

GISBORNE.

Inspection, 12th May, 1922. At the inspection turnout the chemical motor got away well, but the Ford broke down immediately after leaving the station. The steam fire-engine has been thoroughly overhauled, and is now in good working-order. The various drills were carried out smartly.

To ensure the salt-water reticulation being in reliable order it requires testing once every three months at least. The Ford motor hose-tender is now quite unreliable—practically useless—and should be replaced. I have again to recommend the installation of a street fire-alarm system. Neglect in this matter must sooner or later result in serious consequences.

GREYMOUTH.

Inspection, 21st March, 1922. The inspection drill was carried out in the energetic and efficient manner usual with this brigade.

The station and equipment were in good order and condition, with the exception of the steam fire-engine, which, when got to work at the wharf, developed a heavy knock in the cylinders; and, although, when subsequently working from the creek, little or no knock was audible, the fault requires adjustment.

I have to again recommend that a street fire-alarm system be installed; also to report that the high-pressure water-supply for fire-extinction is still in a very unreliable condition.

HAMILTON.

Inspection, 18th May, 1922. The improvement in carrying out the inspection drills noted at the time of my previous inspection has not been maintained, and is a matter requiring the attention of the Board. The Frankton Junction reel-shed and its equipment were in a very neglected state.

The Board have decided to install a system of street fire-alarms, to consist of two circuits having twenty-eight call-boxes thereon. The provision is necessary of a second and lighter motor, to relieve the heavy motor pump machine of some of the longer runs.

HASTINGS.

Inspection, 26th April, 1922. A restricted amount of wet drill was carried out in a satisfactory manner, and the station and plant were found in their usual good order. The motor has been overhauled and is in good running-order, but the machine is loaded up to its full carrying-capacity, which does not include the carrying of sufficient fire-ladders, and I would again recommend that a second motor be provided. Also, I have had to again call the attention of the Board to the necessity of installing a system of street fire-alarms.

HAWERA.

Inspection, 17th October, 1922. The various inspection drills were carried out in the smart and efficient manner usual with this brigade.

The present street fire-alarm installation is becoming unreliable. It has served its purpose, and as soon as financial considerations allow it should be replaced with a more modern system; in the meantime close and constant supervision is necessary. The motor hose-tender has now been in continuous service for four years. It is time it was taken down, overhauled, and fitted with a magneto. All fire-motors should be fitted with dual ignition.

HOKITIKA.

Inspection, 22nd March, 1922. Twenty-six members of the brigade were present at the inspection muster. The steam fire-engine was got to work at the wharf, and subsequently the manual engine was taken to the tank opposite Keller's Hotel and there got to work in an exceptionally smart and efficient manner. The plant and equipment were found to be in their usual good order and condition.

KAITANGATA.

Inspection, 25th January, 1922. At the inspection muster only eight members of the brigade out of a total strength of seventeen were in attendance. When instructed to carry out certain inspection drills the Superintendent stated the brigade had decided they would not drill or attend any fires until such time as the Board provides them with what they consider is a suitable fire-fighting equipment. The present equipment is inefficient and unsuitable to the degree that the brigade cannot be expected to obtain any satisfactory results therefrom. The Board have since decided to procure a motor hose-tender fitted with a first-aid pumping outfit and other smaller appliances.

LAWRENCE.

Inspection, 1st February, 1922. Owing to changes in the railway time-table the original date set down for the inspection had to be altered at short notice, and as a consequence only five members of the brigade were present at the inspection muster. Verbal and practical instruction in fire-brigade work was given. The station and equipment were in good order.

LEVIN.

Inspection, 13th December, 1921. The various drills were carried out in a very satisfactory manner, considering this is practically a new brigade. The alarm-cabinet stands in a very unsuitable position: it should be placed in the office. The side doors of the motor hose-box are badly designed and inconvenient: they should be altered as suggested. The brigade should be supplied with a 26 ft. extension ladder.

MASTERTON.

Inspection, 30th May, 1922. During the inspection drill it was apparent that more practice was required in the handling of the telescopic fire-ladder; also, in respect to the steam fire-engine, it took some 17½ minutes after lighting the fire before 30 lb. of steam was registered on the pressure-gauge, this being due to inferior fuel. Good coal should be provided for this purpose.