

**WITNESS STATEMENT**

Criminal Procedure Rules, r27.2; Criminal Justice Act 1967, s.9; Magistrates' Courts Act 1980, s.5b

Statement of: MOORE, ALAN

Age if under 18: Over 18 (if over 18 insert 'over 18')

Occupation: FIRE OFFICER

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This statement (consisting of 18 page(s) each signed by me) is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated in it anything which I know to be false, or do not believe to be true.

Signature: A MOORE

Date: 20/01/2018

Tick if witness evidence is visually recorded ☐ (supply witness details on rear)

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I am the above named person and my details are known to police. This statement is in relation to the Grenfell Tower Fire that occurred on WEDNESDAY 14 JUNE 2017.

My name is Alan MOORE and I am a Watch Manager. I joined the London Fire Brigade in 1987, I was posted initially to TOOTING FIRE STATION WHITE WATCH where I remained for six (6) years, I was then promoted to Lead Fire Fighter of A28 at DOWGATE. In 1999 I transferred to CHISWICK FIRE STATION on promotion as Crew Manager of Blue Watch, two (2) years ago I was transferred to CHISWICK FIRE STATION as Watch Manager of Red Watch. On the night of the fire I was posted to CHISWICK FIRE STATION as Watch Manager of Red Watch, we only have one (1) vehicle at CHISWICK, this is a pump ladder with the call sign of G371. Prior to this night shift I was not familiar with Grenfell Tower and had never been there, this was because the Tower is not on our ground.

I went to training school in 1987 to become a Fire Fighter, if I remember correctly, my initial training course was sixteen (16) weeks long and the location of my training was SOUTHWARK TRAINING CENTRE, whilst at SOUTHWARK you learn the basic skills needed for firefighting, I was then posted to a fire station on completion, it is when you are at the fire station that you get to home and practice your skills and where you learn more. I was really lucky as my first posting Station Officer was a really good keen guy, I remember him telling me that if I get my head down and study, after 4 years I'll get promoted. In 1994 I was promoted to Lead Fire Fighter, this role is the equivalent to Crew Manager in today's structure. The selection process to become a Lead Fire Fighter consisted of two stages, the first of which was a written examination, if you passed this stage you'd progress onto the practical examination, my

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2018

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training for this role was based at SUTTON, you had to demonstrate you had control of a situation using the available crews. The actual training you received for this role wasn't a lot back in those days, the main bulk of your skills was learned on the job, primarily when I went down to DOWGATE. When I arrived at DOWGATE I remember there being no Sub Manager, on my first day I started to act up in this role, a few weeks later another Crew Manager arrived and we shared this duty. I was promoted to Watch Manager (WM) in 2015, there is an initial training course you have to complete, this training course is two weeks long split into two sections of one week, the first week is theory based and this course was delivered at BECKTON, the second week is a residential course that's more practical based, this course is delivered at AVONMOUTH, BRISTOL. After you complete this two week course you have to also complete six or seven other courses, the duration for these courses differ, some of them last one day, some last four, I would say on average they usually last around 3 days, since I was promoted to WM I would say these courses have equated to a total of 18 training days. All of the training courses cover a wide range of topics, including management, leadership, situational awareness and other aspects relating to the rank and role. I also completed a further one week course at GUIDEWELL PARK which is to hone your skills as a Watch Manager, especially my problem solving and situational awareness skills, it's a mixture of practical and theory. There is also a borough training plan in place, we use a diary system to plan training, if there is a member of fire staff that is not sure of something, then as a watch we will all complete some training on it. Topography and map reading skills is a topic that we regular practice as a watch, we would typically spend an hour going over these skills on a night shift, I know 99% of this ground so I would print of maps and instruct my watch to get me from one place to another using the printed maps, this training is usually conducted around a table at the fire station. I am up-to-date with all of my mandatory training. Specifically relating to High Rise Towers, we have six (6) on our ground, we visit these high rise towers I would say quite often, we also complete classroom training as part of the borough training plan, when this training is conducted there is an emphasis placed on aspects such as siting of appliances at the scene of a high rise fire and rendezvous points, typically I would set my watch a training scenario, let them carry out this scenario and discuss afterwards what was good and what required improvement. The high rise towers which we frequently used to train are in an area called Green Dragon, Chiswick. It's good to train here as there narrow roads and car parks which make it more realistic. I have also completed training packages that are done on a computer, also, when we visit Park Royal Training Centre they also talk about high rise towers, we also use the tower at CHISWICK FIRE STATION to practice.

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We complete what is called 7(2)D visits of buildings on our ground, including high rise towers, each watch will be assigned 7(2)D visits to complete at Green Dragon, when we conduct these visits we start from the top of the building and work our way down, we check all fire doors, dry risers, fire hydrants amongst other things, making sure all the information is collated, if the building has a scaffolding structure this will also be noted down. Grenfell Tower is not on our ground, so as well as never visiting Grenfell Tower, I have also never conducted a 7(2)D visit of the tower.

The fire occurred in the early morning of WEDNESDAY 14 JUNE 2017, I was at CHISWICK FIRE STATION on night shift, my night shift began on TUESDAY 16 JUNE 2017. I have one fire appliance at CHISWICK which I worked on for this shift, this appliance is a pump ladder and our call sign was G371 . I remember the time of origin of the call being 0055 hours and it was just gone 0100 hours when we got it. Between the hours of 2000 and 0100 it was just a normal night really, we carried out routine tasks like inspecting the charity clothes bin outside of the station. I had two standby fire fighters working with me, this was because I was short of personnel for this night shift, I need a minimum of five members of staff to operate the pump ladder hence why two standby fire fights who are not normally based at CHISWICK FIRE STATION were working with us. I was in charge during this night duty, I was working alongside Fire Fighter Steven O'DONOGUE, who was the driver of the pump ladder, I was sat next to the driver in the front cab, this is typically where the officer in charge will sit. In the back of the vehicle was Fire Fighter Tristian DAOUD and my two standbys, Fire Fighter FERNANDEZ, who is usually based at WILLSDEN on appliance call sign G28 and Fire Fighter WILLIAMS, who is usually based at HESTON on appliance call sign G38, I do not recall the first names of the two standby fire fighters, I knew FF WILLIAMS a bit, I didn't really know FF FERNANDEZ, I've seen him about here and there.

On the night of the fire I remember I was resting around 0000 hours, just before 0100 the bell went, I came out of my room and made my way down stairs, someone passed me a sheet from the teleprinter, a teleprinter is a device that prints an incident, it tells me the time of the incident, the reference number, the map reference, this was especially important as the incident was not within our ground that we would normally respond to. My experience tells me that until you arrive on the scene of an incident, you don't really know what you're dealing with, we get calls all the time that are reported and printed on the teleprinter as being a high rise building fire, but they turn out to be nothing, for example we get calls frequently to Green Dragon, Chiswick as when the buildings boilers kick in, smoke comes off of the roof. On this occasion I remember reading the sheet and recall seeing "HIGH RISE, MAKE PUMPS 10" I remember thinking that it must be something because the initial responding officer on scene has made an

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2018

Signature witnessed by:

assessment after looking at the job and decided to request a 10 pump response. In the last five years of my service, I don't think I've had a make pumps 10 fire. I thought to myself I hope the fire isn't on top of the building.

I made my way to the fire appliance along with my watch and we mobilised. Between the driver's seat and the officer in charge seat in the front of the cab there is an appliance radio system, this radio system is a means for control to contact us and we can also contact control. You can hear everything control is saying whilst the radio is on, however if you want to speak to control you have to press and hold number 7 on the radio, control will then invite your call sign to speak, for example control will say "G37, go ahead", I will then press the talk to speak button on the radio and will communicate with control. As we mobilised, before we even left the fire station forecourt I heard control on the appliance radio "MAKE PUMPS 15", we left the station on blues and twos, as we drove by TURNHAM GREEN I heard control on the appliance radio again, "MAKE PUMPS 20", I remember briefing my crew telling them that something wasn't right and that this was going to be a big incident. Although I knew roughly where GRENFELL TOWER was due to my previous knowledge of areas such as LATIMER ROAD which is in close proximity of GRENFELL TOWER I didn't know an exact route on how to get there. As a crew we travelling down GOLDHAWK ROAD, onto UXBRIDGE ROAD and followed it straight through to the green, we made our way onto HOLLAND PARK turned onto LONGPARK ROAD, it was at this point I could see the sky glowing, as we left HOLLAND PARK approaching SHEPARDS BUSH GREEN I could see a fire in the distance, there was lots of smoke, I couldn't quite make out what was on fire, I thought it may have been a roof or something.

As we were making our way to the incident scene we turned into a road, I'm unsure what road this was. We got half way down, however we couldn't progress any further as there were gas works blocking the road, I instructed FF O'DONOGUE to drive left and left again which led us back out onto a main road, I noticed that by this time there was another fire appliance behind us. I recall a guy on a moped who I think was a DELIVEROO driver pointing us in the correct direction, by this point I could see GRENFELL TOWER. I instructed the driver to park the fire appliance as close as he could to GRENFELL TOWER, eventually parking on GRENFELL ROAD at around 0115 hours, I couldn't see any other fire appliances parked near where we had parked. Before exiting my appliance, I instructed all of my crew to stay in the appliance, we are all issued with personal radios which we wear on our uniform, these radios are a means of me communicating with my crew, they can also communicate with me and each other, I would describe these personal radios as being similar to walkie talkies.

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2018

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I told my crew to ensure that all their personal radios are turned on so we could all communicate with each other, the radio channel that we were all to use was channel 1. Whilst listening to channel 1 on my personal radio I did notice that there was a lot of radio traffic, other fire personnel were constantly using it to communicate. Some of the things I heard being broadcast on my radio were fire fighters telling other fire personnel where they are, what equipment is needed, telling others what location they're needed in. I did think that channel 1 seemed to be working okay. Later on in the incident I recall changing from channel 1 to channel 6, this channel is dedicated to fire fighters using breathing apparatus (BA). I was instructed not to use channel 1 unless I had to broadcast a priority message, I believe this was because of the amount of radio traffic on channel 1 making it very busy.

I left the fire appliance, it was stationary and parked on GRENFELL ROAD, it was approximately fifty metres away from Grenfell Tower. I walked on foot towards Grenfell Tower, specifically the EAST elevation of the tower, as I approached I could that the tower was on fire to the left of me, the fire was going up the side of the building, right up to the top and overlapping on the roof.

During my interview I was shown a computer aided model of GRENFELL TOWER, this image shows each elevation of the building, drawing number 06a1565-01. I marked on this image where I could see flames, specifically on the drawing marked "EAST ELEVATION". This image was exhibited by myself as exhibit reference AJM/3, serial number MPSZ13185286.

I could see that there were no fire command units on scene yet, the fire officer in charge was the Watch Manager from North Kensington Fire Station, his name is Mike DOWDEN. I remember asking Mike, "WHAT DO YOU WANT", and I recall him saying "I DON'T REALLY KNOW, I'VE DONE EVERYTHING", I said to him "LETS GET A SHIT LOAD OF HOSES UP", it was at this point I radioed my guys waiting in my fire appliance and instructed them to bring as many hoses and branches as they could towards the tower, I told them that if they see any fire personnel not carrying a hose or branch to tell them to go and get one and bring it over. I saw my crew returning with hoses, this was the last time I saw them until I was relieved coming towards the end of my time at Grenfell Tower. Throughout the time I was speaking to Mike there was lots of debris falling down from Grenfell Tower, it appeared to be a cladding like material as well as large sheets of what appeared to be aluminium metal, when I say large they were at least one (1) metre x one (1) metre in size. There was also this strange substance falling down, it looked like spider's webs, like a burning plastic, it was all over my helmet, I was covered in it. The debris was falling down and landing approximately ten (10) to twelve (12) foot away from the tower,

Signature: A MOORE  
2018

Signature witnessed by:

you could see it all pile up on the ground at the bottom of the tower, it was glowing red hot. I can recall fire fighters with hoses on the grass on the EAST side of the tower, there was also a fire fighter manning a 70mm jet on the NORTH EAST corner of the tower, I'm not sure who he was but I had concerns for his safety, he was too close to the building, there was still debris falling down everywhere and I thought it was going to hit him, there were large lumps of material still floating in the air, it was at this point I told him to move back as it was not safe.

You could hear people in the tower, screaming from their flats. When you looked at the tower you could see people with their mobile phones, shining their torches to draw attention to themselves and also waving. I don't recall exactly what people were shouting apart from one lady who I heard shout, "HERE". Although you could see people in the tower, you couldn't really make out who they were as it was dark.

I could also constantly hear glass smashing, it was falling from the tower going everywhere, it was like a toughened style glass broken into smaller little bits. The glass was falling from quite high, all I could hear was shattering sounds, it made me honestly think for the worst, it reminded me of the Twin Towers in America coming down, I thought to myself, this is it. . . I thought that Grenfell Tower was going to collapse.

At this point I was stood to the SOUTH of Grenfell Tower, I could see the front door and main entrance to the tower. To the left of where I was standing there were garages, I didn't know how to get to these garages at first as they were locked, however as the night went on keys were found and the garages were then unlocked. Directly above me there was a walk way leading to the green area at the back of the tower to the WEST.

I was then instructed to find a sole supply of water for the ALP that was set up, this was because its current supply was going to overrun, this instruction was given to me by WM Mike DOWDEN at around 0130 to 0140 hours. An Ariel Ladder Platform (ALP) is a solid platform that can extend eighty (80) to ninety (90) feet into the air, it has multiple purposes, for example, it can be used as a water tower or rescue unit. When the ALP is going to be used as a water tower, it needs a sole supply of water and a sole water pump for it to work. The way this works is to find a fire hydrant that can be used as the sole water supply, this hydrant is then attached to a fire pump or pump ladder appliance that acts as a water pump, the water can then travel through the ALP and onto a building that's on fire.

There was an ALP that was in position on the EAST side of Grenfell Tower on the green grass area acting as a water tower, I could also see there was another ALP trying to set up, however I still think they were

Signature: A MOORE  
2018

Signature witnessed by:

too close to the building due to the debris falling down, I tried to assist in moving the ALP further away however it was at this point I realised I couldn't as the ALP was now blocked in and couldn't be moved. I checked to make sure the ALP already in situ had a working supply of water, I was satisfied that it was in good working order, I could see it pumping water up into the tower, I would say that it was possible the water got up to ten floors. I came away and noticed that there was a Turn Table Ladder (TL) on the SOUTH EAST corner of Grenfell Tower. The difference between an ALP and TL is that an ALP has a solid platform and a TL just has a ladder, it depends on the situation as to which is better. A fire fighter was attempting to go up in the TL however because there was so much debris falling from the building, the fire fighter couldn't.

Fire Survival Guidance calls (FSG) are 999 calls that comes in from the incident to the control room in MERTON, they are usually calls from occupants of the premises that's on fire and these occupants are usually trapped inside. The 999 control room operator will decide if the 999 call is a FSG call and will ask the occupant for certain information such as where they are inside the building, what floor they're on, what room they're in, how close they are from the front door of the premises, all this information is then gathered together and passed via radio or telephone to a dedicated fire appliance on the scene of the incident, usually this appliance will have a Watch Manager along with a crew, this appliance takes primary control of dealing with FSG calls whilst liaising with the incident commander. I remember on this occasion control were passing FSG call information via the telephone to a Crew Manager (CM) who was on his own, this CM was located on a green area near the SOUTHEAST corner of Grenfell Tower. I have marked where this CM was standing on exhibit AJM/2, named "GRENFELL TOWER - SITE MAPPING" reference number 01a1565-01, seal number MPSZ13185288, with the label "FSG".

There wasn't a dedicated appliance and crew dealing with the FSG calls, it was just one guy on his own, he didn't even have a vehicle, he was leaning on a parked car receiving all the FSG information from a phone and writing it down onto a pad, the pad consisted of plain A4 white sheets of paper. I said to the CM taking these calls, "ARE YOU ALRIGHT?", he said, "I DON'T HAVE A FUCKING CLUE", I said, "WOULD YOU LIKE A HAND", he replied, "YEH", I said, "YOU WRITE IT DOWN I'LL TAKE IT". I didn't know if there was a dedicated FSG crew so I told him that I would take the sheets of paper to the Bridgehead, I remember at this point that the fire was very well developed. I told the CM to write the flat numbers on a sheet of paper and to put a big circle around them with what floor of the building the person trapped was on. In my mind I was thinking to myself, I know we aren't going to be able to get fire fighters very high up in this building, looking at it you could see where it was going, you cannot put a

Signature: A MOORE  
2018

Signature witnessed by:

crew up the tower twenty floors above the fire. I would describe my role within the FSG process as being a “runner”, I was not specifically tasked with this but I could see that my colleague needed help.

Entry control is a process all fire fighters wearing breathing apparatus (BA) will go through, during this process the air in a firefighter’s tank is checked to ensure they have enough to carry out a specific task, it’s not a case of fire fighters going straight into a building that’s on fire, they will be assigned a task to do. There is a firefighter that will be assigned the role of Entry Control Officer who is in charge of giving other fire fighters tasks to complete whilst inside a building on fire, they will log each fire fighter in and out using an entry control board (BAECP) which is a board that keeps tally of everyone inside the building, it’s a safety measure, whilst at Grenfell Tower I had no dealing with this process.

I took the first few bits of FSG paperwork towards Grenfell Tower from the SOUTH EAST corner marked “FSG” on exhibit AJM/2, I was going to deliver it to the Entry Control Officers on the Bridgehead. As you face the main entrance to the tower which is located on the SOUTH EAST corner, you have nothing protecting you from falling debris, however if you take approximately 15 strides back from the main entrance of the tower, you are protected by a mezzanine level above you, I knew that I was safe when I was under the mezzanine level as it’s made from solid concrete. The most dangerous part of entering the tower was whilst I was walking forwards from under the mezzanine level as it was completely open and debris from above could fall on you. The Bridgehead is a location within Grenfell Tower where the BAECP is located along with the entry control officers. I checked to see if there was any debris falling from above, there wasn’t so I made my way into Grenfell Tower with the FSG paperwork I had been given. I was initially told that the Bridgehead was on the 4<sup>th</sup> floor of the tower, this information turned out to be incorrect, the Bridgehead was actually on the 2<sup>nd</sup> floor. As I made my way into the tower, before I reached the 2<sup>nd</sup> floor I could see lots of firefighters, some were sitting down, some were queuing to get to the Bridgehead. I made my way past these fire fighters and went into the Bridgehead and up to the BAECP and entry control officers, I explained to a firefighter assisting in the entry control process that the paperwork I was given them was FSG calls for the lower floors of the tower, fire fighters would normally be tasked with going to the flat that made the first FSG call, however the FSG officer couldn’t remember who made the first call, I handed this paperwork over, I think the person I may have given them to was a Watch Manager — potentially Brien

O’KEITH, although I cannot be sure. I can’t remember the information that was written on the FSG papers. I saw the entry control officers talking about the FSG paperwork I had given them with a crew in BA; I assume the BA crew were being briefed on where they were going when they entered the fire

Signature: A MOORE  
2018

Signature witnessed by:

affected floors. The Bridgehead on the second floor was full with smoke, I would say at this stage the smoke wasn't that thick although I could feel the heat when I was there, even down low.

When I left the Bridgehead, I made my way down the stairs in Grenfell Tower and I saw a woman on the stairs, so I took her out. I remember it was a female adult who I assisted out of the tower. The adult female was Asian, she was around 30 years old and was slim. I took her with me out of the main entrance/exit of the tower to the green area just WEST of the tower, she was walking wounded and very emotional. By this time there was ambulance personnel on the green area — away from the building, I remember giving the female casualty to a fire crew and then they handed her over to an ambulance crew. This green area was initially set up as the casualty area. I remember it being quite early that I rescued this female, I think it was between 0145 and 0200 hours.

I made my way back towards the fire fighter taking FSG calls who I had previously spoken to and assisted before. He had collated more FSG calls onto a pad that had been put into floor order, lower to higher, I was going to repeat what I had done before and take the paperwork back to the Bridgehead in the tower and give them to entry control. There was a black guy who came up to me as I was doing this and said he was on the phone to his brother who was in the fire, there was a fire brigade borough commander, or deputy assistant commissioner (DAC) who came up to where we were standing, I said to the black guy "CAN HE GET OUT?" to which the DAC said, "ARE YOU TALKING TO YOUR BROTHER?", the guy on the phone said "YES", the DAC replied "TELL HIM TO FUCKING GET OUT AND GET OUT NOW". This made me think it's really serious now.

I then made my way back to Grenfell Tower to deliver the FSG paperwork to the entry control officers on the bridgehead. I went back into the tower for the second time via the main entrance on the SOUTH ELEVATION to deliver the FSG calls, there must have been around six (6) or seven (7) separate sheets of paper with FSG calls on. Upon entering I noticed that the Bridgehead had moved, on the first occasion that I went it the Bridgehead was located on the 2nd floor, it had now been relocated to the ground floor on the mezzanine level inside of the tower. The time was approximately 0200 hours. The exact same process happened, I delivered the paperwork to the entry control officers to task fire fighters with, I then left the Bridgehead. By this time several large panes of glass had been smashed by fire fighters to create a second entrance and exit on the WEST elevation of the tower at ground level, these panes were large, they stretched from the floor all the way to the ceiling, the reasoning behind smashing these was because debris had started to block the main entrance / exit on the SOUTH ELEVATION (Sector 1 ). The new entrance/exit on the WEST ELEVATION was referred to as SECTOR 2. I could see another adult female

Signature: A MOORE  
2018

Signature witnessed by:

casualty and child female casualty near the section 2 entrance/exit, the adult female casualty was very keen to leave the building, I had to initially hold her back as there was falling glass on the outside of the building. I then shouted "GO" and we all ran out of the WEST exit SECTOR 2 straight onto the green area. The second adult female casualty was Asian, slim, wearing pink Arabian style leggings and black shoes, the child must have been around five (5) to seven (7) years old and was very scared, crying throughout.

After I had left the tower at approximately 0200 hours or just gone, an officer came up to me and told me that he wanted me to be a safety officer to the SOUTH side of the tower. All of the sudden whilst standing under the mezzanine level near the SOUTH elevation I heard a big thud and saw a male jump from the building, he hit the doorway canopy of the main entrance on the SOUTH of the tower, I turned around and looked down and there he was laying on the floor, he didn't say anything to me, I knew he was gone. I could see that his leg had come off, it was his right leg I think, at the thigh. All I could think at this time was is there going to be any more people that are going to jump from the tower, I thought it had all gone tits up if people were going to start jumping like this. There was a crew standing close by, I said to that crew "GET HIM", they grabbed hold of him and dragged him under the mezzanine walk way, I described this as an area of safety previously, it's around 15 strides back front the main entrance of Grenfell Tower, he did have jeans on but as he was dragged the jeans came off, he was naked underneath, he had a t-shirt on, he was an Asian guy. The male who jumped was then dragged further back as an empty open garage had been found, he was placed in this garage - a short while later I saw the body again and it had been placed into a body bag. His right leg was left where he fell and was eventually covered in debris and metal that had fallen from the tower. A few hours later I do remember a paramedic coming up to me, he said that we need to retrieve the deceased males leg from the rubble to tag it and place it in the body bag. I instruct a crew who were stood close by waiting to go into the tower to assist, I brief them stating that there was a leg under the rubble and we need it, they sifted through the rubble and found the leg, I think they may have moved a sheet a metal from on top of the leg. They then used the mental sheet and placed the leg on top making it easier to carry, there was a lot of debris surrounding them at this point. As they lifted the leg the fire fighter on the right looking towards me fell over, this resulting in them all falling over. A paramedic then asked if it okay to cross to which I responded, "YEH", the paramedic then ran across from under the mezzanine walk way and dragged the leg before putting it into the body bag. I was thinking to myself that there was quite a lot of smoke now forming on the lower floors so I would assume he had jumped from quite away up the building.

Signature: A MOORE  
2018

Signature witnessed by:

I was stood under the mezzanine walk way on the SOUTH WEST corner of the tower. I looked up at the tower and could see a man who I initially thought was stood at a 12<sup>th</sup> floor window, I don't know what flat this was, there was no real way to work it out from looking at the tower from the outside. On closer inspection I could see that he had a sheet and that he was hanging out of the window. I assume that the sheet was tied to something inside of the flat he came out of. I thought to myself that he was being stupid, he was going to fall. I could see him using the sheet to lower himself down. Directly under the window he came out of was another window, I remember it being open and there didn't appear to be any flames coming out of it. As he was lowering himself down, his foot went straight into the open window, it was almost like he was sat on the window, he then got into the flat completely, he didn't even look back. I would say less than a minute later a big fireball erupted from the flat window he climbed into. I think the man had probably opened up the front door of the flat potentially giving oxygen to any fire that was outside of the flat making the fire flash into the flat and out of the window. I wouldn't of thought that he survived that. This happened on the SOUTH WEST CORNER of Grenfell Tower.

I could see the flames coming down the building now, I thought to myself, why are the flames coming in a downwards direction, that's not what they're meant to do, the flames are meant to go upwards - I couldn't work out why this was, I couldn't work out if the flames had just travelled across and came out of the flat windows. You could see just above the flat windows that the cladding was alight and then all the sudden below it would just catch fire and I don't know why, I realised the flames weren't even coming out of the flats. It just didn't seem right; it wasn't doing what a fire would normally do. I was aware that the fire started on the 4<sup>th</sup> floor with the cause being a fridge freezer. A block of flats is a concrete block on top of another concrete block, concrete doesn't burn. If the building catches fire or even if we have two fires, we can deal with it, and in my experience we have dealt with it. But for the building to catch fire and the flames to go up the sides of that building so quick, its unprecedented, it really shouldn't do that. Normally, if a fire occurred within a high rise block of flats, we would go into the flat affected and put it out, dampening the windows, the fire shouldn't go up the outside of a building.

My role as SECTOR 1 SAFETY OFFICER then began, my job was to act as a look out for fire crews making their way from under the mezzanine walk way out in the open to the main entrance of Grenfell Tower on the SOUTH elevation. I was stood just under the walk way. There would be a queue of personnel and I would check to see if any debris was falling, if the fifteen (15) foot open space was clear of falling debris I would allow them to cross making their way to the main entrance of the tower. At around 0230 to 0245 hours the police had brought across big riot shields, I remember thinking to myself,

Signature: A MOORE  
2018

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why are they here, they're not crossing into the tower, but then it became clear that the shields were to be used as cover for fire fighters to hold above their head whilst crossing between the mezzanine and the tower. The shattering glass was occurring more often; windows were popping constantly. As I looked up towards the tower a piece of glass managed to get into my tunic and burnt my neck.

Around the similar time that the police provided us with riot shields to use I noticed that there was a man on what I thought was the 11<sup>th</sup> floor, initially there was some confusion as to whether this was the correct floor. I remember this man throwing down a green wet jumper to get attention but we already knew that he was there, fire fighters put water jets on his window. At this point I was acting as a look out for an officer crossing into the tower, I informed him of the man on the 11<sup>th</sup> floor but he said we couldn't get to his flat as anything above the 10<sup>th</sup> floor was too hot. The man kept disappearing from the window, I remember the officer asking if we had rescued him but the man had disappeared for some time now, I thought he had gone but then he returned with a white rag. By the time it was now light outside. In the end it turned out that this was the Chinese man that was rescued from the tower.

By this time, I remember thinking that I hadn't seen my crew of G371 in hours, people who I had seen across into the tower as safety officer did tell me that they had seen two standbys although I don't remember their names. I carried on doing my role as safety officer of sector 1, a senior officer kept approaching me and asking if I had been relieved yet, I told him no and he said he would find someone, although no one came.

The time must have been around 0330 to 0340 when I was approached by a member of fire personnel, I recall them being a Borough Commander or Deputy Assistant Commissioner (DAC) although I do not know them. I was still safety officer of section 1 at this point, the DAC told me that he needed to get across to the main entrance of Grenfell Tower, on the SOUTH side. I remember around this time there was a lot of wispy grey smoke, if debris had fallen from high up in the tower I wouldn't have been able to see it, one (1) second there was smoke, the next it would be clear, now and again there would be a thick black smoke that would come out of the vents under the mezzanine. I held the DAC in a safe position under the concrete mezzanine walk way and looked out to make sure it was clear for him to cross and that no falling debris was going to hit him. I said to him "GO", as he went all of the sudden a big object came flying through the sky, I would describe it as a big window frame, it was quite charred, I immediately pushed the DAC out of the way of the flying object, we both fell onto our front landing in the rubble and then rolled onto our sides and back to the safe area under the mezzanine. I am certain that if I did not see this object falling and it hit us, we would have both been killed. The DAC said to me, "WE'LL TRY

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AGAIN SHALL WE”, we then went out, I looked and shouted “GO” and he went. I carried on attempting to get fire fighters across into the tower safety, initially we were giving one police riot shield to a group of four (4) fire fighters however it was taking too long to get them across using this approach, I decided to give one (1) shield per two (2) fire fighters, the fire fighters would then chuck the shields back so that they could be used by the next pair to cross. This all happened from the SOUTH SIDE entrance near the SOUTH WEST corner of the tower.

The hoses that were out in the open near Grenfell Tower were heavily exposed to falling debris and as such were becoming damaged and bursting. Fire fighters were having to get more lengths of hose to replace the ones that did burst, to try and stop this from happening we were laying big bits of debris and rubble over the new hoses to try and protect it. We would then remove the old burst hose.

When I was safety officer for sector 1 there was no one in charge of me, I had a task to do and I done it. I think I must have been there till about midday without being relieved, I was there for around nine and a half hours, but it may have been longer. Throughout my time of being positioned at the SOUTH entrance, most people were using it as an access point to Grenfell Tower, they would then exit on the WEST side using the sector 2 exit to leave the tower, not many people were exiting from the SOUTH side, this included casualties, it was like an adopted in and out system. I do remember at some point Dany Cotton, the commissioner of the London Fire Brigade coming up to my sector, I helped her across into the entrance of Grenfell Tower.

I didn't see my crew again until I was relieved as safety officer from sector 1 and I went looking for them, I eventually found my crew and we were sitting down on a wall and having something to eat outside a block of flats on GRENFELL ROAD near where we parked our fire appliance. I was talking to my crew members and found out that my two standbys, FF WILLIAMS and FF FERNANDEZ had been into Grenfell Tower during the night and managed to make it up to the 22<sup>nd</sup> floor of the building. It was whilst I was sat down on this wall that the DAC who I pushed over to avoid getting struck by a window frame came up to me, he told me that I saved his life, that he will remember it and never forget it. Dany Cotton, the LFB commissioner was walking around thanking crews for their hard work, she told me that we had managed to get to the 20<sup>th</sup> floor of Grenfell Tower, I told her that two of my crew had managed to get to the 22<sup>nd</sup> floor, to which she replied that she didn't know we got that high.

At this time our appliance was being used as a water relay, I said to my crew, “HAS ANYONE BOTHERED TO CHECK THE DIESEL YET?”, to which they said no. Our appliance needed diesel as it was pumping water most of the time. I made my way to a command unit who told me that there was a

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lorry down the end who had loads of diesel, they also have jerry cans. I took my crew and we all went to get diesel from this lorry to put it in our appliance, it didn't even fill our appliances tank to half way. The other machines that were nearby where all pumping water as well, their crews were sorting out diesel for their own appliances. I went back to get more diesel from the same lorry however by this time it had gone. The initial issue we had around diesel was solved.

I was aware that the residents in the flats along BARANDON ROAD has been evacuated by police officers during the night as they thought that Grenfell Tower was going to collapse and fall down, initially it crossed my mind when I heard all the glass, however then I reminded myself that it's a concrete building so it shouldn't collapse. As we were sat along GRENFELL ROAD relaxing I was chatting to my crew about how windy it must have been at the top of the tower, especially considering that there were no windows. This lead us onto talking about the helicopter that was circling Grenfell Tower and how much of a pain in the ass it was because it was creating down wind, I know that this helicopter was a police helicopter. I think this helicopter gave false hope to people, I think that people in the tower thought that they were going to be rescued from the building by the helicopter like what happens in films, perhaps like a ladder would come down from the helicopter and they'd be able to climb up it. Although the helicopter created a big down draft, I don't think it was that close to affect how the fire behaved.

Someone came up to me and said that within the next hour we were going to be taken to PADDINGTON to write a statement, I think three hours later we were still sitting there waiting. In the end a police van was commandeered and the driver took us to PADDINGTON where we were given a change of clothing, t shirts and that. We had a drink whilst at PADDINGTON then we started to write out statements.

My statement that I wrote at PADDINGTON was given to police, it consists of three (3) pages stapled together, I exhibit this statement as AJM/1 with a serial number of MPSZ13185285.

We waited around for a bit longer at PADDINGTON, then we were brought back to CHISWICK FIRE STATION, it must have been around 1940 hours at that point. My crew were meant to be on duty again that night shift, however we were told that we were excused from that night duty. I remember leaving CHISWICK FIRE STATION and members of the public were coming up to me outside thanking me. I normally phone my partner in the morning after I've finished my night shift, I didn't get to speak to her until 1930 that evening, that was the only time that I cried, it really got me.

Whilst on scene at Grenfell Tower I only went into the tower twice, I did not have any involvement with flat 16. I did not use a thermal imaging camera (TIC) neither did I use a body worn video camera (BWV). I was aware that the dry riser was charged, I'm not sure if the fire lifts were ever used, there was also no

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sprinklers. In terms of firefighting, apart from the fire fighter using a 70mm jet that I mentioned earlier in my statement on the NORTH EAST corner of the tower I saw no other firefighting.

I was aware of a stay put policy that was in place, this is a policy that is common when dealing with high rise building fires. It basically means to stay put in your flat, it's safer to not leave and to let a fire fighter come to you. This is a good policy and should have worked at Grenfell Tower should the building have done what it was supposed to have done. I don't think any training could have prepared us to deal with what happened at GRENFELL TOWER that night, it was a situation that developed and went way beyond the process we were trained to. Looking back, I also think that the FSG method that was used wasn't right, if there is a small fire in a block of flats there wouldn't be that many fire appliances, the dedicated fire appliance dealing with FSG would have been really close to the building. This couldn't happen at Grenfell Tower as it was so congested with vehicles. Saying that I do think that we done the best we could with the FSG calls.

I have exhibited the following;

My original statement consisting of three (3) pages stapled together, I exhibit this statement as AJM/1 with a serial number of MPSZ13185285.

GRENFELL TOWER - SITE MAPPING exhibited as AJM/2, reference number 01a1565-01, seal number MPSZ13185288.

EAST ELEVATION image. Exhibit reference AJM/3, serial number MPSZ13185286.

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Statement of: MOORE, ALAN

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Page 16 of 16

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2018

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