



THE ROUNDTHEADS

NEWS LETTER OF THE LFB RETIRED MEMBERS ASSOCIATION
PRESIDENT RON DOBSON QFSM WWW.LFBRMA.ORG.UK

**ISSUE No 9
SUMMER 2010**

In memory of those who lost their lives on 17 July 1969
following an explosion on this site previously
known as Dudgeons Wharf

Michael Gamble London Fire Brigade

John Appleby London Fire Brigade

Terrance Breen London Fire Brigade

Paul Carvosso London Fire Brigade

Alfred Smee London Fire Brigade

Richard Adams A & R Metal Company



LONDON FIRE
AND EMERGENCY
PLANNING AUTHORITY



LONDON FIRE BRIGADE

The view from the top

As I write this article the outcome of the general election was still not clear. The London borough elections, held on the same day, affect the make-up of members of the London Fire and Emergency Planning Authority but even though the composition of a number of the London boroughs have changed, the complicated rules introduced to ensure that there is a proportionate appointment of members to the fire authority mean that its political composition is not yet confirmed. What is clear, however, is that whatever combination forms the next government and the next fire authority, all of the three main political parties have made it known that there will be challenging times ahead for the public sector, including the fire service. It's far too early for me to predict what that might mean for the London Fire Brigade, but I am certain that now is the time to once again take a long, hard look at the services we provide and the resources we have and seek to make the most efficient use of both as the government looks for ways to tackle the country's financial debt. My proposals to change shift start and finish times are such an example. The current 9/15 system is an old friend to firefighters but that doesn't disguise the fact that it is not the best use of our resources. A move to two 12-hour shifts gives more time for training and more opportunity to deliver community safety to those we believe need it most and I believe that is the type of approach to better managing our resources that the incoming government will be looking for. Sadly, however, the FBU have so far adopted an ostrich-style approach and refuse to attend negotiations on an issue that will not just go away and I genuinely believe that they are doing a disservice to their membership by not doing so. On a different note, some of you may have already seen that the Brigade's new fire kit is now on the run. The new blue kit supplied by Bristol Uniforms went live on 31 March and replaced the Lion Apparel kit we had been wearing since 1999. The old kit had served us well but the significant advances in technology over the past decade means that firefighters now have a safer, lighter and more comfortable kit than its predecessor. Of the four kits originally trialled, the Bristol Uniforms' kit was the unanimous choice of the firefighters taking part and since go live has received an enthusiastic response from operational staff. Further improvements to operational equipment are scheduled for later in the year with the introduction of new BA sets and cylinders. Together the two will see a step change in the gear firefighters work with at incidents and are developments of which I am particularly proud. I'd also like to pay my thanks to two of our former senior officers, who are now eligible for RMA membership. Assistant Commissioners Jon Webb and Andy Barrett have both retired after long and distinguished service with the Brigade. To replace Jon and Andy, Deputy Assistant Commissioner Jim Knighton has been promoted and ACO Steve Hamm from Hampshire Fire and Rescue Service has joined the Brigade. Finally, however, all of the above is brought sharply into focus as we reflect on the tragic deaths of two Hampshire firefighters in April at a fire in a Southampton tower block. I know that, whether they are one of 'our own' or are members of another fire service, the loss of a serving officer is keenly felt by firefighters throughout the land. My thoughts are with the families, friends and colleagues of James Shears and Alan Bannon as we remember the ultimate price they paid in serving the public.



Ron Dobson Commissioner

Our New Chairman

It is a very real privilege to be elected as your new Chairman, and I look forward to the continued support of you the members. It will also be a considerable challenge to follow Gerry Clarkson, who has retired as your chairman after such a long and extremely successful period at the helm. He leaves the Association in a very strong and stable position and I am sure you will all want to send Gerry and Rose best wishes for the future. I am sure that members will be pleased to hear that on the 14th April the Committee and special guests including the Fire Commissioner Ron Dobson and the Government's Chief Fire and Rescue Advisor Sir Ken Knight held a luncheon for Gerry and Rose Clarkson to say a very special thank you for his unique service to the LFSRMA as President and then Chairman over the past 22 years. The luncheon was held at the Civil Service Club at the old fire station in Great Scotland Yard and was greatly enjoyed by all those who attended. I know that the LFSRMA has grown from strength to strength in recent years and apart from the leadership of Gerry Clarkson it would be remiss of me not to recognise the hard work carried out on your behalf by your excellent Secretary, Committee and Branch Secretaries. Any new Chairman relies heavily on the support and commitment of the Committee and I look forward to working very closely with them in the future. The success of an association like ours also depends heavily on the support, interest and involvement of the members. The Secretary, Committee and Branch Secretaries have put a lot of thought and hard work in developing a social calendar that hopefully has wide appeal and allows old colleagues and friends to meet on a regular basis. If you have not yet attended one of these events why not give it a try, as I am sure that you will enjoy the experience. The list of events is on the website and also in every edition of "The Roundthreads". Contact details for Branch Secretaries are also on the Website. I hope that many members will already know something about me, but for those that don't here is a very brief resume of my fire service career; I retired in November 2000 having served almost 31 years in the London Fire Brigade. The first part of my service was predominantly in the North and North West of London before being posted in the mid 1980's to Brigade Headquarters at the time of the demise of the GLC. I was appointed ACO Operations in 1991 and Deputy Chief Officer in 1995. Since retiring from the Brigade I have worked on a voluntary basis as a conciliator for a group of Primary Health Care Trusts resolving patient's complaints with doctors, dentists, hospitals and consultants. After such a miserable winter I wish you all well for hopefully a much better summer and look forward to meeting many more members at future LFSRMA events.



Martin Coffey



Death of former CFO Ronald Bullers

Many of you will be saddened to learn that former LFB Chief Fire Officer Ron Bullers has died, aged 78. Mr Bullers left Greater Manchester County Fire Service to become London Fire Brigade's Chief Fire Officer in 1981, he led the Brigade through a period of significant change until his retirement in 1987. In particular, he was instrumental in creating the Brigade structure to support the London Fire and Civil Defence Authority, established following the abolition of the Greater London Council in 1986. His funeral, was held on Monday 22 February. He was always a gentleman officer.

Obituary for Leonard Charles Leslie Day (Dickie)

Dickie joined the fire brigade in 1939 at Manchester square, where he served for 35 years and a 5ft 3 was reputed to be the shortest fireman in the brigade. He was able to vividly recall many incidents from his wartime service during the blitz. He helped to fight the great fire at St Pauls cathedral in 1940 and remembered that it was just how he imagined the great fire of London would have been in 1666. During the same year he recalled one shout when he was instructed to drive a pump escape, instead of his customary turntable ladder. The TL was hit by a bomb tragically killing the driver and crew. Fate once again stepped in to ensure Dickies survival, the TL was called out to great Portland street where a building had been bombed, he drove his machine round the back doubles and by doing so avoided a massive explosion after another bomb had struck a gas main, sadly five firemen lost their lives that day. Despite his wartime experiences, he always maintained that if he was given his time again he would join the London Fire Brigade, as he was always thrilled when driving the "ladders" down Oxford street on the bells, for that had been his life. [David Day](#) (son)

RETIREMENT NEWS



photo copyright Ronnie Stevenson / FR Pix

Watch manager, Adrian Dutson who joined the brigade in 1978 retired in January this year. Adrian, or ADA as he was known, served most of his time in the North-east of London. Stationed at Romford, Ilford, Plaistow, Silvertown and Edmonton to name but a few. In 2002 he was awarded the MBE for his services to the Brigade, he said, he was honoured to have been awarded the MBE and went on to say, that it was a tribute not only to all the firefighters I have worked with, but also the generosity of Londoners who have helped raise so much money over the years. Over the past 25 years he and his colleagues have raised more than £300,000 for children's charities, donating money to cerebral palsy, leukemia groups and to Great Ormond Street hospital. He was presented with his customary mounted axe from DAC Tony Dowsett and presented with a photo collage and statue by his work colleagues at his retirement party at the Metropolitan Police Social Club in Chigwell Essex.

DEAR EDITOR

Here is an interesting story..... I don't know if it's true, so if anyone knows??

Starting in 1941, an increasing number of British airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape. Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter. Paper maps had some real drawbacks — they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush. Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever. At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort. By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category of items qualified for insertion into 'CARE packages,' dispatched by the International Red Cross to prisoners of war. Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located in a regional system. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece. As long as they were at it, the clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass
 2. A two-part metal file that could easily be screwed together
 3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!
- British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square. Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war. The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honoured in a public ceremony.

It's always nice when you can play that 'Get Out of Jail Free' card! [Bob Bray](#)

REQUEST FOR COPIES OF PHOTOGRAPHS

Hi,
I'm a firefighter based at Whitechapel (F33), and I'm in the process to putting together a college of pictures on our ground. I've gone through the brigade library and they've been very helpful, with jobs in the more modern era, i.e. late 70's 80's onwards. I was more looking for snaps in the old days, if any are available, 70's backwards. We have a little wall space remaining and I was looking to keep it Whitechapel based i.e. jobs, machines and our ground in general if you know what I mean, rather than a LFB type museum as many stations have. I look forward to hearing form you.
If you can help.

My work email is andrew.palmer@london-fire.gov.uk

Andrew Palmer



On a cruise of the southern ocean visiting Argentina, my wife's distant cousins from Australia Ron & Kate took the following photos on the docks of Buenos Aires. Can you use them for the newsletter?

All the best [Alan Townsend](#)

(Well that's one hell of a standby duty, imagine the overtime and fuel bill. [ED](#))

City of Sunderland Remembrance Parade 2009.



Report of the Co-ordinator and Advisory Group Chair.

Sunday 8th November, 2009, broke wet and cold, after a night of heavy rain which gave the organizing team concerns for the welfare of our more elderly participants on parade, and presented the prospect of the event contracting to the "wet weather plan". However, having discussed the matter with the Drum Major of the Band of the Royal Air Force Regiment, and taking advice from the meteorological office, the parade timings, as per 'Parade Orders', went ahead as planned; and what is acknowledged as the biggest remembrance parade outside of London was ready to proceed. As usual the atmosphere at the muster area was vibrant and busy with the arrival of military vehicles, fire appliances, and television and radio crews, and the chatter and laughter of old comrades re-united; to say nothing of the glint of campaign medals, and ubiquitous hip flasks! Once the participants were formed-up in their respective detachments at the Muster Area, it was apparent that we had a least maintained the numbers of the previous well-attended year. The crowds of people which had gathered to pay their respects this year numbered in the thousands and witnessed the march-on of the Honour Guard comprising four Troopers from the Household Cavalry, in "Dismounted-Review Order" of cuirasses, helmets, and jack-boots, carrying swords, and a six strong Lance Party from the Queen's Royal Lancers wearing their distinctive and most striking regimental badge of "Death or Glory" inherited from their distinguished fore-bears, the 17th Lancers. The opening elements of the parade stepped-off at 10:18 hours when a forty strong, platoon from the Rifles Training Company, Catterick Garrison; marched-on at a spectacular 140 paces a minute; as the RAF Band, whilst remaining static themselves, played them on to the "Light Barque"; Regimental quick-march of the Durham Light Infantry. The main body of the parade, comprising over two hundred serving members from Her Majesty's Forces marched past the muster area and onto the War Memorial at approximately 10:25 hours. This comprised the following military units: HMS Ocean. 4th Regiment Royal Artillery. Guards Training Company the Infantry Training Centre. The Light Dragoons. The Royal Electrical & Mechanical Engineers attached 9 Regiment Army Air Corps. The Parachute Regiment Training Company of the Infantry Training Centre. The Duke of Lancaster's Regiment. 3 Regiment Royal Army Medical Corps. 150 Provost Company Royal Military Police. 609 Squadron Royal Auxiliary Air Force - RAF Leeming. The emergency services detachment included nurses from Sunderland Royal Hospital, the Sunderland Volunteer Life Brigade, the RNLI, HM Coast Guard, the Northeast Ambulance Service, Northumbria Police, and approximately 100 serving and retired fire-fighters from eighteen United Kingdom Fire and Rescue Services, led by a strong 'Colour Party' which included Tye Robinson from London Fire Brigade and the extremely well turned-out North-East Scotland Fire Heritage Team. During the service a reading of the first four verses of "For the Fallen" by Lawrence Binyon was delivered mellifluously by Mr Ted Hold Imperial Service Medal, Life President of the Sunderland and District Branch of the Parachute Regimental Association, and National Vice-President of the Fellowship of the Services. The "Far East Prisoners of War Prayer" was given in a strong and passionate voice by Mr Len Gibson formerly of 125 Anti-Tank Regiment Royal Artillery (Sunderland's Gunners), and a former POW on the infamous "Death Railway". After a stirring rendition of "Last Post" and "Reveille" by Buglers of the Band of the Royal Marines Scotland, Air Vice-Marshal Steve Hillier CBE, DFC, the saluting officer, recited the poem "In Flanders Field" by Lieutenant-Colonel John McCrae. Pipers of Strathclyde Fire and Rescue played the lament "Flowers of the forest" very movingly. On the completion of the wreath laying the Mayor delivered his Remembrance address to the parade and the assembled people of Sunderland and alluded to the passing of Harry Patch, Henry Allingham and Bill Stone, the UK's last veterans of the Great War, to the 70th anniversary of the outbreak of the Second World War, and the evacuation of hundreds of thousands of children, and the 65th anniversary of the "D" Day landings, and the decisive battles of Kohima, Monte Cassino, Normandy, the Ardennes and Arnhem. The wreath laying this year was modelled on that procedure at the Cenotaph, Whitehall with Stewards taking the wreathes from detachments as marched past the War Memorial. This shortened the service by about fifteen minutes, which allayed concerns over the welfare of our more elderly participants on parade. A great day was had, and we hope that our Veterans will consider that a worthy and apposite tribute was paid to those they seek remember. On dismissal the Veterans were given three rousing cheers by all on parade, "Auld Langsyne" played, before all retreated to the Royal British Legion Club, and the Royal Artillery Club where food had been provided from funds raised the Parade Advisory Group, and to the Burdon Road Masonic Hall where food was provided courtesy of the Hall Management Committee. A warm and fraternal invitation is extended to London Retired Members' Association to join us on parade in underland next Remembrance Sunday.

For details please contact Arthur Lockyear on 0191 373 2035 or on artemusaiki@aol.com

10 members of the Brigade's swim team (from all sections) completed 190 lengths in 55 mins raising over £500 for the FF's charity and other local charities at this years Purley Rotary swimathon on Feb 12. Our next event will be on Sat June 26 2010 where we need to defend both our National & Masters titles at this years FSS&AA swimming championships being hosted by Hereford & Worcestershire FRS. Anyone interested should check out www.fssaa.co.uk/swimming or e-mail

bob.bray@london-fire.gov.uk



Remembrance Service

For

Dudgeons Wharf July 17th 1969.

The Compass Point development around Saunders Ness Road and taking in Mariners Mews and Sextant Avenue was built in the mid-80s forming a quiet, neat upmarket estate on the Isle of Dogs. As part of the development, two tall blocks of flats are abutted by full height cylindrical towers, framing and echoing the view of silos across the Thames and acting as a small reminder of the estate's industrial past. Architect Sir Jeremy Dixon's Georgian-inspired designs were built on Dudgeon's Wharf, reclaimed after the closure of the docks. At the end of Sextant Avenue, a memorial remembers the old Wharf - not for its years of hard labour in the service of heavy industry - but for a reason more poignant and tragic. Forty years ago the world was looking skywards for news of Nasa's audacious mission to take Buzz Aldrin, Neil Armstrong and Mike Collins to the moon. On July 17, a day after Apollo 11 shot into the skies atop a cone of fire, another explosion took the lives of five firemen, the biggest loss of life suffered by the London Fire Brigade in peacetime. Dudgeon's was a shipbuilding firm in the 1800s and was one of a cluster that prospered on the island - including names such as Ash, Stewart's and Samuda's.



Photos supplied by
Tony Hardiman
FR/Pix



At its height, in the early 1860s, it is estimated that the firms on the Isle of Dogs employed up to 15,000 men and boys in the shipyards and engineering firms. The most iconic of the ships built at these docks was Isambard Kingdom Brunel's SS Great Eastern, the largest ship ever built at the time of her launch in 1858. But the Great Eastern was a last hurrah for ship building on the Thames. The rivers of the North were more efficient and labour and materials were cheaper and in double-quick time large firms of the Thames went bankrupt and tens of thousands were out of a job. People starved, shipyards became wastelands and revival would take many long painful years. Some shipbuilding survived by specialising - Yarrow built steam-powered gunboats while other firms turned to ship repair. Shipbuilding skills evolved. Workers produced a diverse range of goods including parts for major civil engineering projects - bridges and gas holders - as well as boilers, engine parts, tanks, propellers and wire rope. Other skills were cannibalised into new industries - sacks and tarpaulins, woodworking and paint, varnishes and chemicals. Industry survived one way and another for another 100 years of so until the docks and their associated works began disappearing in the 1960s. The arrival of containers - which London couldn't handle - in the late 60s finally rendered the docklands obsolete.

By the time of the 1969 tragedy, the wharf was a redundant "tank farm" with an array of a hundred or so containers for storing oils and spirit, some up to 200,000 gallons in size. However, these tanks were destined to go as part of the regeneration of the land and demolition contractors had received advice on how to take apart these structures safely. The demolition was rife with danger and difficulties and fire fighters had frequently attended the site after sparks from cutting gear ignited small fires. Less than two weeks before the fatal explosion, 40 men with eight pumps had tackled a fire on waste oil in a derelict tank and now another call arrived at Millwall Fire Station at 11.21am alerting the emergency services to another fire. Two appliances were sent from Millwall in F Division and another from Brunswick Road. A foam tender from East Ham was sent later along with a fireboat from Greenwich. Station Officer Innard, believing the fire to be out when he arrived, decided to put a curtain of water into the open top manhole of Tank 97. Four other officers joined him on top of the tank to feed in the water. Later reports concluded that this pull of water drew air into the tank, mixing with the flammable vapours. SO Innard then decided to ensure there was no further fire by opening the bottom manhole. Unable to find a spanner to undo the nuts, it was suggested they should be burned off. As soon as a workman applied the cutting flame of his torch to the first nut, the vapours inside the tank ignited immediately, blowing the roof off the tank, together with the five fire fighters and a workman. The explosion happened at 11.52. Three appliances were sent from Bethnal Green and Bow. Their role was to collect the bodies. Remembering the tragedy on a brigade forum, one ex-fire-fighter wrote: "I had been in the job for seven years when this happened and it really shook us. As you say 'Never forgotten' especially from us guys who could have been involved. Rest easy, mates."

'Photos supplied by
Tony Hardiman FR/Pix'



IN MEMORY

Temporary Sub Officer Michael Gamble of F23 Millwall, 28, married, 10 years in the brigade.
Fireman John Victor Appleby of F22 Brunswick Road, aged 23, married, three children, almost five years' service.
Fireman Terrance Breen of F22 Brunswick Road, aged 37, married with three children, 12 years' service.
Fireman Paul Carvosso of C25 Cannon Street, aged 23, married, one child, four years' service.
Fireman Alfred Charles Smee of F23 Millwall, aged 47, one son, 24 years' service.

Tour to the Somme Battlefields



On our arrival at Dover we found the Port closed as a force eight gale was battering our coastline. After checking in the coach parked and we proceeded to the terminal to await our ferry which was severely delayed. After an hour we were to the much relief of many, offered by the Ferry Company to make our crossing via the Channel Tunnel. Due to the delayed crossing, it was disappointing that our drive through France to Albert was undertaken in darkness, we could only be told about the many of the WW1 battlefield sites that we passed without viewing them. We arrived at our Hotel 2 hours behind schedule and after a quick shower and change of clothing we were back on the coach for an evening meal in Albert, the centre of British operations during the Battle of the Somme. The following morning after breakfast the tour started in earnest with visits to Poziers Cemetery where a wreath was laid by relatives of a casualty from the July 1916 offensive. It was then a short drive to the Lochnagar Crater, where a mine was detonated at 7:30 on the morning of July 1st and marked the start of the battle; the explosion caused earth to travel 40,000 feet in the air and was heard in Dublin. The Memorial at Theipval was the next stop. This Memorial built on the highest point of the Somme Battlefield on the site of the Theipval Chateau, which was destroyed during the war; it is the largest of its kind and has the names of the 72,194 soldiers who have no known grave. Gathered around the altar our guide Mark Smith gave a small and moving service, wreaths were then laid by members of our party. It was then back to Albert for a visit to the Somme Trench Museum, which is located in tunnels beneath the Cathedral. Lunch was taken at Avrils Tea Rooms in Auchonvillers. The cellar of the Tearooms formed a dressing station where graffiti from the stretcher-bearers still survives in the chalk bricks, as do the communication trenches at the rear. Many thanks to Avril for entertaining us with stories, and for taking time to give us a guided tour of the dressing station and her museum. Following the tour Avril was presented with a plaque to commemorate our visit, and which hangs in the Tea Rooms. The last visit of the day was to the Newfoundland Park. Preserved by the Canadian Government, the park is a living memorial to those who were killed on this Battlefield. Although now covered in grass it remains as it did at the end of the war in 1918, you are able to walk through the trenches and across no mans land to Y Ravine and Hawthorn Ridge where you will find a monument to the Scots Guards who took the objective after 5 months of fighting. It was then back to the hotel to get cleaned up and have our evening meal. Following breakfast on Monday morning, we visited the German Cemetery at Fricourt to observe the difference between our Countries Cemeteries. Leaving Fricourt we headed for Beaumont Hamel passing the Ulster Tower the Irish Memorial and then on to the preserved trench formation at Serre where you will find Railway Hollow.



This is where the Pals Battalions experienced a fearful loss at 7:30 am on the 1st July 1916. In line 834 Officers and Men of the 11th Service Battalion, East Lancs Regiment (The Accrington Pals) went over the top and proceeded up a steep rise carrying a 60lb pack, the climb took approximately 9 minutes, when they reach the top only 36 remained and were able to return to their lines after dark, one lady lost her husband and 3 sons during that 9 minutes. Of the 36 that survived only 2 went on and survived the war. It was decided that we would re-enact the climb with out the pack, after completing the climb in 11 minutes it was noticed that 36 of our party took part, coincidence? It was soon time depart the Somme but before we did arrangements were made for members to lay wreaths at relatives graves, this being done it was back to Calais for a slightly rough crossing which took longer than normal due to the continuing winds. So our second tour to foreign lands had been completed, the success of the tour was due to all those who travelled as they were of a like mind and had an overwhelming interest in the events that took place in and around Albert during the Battle of



the Somme. Much was learnt on the trip, this was due to the excellent knowledge of our guide Mark Smith, who not only had a story for all the sites visited but answered all the questions that were put to him. On behalf of the party I should like to publicly thank Mark for making the weekend not only interesting and informative but a huge success. I should also like to thank Ivan our driver who throughout the weekend was more than helpful to our many requests It is hoped that our next trip in September will be to Holland to travel the route of Operation Market Garden, (A Bridge to Far), Mark will again be accompanying us and we all look forward to another successful trip. **Barry Sargent (LFBMA Secretary)**

SOME OF THE LFBRMA EVENTS FOR 2010

Members wishing to attend an event or require further information should contact.

Barry Sargent MBE,
14 The Driveway,
Canvey Island, Essex, SS8 0AD

Wednesday 11th August

Thames River Boat Lunch Cruise, from 12 : 00pm to 2pm.
Price to include 1½ hour cruise, 3 course Lunch, ½ bottle of wine & mineral water:-
£39.50 per person

Sunday 12th September at 1200hrs

National memorial service, Bishopsgate church & the national memorial at St Pauls Cathedral.

For tickets contact the Fire Fighters Memorial Charitable Trust Secretary, Paul Settle on 01233 732348

Thursday 16th to Sunday 19th September

Trip to Holland to trace the route of Operation Market Garden, Eindhoven to Arnham.

Price to be confirmed, but will be in the region of £200 per person and will include Coach, entry fees to museums, guided battlefield tours, 3 nights B&B hotel accommodation plus one evening meal at the hotel.

Saturday 30th October

Annual Dinner & Dance
At the Charing Cross Hotel, 6:30 For 7pm
Daning to The Joel White Band.
(Dress Dinner Jacket with decorations, Lounge suit acceptable)
Tickets £65.00

December date to be confirmed

LFB Carol Service at St Pauls Cathedral
For tickets contact LFB Communications Section on 020 8555 1200 ex 30768

LFBRMA BRANCH SECRETARY AREA 10 NORMAN PAULDING



When I retired from the Brigade in 1988 I joined the LFBRMA Essex Area, when Len Robinson was Essex Area Secretary. Len stood down in 1990 and I took over as Branch Secretary. Some time later I was asked to act as Secretary for Wiltshire and Somerset Area, which I did for a number of Years until a new Secretary was appointed. In 1995 the Association agreed to have a Standard, which was dedicated in September of that Year, at St Giles in the Barbican, during the Annual Memorial Service. I am still the LFBRMA Standard Bearer. In 2005 following John Bryant (East Anglia branch) standing down due to ill health, I was asked if I would take on his Branch as it is next door to Essex. I agreed and Essex and East Anglia has now become Area 10. Some of the membership now live further afield but prefer to remain with Area 10. I have now decided to hang my Boots up and hand over to Paul Efreme who has kindly agreed to carry on in my place. Paul has been a Member for many Years and I am sure that he will make a good job of it. Paul is very keen and woe betide those who do not pay their Subs on time. I thank all those who have written or Telephoned me with their good wishes since I have decided to go. Regards to you All - No doubt I will see you on the Big Un. **Yours Norman Paulding**

ISLINGTON REUNION

B21, C28, A30, F50.

FRIDAY 17th SEPTEMBER 2010.
@ 1930hrs



THE FLORENCE TAVERN. FLORENCE ST N1.

FOR FURTHER DETAILS CONTACT

MARTIN DEVINE. on 07919275301

MARTIN.DEVINE2@london-fire.gov.uk

martin.devine@ntlworld.com



FIRE BRIGADE MODELS

There are 3 types of 1960's, 1970's style firemen; they are 9 inches tall, made of cold cast bronze. £69.00

One is in 1960's style uniform hand painted, with black leggings and helmet. £79.00

One is in 1970's style uniform hand painted, with yellow leggings and helmet. £79.00

These prices include vat and posting, there is also a 32 paged catalogue at £6.00 which has the full range of fire figure's and fire engine model's

Check out my web site www.firebrigademodels.net

A Tribute to our outgoing Chairman

On the 14th April a presentation lunch was held at the Civil Service Club in honour of our Chairman Gerry Clarkson who has decided to stand down following a long association with the RMA. The Committee felt that it would be appropriate that we should recognise the work that Gerry has put into the Association over the past 22 years, 5 as President and 17 as Chairman. It was most appropriate that the venue for the lunch was held in the Old Great Scotland Yard Fire Station which



is now the home to the Civil Service Club. Following a wonderful lunch our President and Commissioner of the LFB Ron Dobson presented Gerry with a Copper Pot Still Decanter which was suitably engraved, together with a cut glass night light and bouquet of flowers for Gerry's wife Rose.

A very pleasant afternoon was enjoyed by all those attending, and I should like to take this opportunity to wish Gerry every success in what other challenges he chooses to undertake, and I have it on good authority that he will not be far away when his knowledge and experience are required by the Association

Barry Sargent (Secretary RMA)

Peace in the carnage

If you're like me, peace can be difficult to come by. Two Children, one in her 20's the other going through all the ups and downs of late teenage life, which I remember well myself despite the years that have passed. The difference being I didn't have the distractions of Facebook, Ipods, Playstations and the internet to make life more complicated. By the way Ipods and water don't mix, my Son found that out to his consternation when he dropped His into a bucket of water whilst cleaning out His Fish Tank! Like us all I've been through a number of Crisis events throughout the years, one recollection is of attending a major rail incident where there was loss of life a number of years ago and trying to help make sense of it all with the Rail and Emergency services that attended. I'll never forget standing overlooking the site last thing at night just before leaving for home, the wreck was illuminated by arc lights, a peace seemed to have settled, the Stars were out and a number of us congregated in the area to chat things through. Somehow peace seemed to settle from somewhere despite the awful events of the day as many in the group threw their thoughts into the pot. As we look forward to the summer ahead I wish us all peace in the carnage, as a man of faith I wish you the peace of the Lord and an opportunity to find quiet to make sense of all that goes on around you..



Jeff Potter

079 4332 1919 and email jeff@lcmchaplains.org.uk

The Friends of the London Fire Brigade Museum

The Friends of the London Fire Brigade Museum was formed in the early part of 2009 to help promote and develop the work done by the museum.

- Our aims are**
1. To support and preserve the London Fire Brigade Museum,
 2. To enhance awareness of the museum and its work,
 3. To help raise 'Fire Safety Awareness' in London,
 4. To provide educational enhancement for the people of London,
 5. To carry out any other things that will further these aims.

Many of you will know that the LFB Museum has had a tough time of it over the last two years and yet in that time there have been more visitors than ever before. Funding has been very tight, causing projects and improvements to be delayed. In the latter part of 2008 the museum found itself embroiled in political issues, which threatened it with closure. The museum's volunteers, using all possible ways to bring the public's attention to its plight, launched a campaign. Interviews with the press brought the volunteers into areas they had never imagined they would ever visit! Petitions were set up and public support was forthcoming. Following a visit to the Museum by the Mayor of London, Boris Johnson, he announced his intention to set up a new 'Blue Light' museum for London. Soon after this it was decided to form the 'Friends' to ensure that like-minded people for whom the History and Traditions of the LFB are of high importance would support the Brigade's museum. A proper constitution was drawn up and an initial meeting set up. Unfortunately that meeting had to be postponed as it coincided with the heaviest snowfall London had seen for many years! A further meeting was set up and happily many people attended. A committee was formed and the Friends became a reality. A sensible membership fee of £10.00 was set. The committee has had to find its way and is now fully functional. Membership has grown and we now find ourselves looking towards our second year. We have a website which has all the right 'knobs and dials' and are happy to announce that we will be having an Old Photo meeting in the New Year. Details of this will be announced on our website. There may still be some difficult times to come for the London Fire Brigade Museum and your support may be of great importance.

Don't forget this is your museum and your history we are talking about.

If you would like to become a Friend of the London Fire Brigade Museum. you can contact us via our website.

<http://sites.google.com/site/londonfirebrigademuseumfriends/>

Or write to the Friends at 11 Pollards Hill South, Norbury, London.SW16 4LD

You will find some very informed and famous names in our membership.

But more importantly, you will be supporting a fine museum.

M.Beale Secretary of the 'Friends of the London Fire Brigade Museum'.

PEARL HARBOR December 7th, 1941

(Photographs found in an old box brownie camera.)

Thought you might find these photos very interesting, what quality from 1941, who needs digital. The photos were found in an old Box Brownie, stored in a footlocker. They are believed to have belonged to a sailor who was on the USS QUAPAW ATF-110.





RETIRED MEMBERS ASSOCIATION STRUCTURE & IMPORTANT CONTACT DETAILS

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The LFBMA reserves the right to edit articles or emails submitted for inclusion to the magazine.

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One to get you smiling

A passenger in a taxi leaned over to ask the driver a question and tapped him on the shoulder. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb, and stopped just inches from a large plate glass window. For a few moments everything was silent in the cab, and then, the still shaking driver said, 'Im sorry, but you scared the daylight out of me!' The frightened passenger apologised to the driver and said he didn't realise that a mere tap on the shoulder could frighten him so much. The driver replied, 'No, no, Im sorry, it's entirely my fault. Today is my first day driving a cab. I've been driving a hearse for the last 25 years'. **Have a great summer and dont forget to send me your stories, for the Winter Edition. All the best the Editor.**



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(Full zip, two side pockets)	
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