October.

13th.September, called to the home of Des Peck, slight chimney fire ,from 8.30.p.m. to 9.30.p.m.

18th.October ,called to the home of W.Clement slight chimney fire from 12.50.p.m. to 1.30.p.m.

The defence alarm was sounded for a Defence Practice on the 18th.September 1968.

There was no transport for towing purposes from Government.

The following members of the Fire Brigade turned out.

W.Bowles.

D.Evans.

P.Short.

C.Short.

P.Johnson.

W.Hills. (captain.)

N.Jennings.

T.Dobbins.

P.MC.Fhee.

The exercise ended at 8.45.p.m.

Yours faithfully,

P. McFhee
Act. Supt. Fire Brigade.

The Chairman,
Stanley Town Council,
Stanley.

REPORT ON CHIMNEY FIRE - FRIDAY, 1st NOVEMBER, 1968

2035 local time - Mrs. Cofrey, Fitzroy Road, reported a lounge chimney fire.

On arrival, lounge chimney breast and lower part of chimney choked and blazing, connecting flue between Carron stove and soot trap, plus soot trap red-hot.

One Pyrene extinguisher fired through Carron connecting pipe to quench lower blockage, then Carron removed, also chimney connecting flue and soot trap. Second extinguisher fired to quench blazing mass of soot and tar, was successful in relatively short time. Soot and tar adhered so thickly to walls of chimney breast that a short crowbar had to be used to free and break-up the deposits. After three clearings with wire flue brush and two cleanings with fibre flue brush chimney declared safe at 2135 local time.

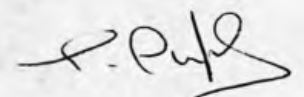
At 2230 local time, after one hour's strong draught, Superintendent inspected chimney and found all satisfactory. Carron stove refitted to chimney.

Crew - Superintendent, Mrs. Clapp; Assistant Superintendent, Mr. McPhee; Second Driver, Mr. Alazia.

Possible reason for blaze

(1) The old open hearth fireplace had not been adequately walled up, consequently soot had accumulated on either side of the soot trap to a width of approx. 6 inches and to a depth of virtually 1 foot. It would seem that when the chimney had been swept previously, only the soot within reach of the soot trap had been collected, consequently the side deposits had, over a period of time, settled and moistened into a cold tar.

(2) As the previous occupants had vacated the house approx. 6 months ago and had not covered the chimney top, rain and condensation within the chimney had formed a cold tar and this, combined with a possible high first fire, stoked in the Carron, caused the catch.


E.C.J. Clapp, Superintendent,
Stanley Fire Brigade.

4th November, 1968.

REPORT ON CHIMNEY FIRE - WEDNESDAY, 6TH NOVEMBER, 1968

1040 local time - called to chimney fire at Mrs. Ferguson's, Fitzroy Road, Stanley. Fire Fly called into attendance, driven by Mr. Pat McPhee.

Chimney found to be well ablaze and burning in three sections:-

- (a) at the soot trap;
- (b) at the join of the chimney cavern to the chimney proper;
- (c) about two-thirds up.

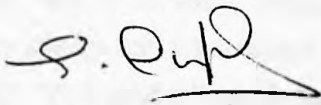
Constant cleaning with wire flue brush cleared most of burning soot and by 1140 chimney was declared safe.

It is understood that this chimney had been ablaze since 6 a.m., but the occupant had not thought it necessary to call for assistance.

Crew - Superintendent, Mr. Clapp; Assistant Superintendent, Mr. McPhee.

Possible reasons for blaze:-

Once again the soot did not seem to have been collected from either side of the soot traps and then had eventually caught fire. It was five months since the chimney was last swept.


E.C.J. Clapp, Superintendent,
Stanley Fire Brigade.

6th November, 1968.

REPORT ON CHIMNEY FIRE - SATURDAY, 9TH NOVEMBER, 1968

At approximately 10.45 a.m. I was called to a chimney fire at the residence of Mr. David Stewart, Davis Street east. On arrival I found Police Inspector Peck, Police Constable W. Jones and Fire Brigade member, J. Alazia, already in attendance. Mr. Alazia was despatched to fetch the Firefly.

On inspection it was found that the chimney was blocked and blazing about halfway up, one extinguisher had already been fired from the top of the chimney downwards, but had not produced much of a result. The lower stove connections and chimney traps were removed and burning soot in the soot trap cleared. Normal precautions with wet sacks taken, but efforts to clear blocked chimney failed. By 11.15 a.m. chimney was still blazing from the top and a reverse draught had been formed, so consequently flames were issuing from bottom end of chimney. Bottom end of chimney blocked off and two extinguishers taken to roof to fire down, but neither extinguisher worked. Firefly hose reel connected, but attempts to raise pressure on this hose were unsuccessful, therefore, two hoses were run from nearest hydrant and connected to spray nozzle and water sprayed down chimney. This method was successful in quenching the blaze and allowing rods to be forced and broken through the choked chimney section. After repeated applications of wire flue brush and fibre flue brush, chimney was declared safe at 12.45 p.m.

On return of fire equipment to Station investigation made as to the failure of the two Pyrene CO² extinguishers, the only conclusion arrived at was that they were not filled after the last use at Mrs. Cofre's on the night of 1st November. The failure on the fire hose system was cleared and all engine and ancilliary equipment checked on the spot.

The assistance of Constable Jones was very much appreciated.

Possible reasons for fire:-

1. Again there seems to be some doubt as to how recently the chimney was swept; the owner of the house declared "only swept a fortnight ago", but the elderly father seems to think that it was a question of months as opposed to weeks.
2. Apparently in this house the cooking range is nearly always banked down, consequently the chimney sweats and a tar deposit forms. It is possible that this deposit could ignite when a heavy fire is made on for cooking.

REPORT ON FIRE OCCURRENCE ON SATURDAY, 16TH NOVEMBER, 1968

At approximately 3.30 p.m., whilst standing on my front lawn, I noticed large quantities of dark smoke issuing from the area of the Broadcasting Studio and St. Mary's Annexe. On proceeding through the Studio gates I observed that the smoke had thickened so as to virtually block out visibility in some places and, at the root of this, I occasionally saw extensive flames. The centre of the blaze seemed to be amongst the telegraph poles stored between the side of the peat shed belonging to St. Mary's Church.

Police Inspector Peck and two other inhabitants were nearby and making vain attempts to dislodge some burning material. First inclinations were to call a general alarm as, by this time, sparks from some material were flying across and possibly endangering the house immediately to the east. A closer look at the blaze led me to discard this idea and call only for the Fire-fly and its crew. Inspector Peck left the scene to 'phone the necessary instructions. Meantime, two volunteers, namely Frank Howatt and Jack Sollis, and myself ran hoses from the F.I.D.F. hydrant through to the scene of the blaze. With willing help from Master Ian Cantlie and Pat Johnson, pressure was brought to the nozzle and directed at the conflagration. Within a short time the flames were brought under control and we were able to begin moving the charred telegraph poles. Immediately prior to the flames being brought under control the Fire-fly, attended by Pat McPhee and Police Sergeant Felton, arrived to setup the hose relay thereby giving spray facilities. A thorough drenching of the site completely extinguished any smouldering elements and by 4.50 p.m. the site was declared free from danger.

Hoses were laid out to dry and the Fire Box by the F.I.D.F. Hall was re-stocked.

All equipment worked well and the co-operation of both Police Force and the public was appreciated. It is extremely gratifying to note the quick placing of the duty Constable (Police Constable Evans) in a position so as to prevent access by too many members of the public, mainly young children, to the scene.

Possible causes for fire:-

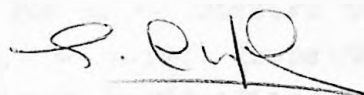
(1) It was ascertained that the Communications staff had been clearing out rubbish from a store. This rubbish apparently comprised of a quantity of rubber and plastic sheathed cable. These discarded items were unfortunately placed in close proximity to the ash drum belonging to St. Mary's Church and

it is possible that a hot portion of ash was blown towards the dump thereby causing an eventual ignition.

The staff at St. Mary's Church categorically state that no ashes had recently been emptied and I must admit this seems to be borne out by the state of the drum.

(2) I noticed a two gallon can among the debris which had obviously blown apart under pressure. It is not known where this can came from, or what it contained, but it is possible that if this can was lying in a place exposed to the hot sun experienced on that afternoon, then remnants of a volatile spirit in the can could have ~~exploded~~ ^{exploded} and caused a minor explosion, which, mixing again with some heated material, ignited.

The latter possibility is not unknown.



S.C.J. Clapp, Superintendent,
Stanley Fire Brigade.

29th November, 1968.

FIRE BRIGADE

A crew training period of one hour was held on the evening of Thursday 23rd January 1969

Crew East Station.

Following volunteers attended:-

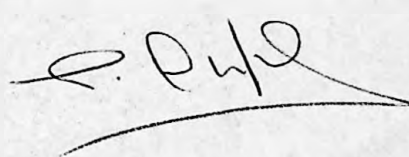
K. Mills
H. Milne
G. Betts
V. Peck
T. Clarke
L. Harris
W. Bowles
W. Cantlie
F. Reive
I. Cantlie

Mr Clapp and Mr McPhee gave the instructions All crew members were instructed and practised in:-

- (a) The starting, raising pressure and discharging of the trailer pump.
- (b) Correct method of hose handling.
- (c) Correct method of hose running by:-
 - (1) normal roll
 - (2) duck roll
- (d) Various methods of extending hose line with minimum loss of water display
- (e) Safe nozzle handling

During the training period the pump suction seals failed. No replacement seals are apparently held so the necessary will be taken from the de-commissioned pump at the Town Hall station.

New seals will be ordered



Stanley

24th January, 1969.

No. 2428

(It is requested that, in any reference to this letter, the above number and the date may be quoted.)

COLONIAL SECRETARY'S OFFICE,
STANLEY, FALKLAND ISLANDS,

.....25th January.....1969..

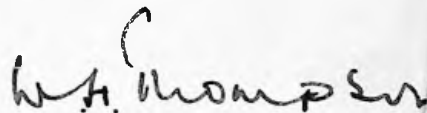
Dear Sir,

Fire Brigade

Will you please let me have an account immediately for any 'out-of-pocket' expenses or charges incurred for Fire Brigade services when the Argentine 'Cronica' aircraft crashlanded near to Eliza Cove.

I hope to be able to arrange for re-imburement by the owner of the aircraft.

Yours faithfully,



(W.H. THOMPSON)
COLONIAL SECRETARY

The Town Clerk,
Stanley Town Council,
STANLEY

AA

TC/10

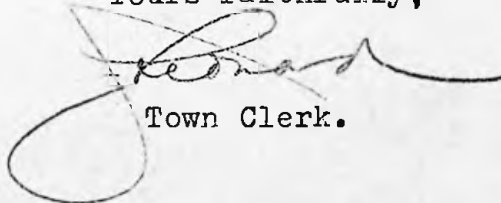
30th January, 69.

Dear Sir,

Regarding your request for an account of the cost of Fire Brigade activities connected with the landing of the "Cronica" aircraft, the following expenses were incurred:

Petrol, 4 gallons	£1. 3. -.
2 Refills for foam extinguishers	7. -. 4.
Repairs to foam unit necessitated by use on unsuitable terrain..	4. -. 8.
	<hr/>
	£12. 4. -.

Yours faithfully,



Town Clerk.

The Honourable, the Colonial Secretary,
Secretariat,
Stanley.

10 John Street,
Stanley

5th February, 1969.

Dear Sir.

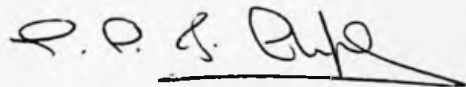
With regard to the question raised at the recent Town Council meeting concerning general fire practice. It is not my intention. nor do I think anything could be gained, to hold a general fire practice in the immediate future. I have been emphasizing for the past few weeks on individual pump crew training.

Any general fire call is really dependant upon the perfection of individual pump unit systems and until each unit is thoroughly versed in the routines pertaining to the necessary requirements from a pump crew there is no profit to be gained in holding a general practice.

It has been obvious from recent instruction periods that the basic knowledge of pump and ancilliary equipment is not held by the crews and this must be rectified. Such training periods do, of necessity, take some time to organise as a suitable day when all crew members can attend has to be settled upon.

To reiterate briefly, there is no point in holding a general fire practice unless individual teams are versed in the necessary routines and that is my policy at the moment.

Yours faithfully.



E.C.J. Clapp. Superintendent.
Stanley Fire Brigade.

The Chairman
Town Council.
Stanley

TC/10

Stanley Town Council,
Stanley,
Falkland Islands,
South Atlantic.
10th April, 1969.

Mr. G. Higgins,
Chief Engineer, Fire Pump Division,
Coventry Climax Engines Ltd.,
Widdrington Road Works,
Coventry,
ENGLAND.

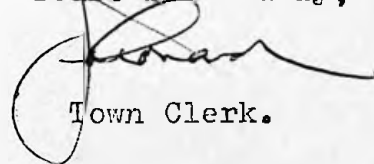
Dear Sir,

Your letter of 11th March, addressed to Mr. Clapp,
has been referred to me.

We are most grateful for your advice, and especially
for the gift of an anodised impeller. As the pump con-
cerned is at the heart of our fire defense system, we
feel the people of the Falklands will appreciate learn-
ing of your generosity, and we plan to inform them ac-
cordingly over our radio newsletter, which is broadcast
weekly.

With very sincere thanks for your cooperation and
kindness,

Yours faithfully,



Town Clerk.

Coventry Climax Engines Ltd.

WIDDRINGTON ROAD WORKS
COVENTRY, ENGLAND

Our Ref. CH/CD
15th March, 1969

E.C.J. Clapp Esq.,
10 John Street,
Port Stanley,
Falkland Islands,
South Atlantic.

Dear Sir,

Thank you for your recent undated letter regarding corrosion problems you are having with our FWP pump, serial number FWP.5054, which was manufactured about fifteen years ago.

We note that you are pumping sea water. We must state at the outset that we do not recommend aluminium pumps for regular use with sea water. They are satisfactory for occasional use provided they are thoroughly flushed out with fresh water afterwards, but for regular use with sea water we recommend using a bronze pump.

When flushing out after use, we do not think that merely pouring fresh water into the pump and then draining is quite good enough. Corrosion is most troublesome in the vicinity of the carbon seal, and there are crevices which retain the sea water. We feel that the only way to wash the sea water out of these crevices is to actually pump fresh water for several minutes.

We regret that we cannot recommend to you a course of action which we could be certain would eliminate the corrosion. However, we can help to some extent.

We are sending to you, under separate cover and free of charge, a new impeller. You will see that this impeller has been anodised. The hard

(Cont'd)



A MEMBER OF THE BRITISH LEYLAND MOTOR CORPORATION

anodising process is one which has been developed since your pump was manufactured, and we have now applied this treatment to all aluminium impellers. It will not be the complete answer for you since it does not make the part corrosion free. However, it does increase the resistance to corrosion and should give the part a longer life.

Yours faithfully,
COVENTRY CLIMAX ENGINES LIMITED

G. Higgins
Chief Engineer
Fire Pump Division

FIRE REPORT

At approximately 1645 local time on Thursday 24th April, 1969. Called to the home of Mr. N. Pearson, 14, Davis Street, for Chimney fire in lounge chimney.

Inspection showed chimney well ablaze and burning soot falls scorching carpets and lino in front of grate.

Asbestos blanket laid and one extinguisher discharged up the chimney to allow bottom work.

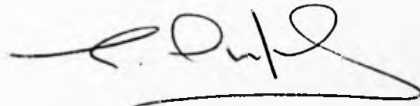
As sparks and flames showing from chimney top hose reel on fog nozzle discharged down chimney.

On completion these initial steps, inspection showed chimney blocked approx. two thirds up. Rod used to penetrate blockage. Last embers cleared from chimney walls by wire flue brush. Four sweepings with Fibre flue brush ensured clearance. Chimney declared safe at approximately 1745 local time.

Firefly in attendance. Crew: Mr. Clapp, Mr. McPhee, Mr. Jennings, Mr. Butler.

Possible reason for fire:

This chimney has a shelf and a bend about five feet up from grate. The flue has a narrow neck and sweeping must be done from the top. It is likely that soot collecting on the bend and on the shelf had fallen and partially blocked the chimney-way.



E.C.J. Clapp,
Fire Superintendent.

FIRE REPORT

On Friday 25th April Miss M. Crawford reported great deal of smoke issuing from a chimney at the residence of Mr. Clements, Ross Rd. (Central). Mr. Clements was rang and asked to check. Mr. Clements reported back that possibly the lounge chimney was on fire.

Chimney crew investigated and concluded chimney ablaze but only medium. Neonix convector fire removed and visual inspection showed chimney ablaze approximately two thirds up. Very little soot fall.

Four sweepings with fibre brush cleared fire and chimney.

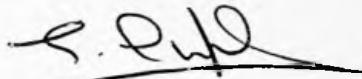
Duration of attendance 1 hours 15 mins.

Officers attending: Mr. Clapp, Mr. McPhee.

Possible reasons for fire:

Inconclusive: Chimney was lined and had recently been swept.

Likely that thin film of soot had collected on roughened surface near join of liner.



E.C.J. Clapp
Fire Superintendent.

STANLEY TOWN COUNCIL,
Stanley.
19th November, 1969.

Superintendent,
Public Works Dept.,
Stanley.

Dear Sir,

STANLEY FIRE BRIGADE

At the request of the Inspector of Police the Stanley Fire Brigade was engaged in quelling a camp fire during the night of 16th November and the afternoon of 17th November.

The following P.W.D. workers played an active role :- Sunday from 10 p.m. to 5.30 a.m. Mr. P. McPhee, Mr. F. Summers, Mr. Keith Summers, Mr. Terence Summers, Mr. T. Wallace. During the afternoon of Monday Mr. F. McPhee and Mr. P. Summers.

Yours faithfully,

Town Clerk

STANLEY TOWN COUNCIL,

Falkland Islands.

6th December, 1969.

Superintendent,
Fire Brigade,
Stanley.

Dear Sir,

FIRE BRIGADE PRACTICES

Town Council wish to make a recommendation that when Practices are held the water could be pumped down through the Town drains, which would help to keep them clear.

Yours faithfully,



Town Clerk

The Museum,
Stanley.

August 17th 1970.

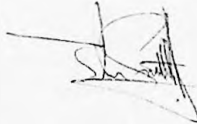
The Town Clerk,
Stanley.

Dear Madam:

Fire Brigade Hose Carrying Carts.

I wish to suggest that the Town Council considers the possibility of making one of the obsolete Fire Brigade Hose Carrying Carts available to the Stanley Museum for restoration and display.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'John Smith', with a stylized flourish extending from the end.

John Smith.

Curator.

FIRE BRIGADE REPORT ON LOSS OF "M.V. PHILOMEL"

As a result of a Police investigation on Friday 2nd July 1971, the crews of both Fireflies were asked, via the local broadcasting service, to report to the Public Jetty. The broadcast was made at approximately 18.32 local time. This broadcast also asked Mr. Joe Clifton to make the "Lively" available for fire-fighting duties.

2. Whilst extra foam and ancillary fire fighting equipment was being loaded on board "Lively" at the East Jetty, flames were seen issuing from M.V. "Philomel" at anchor. Within a commendable short time, "Lively" had left East Jetty, picked up Firefly crews from Public Jetty, and proceeded towards anchorage. By the time the "Lively" arrived at the "Philomel", all was ready to discharge foam to the affected areas.

3. On closing in on "Philomel" it was seen that very fierce flames were issuing from the doorway on the starboard quarter side of the superstructure connecting to what was taken to be the engine-room and accommodation access. This doorway was protected by a metal porch affair, screened forward and to starboard, - this meant all attempts had to be made into the open doorway from the stern. I deliberately directed the "Lively" to the starboard quarter of the "Philomel" knowing full well that once the foam had made the dampening effect we would most likely be blinded by thick smoke. As soon as foam was sprayed through this particular opening the fire flames were quenched and, as expected, replaced by thick black smoke. Having gained an initial check to the blaze I then directed the "Lively" to the port quarter which was free of smoke. Hoses were then run from the port quarter in a U, forward of the wheelhouse, around to the starboard quarter, and foam spraying techniques applied through all openings. After several flashbacks, the main flames below deck on this particular side were quenched.

4. Whilst activities were centred on the starboard quarter, a check was kept on the rear accommodation and the port quarter accommodation. It was eventually realised that flames had taken hold in these areas, therefore a second hose was run to quench the immediate danger.

5. Nozzle men, particularly on the starboard quarter activities, had to be replaced at regular intervals in order to prevent suffering from the heavy smoke. T. Dobbins with breathing apparatus was active and apart from replacing nozzle men at times made several investigations into areas as directed by myself. During all activities the "Lively" was secured to the port quarter and supplying water from the pump on her foredeck. I am pleased to say the pump arrangements, crews and "Lively" crew worked very well and efficiently.

6. Whilst realising the danger of overflowing, it was my intention to place as much water into the aft end of "Philomel" as was possible. I reasoned this would have the effect of raising the oil burning surface to a more confined level, or space, where the full effects of foam dampening would be experienced. The very fact that water would be covering at least half or three quarters of the accommodation meant a quenching of that particular area. Some concern was felt over the amount of water in the "Philomel" but eventually the flames were confined to the very stern, in actual fact, the rudder housing section, and effectively quenched.

7. Whilst fire fighting activities were under progress, the M.V. "Forrest" had been lying off rendering valuable assistance with extra hoses. Discussions were made between the Master "Philomel", Master "Forrest" and Harbour Master concerning the amount of water in the "Philomel" and as to whether there was any danger of the vessel foundering at the moorings. It was eventually decided to move the vessel and anchor her in the vicinity of Fairy Cove. It must be realised that at the time of the discussions, the fire had not been quenched and the decision to move the vessel to Fairy Cove was perhaps influenced by the possibility of the vessel being completely destroyed. Whilst the vessel was under tow to Fairy Cove the fire was initially quenched to my satisfaction. The tow enabled me to order all the doors to be opened for two reasons: The first being that a forced draught through could show possible areas of breakout. This did, and these areas were quickly quenched.

REPORT ON FIRE INCIDENT AT SULLIVAN HOUSE

SATURDAY 26TH MAY 1973

At approximately 06.20 on Saturday 26th May I was informed by the telephone operator that there seemed to be a fire in one of the sheds at the back of Sullivan House. This report was quickly enlarged on by the statement that the fire seemed to be serious, consequently the general alarm was given. On dressing I proceeded immediately to the Central Station and took the Firefly No. 2 to the scene.

On arriving at the back of Sullivan House I found that the building formerly known as the Caretakers Living quarters was well ablaze and a generally strong breeze from the NNW was pushing the flames in towards the courtyard. As I arrived at the scene, Firefly No. 1 under the care of Mr. Pat McPhee, the Assistant Superintendent, arrived and we immediately brought the service hoses of both tenders into action. My main concern was to control the blaze in the Northerly section of the building, where it adjoined to Sullivan House proper. Very quickly the effects of water upon this particular sector were seen and although the heat prevented close contact the service supply from the Fireflies were able to diminish the flames enough to hold in check any tendency to feed onto the main house. Hydrant crews and Central Station pumping crews arrived at the scene approximately 8 to 10 minutes after the alarm was sounded. Turning the service hose over to one nozzle-man, I directed that the Central Station pump should bring two hoses to the windward side of the building (that is, through the north gardens of Sullivan House), and one hose should be brought to the courtyard side. A hydrant hose from the northern corner of Racecourse Road was brought into action and relieved the service supply from the fire-tender. The fire-tenders were withdrawn from the immediate scene and refilled. The East Station pump was brought to standby on the foreshore.

A concentration of three hoses was made upon the sector of the building adjoining to Sullivan House proper whilst the remaining hose under high pressure concentrated on the remainder of the building. After about 30 minutes I was satisfied that the immediate danger to Sullivan House proper was over and the high pressure pump hoses were therefore concentrated on the blazing building. The hydrant hose (under relatively reduced pressure), continued to be played upon the walls of Sullivan House and the sector where the building joined.

Although general flames were quenched after about one hour, there had been such deep burning of the timbers that a rather lengthy period of high pressure hosing was necessary.

At approximately 07.50 I stood down various members of the Brigade in order that they could go home to change into dry clothes. At approximately 08.30 I stood down the remainder of the Brigade but left the hydrant hose connected in position for possible use in damping down floor embers.

Owing to a failure of the sirens situated at the Workmens Club Corner, Secretariat and Hangar, under half the Brigade turned to. I am pleased to record that, apart from one or two members who, in the heat of the moment forgot their fire drill, pumping, hose-laying and nozzle procedures worked well and efficiently.

The equipment failures were at the minimum, the only one being a gasket blowout on Firefly No. 2, thereby draining the radiator supply. The hydrant on the west end of Racecourse Road was later discovered to have been turned only to just over half pressure. This was due to a tightening of the screw valve at that particular point, leading the operator to believe he had fully turned it on. It was later discovered that a bit of force overrode this tight spot and full pressure could have been obtained.

I would judge from the state of the charred timbers that the fire began in the area immediately below the window on the western side of the hut, next to the fire-place and chimney. I am given to understand this area held teachests filled with wood-wool. I am given to understand that no fire had been laid in the fire-place for a considerable time and that no heaters had been left on anywhere in the building. I could find no evidence as to the specific cause of the fire.


E.C.J. Clapp
SUPERINTENDENT