

FEILDING.

An inspection of the Feilding Brigade and its equipment was made on the 25th October, when there were present at the inspection muster the Superintendent, Deputy, and ten firemen; these, with two on duty and four on leave, accounting for eighteen out of a full strength of twenty then on the roll. The horse hose-cart was turned out smartly, and the various drills carried out in a satisfactory manner.

The Manchester Street bell has been removed from its original position to a site on the corner of Camden and Manchester Streets, and a test ring was made the same evening with satisfactory results.

Some of the gear carried on the hose-cart was found to be faulty, but has since been rectified.

A second inspection was made on the 12th June, when there were present at the inspection the Superintendent, Deputy, and sixteen firemen; these, with one on duty and one on leave, representing the full strength (twenty) then on the roll. The horse hose-cart turned out smartly, and various hose and reel drills were carried out.

The station and equipment are in good order and condition.

GISBORNE.

An inspection of the Gisborne Brigade and its equipment was made on the 11th March, and following is a report in that connection forwarded to the Secretary of the Board:—

SIR,—

16th March, 1916.

An inspection of the Gisborne Fire Brigade and its equipment was made on the 11th and 12th instant, and the following is a report thereon for the consideration of your Board.

At the inspection muster on the 11th instant there were present the Superintendent, Deputy, thirteen firemen, and three messengers; these, with three on leave, accounting for the full strength of the brigade. The motor hose and chemical machine was turned out smartly, and a number of various drills performed in a fairly satisfactory manner.

An inspection of the new station proved it to be well designed for its purpose and suited to local requirements, but the following minor matters require attention. An electric press-button marked "Fire-alarm" and lighted up at night should be fixed outside the watchroom-door, connected to a drop-shutter relay inside the watchroom, and leading thence to an 8 in. sharp-toned electric vibratory bell fixed on the wall inside the engine-house somewhere above the door leading into the watchroom. The barricades around the sliding-poles in the social hall are dangerously low, and to prevent accident a bar or rod should be fixed on and, say, about 12 in. above the top level of the present barricades. The roadway immediately in front of the engine-house doors is very soft, and particularly after rain may be the cause of sticking up the heavy motor when leaving the station, which would be at the time, of course, moving slowly and on the turn, and at least a section of the road directly in front of the station should be formed so as to provide a good hard surface for the motor to get away.

I have, &c.,

THOS. T. HUGO,

Inspector of Fire Brigades.

The building, which was occupied in February last, contains engine-house (41 ft. by 34 ft.), set of married quarters, three bedrooms accommodating six single men, board, watch, and other necessary rooms and conveniences.

GREYMOUTH.

An inspection of the Greymouth Brigade, its stations and equipment, was made on the 25th February, and in that connection the following is a report sent to the Secretary of the Board:—

SIR,—

3rd March, 1916.

An inspection of the Greymouth Fire Brigade, its stations and equipment, was made on the 25th and 26th ultimo, and I beg to submit the following report in that connection.

At the inspection muster there were present the Superintendent and sixteen firemen; these, with two on leave, accounting for nineteen out of a total strength of twenty then on the roll—a satisfactory attendance.

The steam fire-engine was taken to the wharf end for the purpose of ascertaining, now that the permanent suction-pipes fixed under the wharf along Mawhera Quay are out of order, whether it could be depended upon to work from the deck of the wharf at any state of the tide, but after a thorough trial it was found that the engine would not draw water with a then perpendicular suction lift of 19 ft. 7 in. The suction-hose was tested as well as it was possible under the then circumstances, and appeared to be airtight and in good order, but a more complete test is requisite; the pump also requires inspection and testing, which I understand has not been done for a number of years, and probably that is where the fault lies; in any case, both engine and pump require a thorough overhaul, and the whole equipment put in a state of efficient working-order. In view of your local conditions the work in question should be carried out at the earliest possible moment.

I have, &c.,

THOS. T. HUGO,

Inspector of Fire Brigades.