

WITNESS STATEMENT

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

Statement of: ASHE, NATHAN

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

Occupation: FIRE OFFICER

This statement (consisting of 19 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: NATHAN ASHE

Date: 21/02/2018

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

I am the abovenamed Person and my address is known to Police.

This statement is an account of an audio recorded interview I gave to PC Ken OMADOYE and PC Paul PHILLIPS on the 26th of NOVEMBER 2017 at NORTH KENSINGTON Fire Station . It is related to the GRENFELL Residential Tower fire incident that occurred on GRENFELL road .LONDON W11 1TQ in the early hours of the morning of Wednesday the 14th of JUNE 2017. Also present was Fire Brigade Union Representative Martin CONWAY.

My name is Nathan ASHE, I joined the LEICESTERSHIRE fire Service at 18 years old as a part time fire fighter on call. At the age of 23 I went on to work as a full time fire fighter for the Airport Fire Service based in Chester, after which I joined the London Fire Service in 2010 as a fire fighter. I was initially posted to, and worked out of WESTMINSTER fire Station, that closed in 2014. After which I went to Chelsea Fire Station where I gained promotion to the rank of crew manager from the GREEN watch to the RED Watch. In March of this year I added the plus role of Temporary Watch Manager and so have not been doing the role for long.

On the 13th of JUNE 2017 I was on night duty at ACTON fire Station acting as the Temporary Watch Manager and on standby station, my call sign was G261 .I started duty there at 08:00pm that night and there were five people on watch including me on that day and we on a Pump Ladder. The other four were

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fire fighters and I think one of the fire fighters was called MANNING I am not sure if it was either his name, surname. All five of us were present for Roll Call. Following Roll Call, a check of all equipment was undertaken with no issues everything was up and running operationally and we were good to go. I was the Watch Manger on duty for this shift. All of us had Standard Duration Breathing Apparatus Sets (SDBA) on my appliance.

I did not know the watch at ACTON fire station and had never been to that station before. I started the shift and detailed the Riders that sort of stuff. I then tried to get to know the crew a little bit, and at least try and to get the first names. I then went on with Night shift, and it was one of those shifts where I had a lot to do in the office and had to catch up with stuff from previous weeks. So unfortunately I did not get enough time to speak to the fire fighters, before we went on the call. I know one of the fire fighter's was standing by from another station and so he was not based from ACTON either.

At 11:30 (PM) we had a stand down and then at about 01:05hrs we got a call, and I was sleep at the time. The call came through the Station Bells went off and we all got on the Machine. I looked at the Tip Sheet and saw it was an Eight Pump fire. It was a" Make Pump 8" call in other words Eight Fire Engines were being required to attend an incident, we were on the Eight. I said to the driver "Do you know it? ".He said "Yes and we went. It was an Eight Pump fire ,we turned on our radio and heard it was ten and on our way there they made it fifteen we heard this over radio and could see it from the road.

We had three messages from control so basically they were calling up NORTH KENSINGTON over the Main Radio ,they were not answering , I could hear their machine over the radio and everyone was running around. Everyone were pulling up Hose and stuff like that, I then went on the Radio (What Channel?) and said "This is G261 I can that priority I am in attendance" I was then passed over the three Fire Survival Guidance (FSG) messages. It was then my responsibility to process the information received in the messages which passed to the Command Unit and then my responsibility to process the information received in the messages which I passed to the Command Unit and then to the Incident Commander. It is the Incident Commander responsibility to actually decide to what is to be done with that information at the time. The Incident Commander was Mike DOWNING probably no war hero. They i.e. control had that information they wanted to get this information to the fire ground to the Incident Commander, I basically made that link to the Incident Commander. They i.e. control were having loads

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and loads of calls and reason I answered it is that I heard the panic in the woman's operator's voice over the phone.

On our way to the incident I was the front passenger, fire fighter MANNING the driver and the three other fire fighter sat at the back. Actually the road we wanted to go down was closed so we had to go back round the roundabout down and back round a different way. I am assuming everyone had that problem and I think it was the one off the main A4. That road was shut so we almost had to go back ourselves down and then go the backway. As we arrived nearer to the Tower and couldn't get any further and from a distance of about a thousand meters, about two minutes' brisk walk I saw it wasn't overly burning at the time. It was one or two floors, three floor maybe. In other words I saw a fire affecting two floors three floors in a Tower block. From the outside of the building it is quite hard to determine what floor it was. The first floors from the outside looked like one level, we got in attendance we got as close as we could to the incident, which was very difficult to get through to for access times. The first think I remember doing of note, is just as we stopped I could hear control over the radio trying to get hold of NORTH KENSINGTONS Pump.

The control operator sounded quite 'Panicky' in her voice and so I answered it, and said "We are just in attendance do you want us to take this Priority". It was like you could almost hear in her voice the weight come off her shoulders, she then passed me Three Fire Safety Guidance Messages. These messages were from people who were trapped in the Tower who have called control told them their information and they passed them onto us. I remember one the messages being eight people on the twenty third floor involving children and their other messages on the 10th and the 11th floors These were messages from people trapped in room on the 10th and 11th floors as well. All these messages could be drawn up, I'm sure because they are all recorded in control.

I then passed to the radio over to fire fighter MANNING as I was going off and said to him "Can you take any more fire guidance messages". MANNING stayed there and took one hundred and fifty messages over radio all the night on channel four and running back between where he was stood and delivering the messages to the Command Unit. Fire fighter MANNING was located on ACTON'S PL (Pump Ladder) which was parked SOUTH of the tower on Grenfell road around 1000 yards from the Building. I understand that Fire Fighter MANNING ran/walked approximately 23K back and forth from ACTON'S

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PL (Pump Ladder). I believe the command unit was approx. 600 yards from ACTON'S PL and this was the closest we could get the appliance to the incident. Fire Fighter MANNING was undertaking this task of Fire survival guidance for approximately 9 hours. However, I think MANNING spent about eleven hours taking all the messages.

I then sent the Breathing Apparatus (BA) Team from the Watch at ACTON Fire Station to the Bridge Head, whilst the fire fighter from a different Station posted on standby to ACTON came with me. I then wrote down the messages of where the people were, where they were trapped and gave that to the Command Unit. I also went to the Incident Commander (Name details unknown) and told him about the details of the three locations of where the People were trapped, and I think he then passed these messages onto the Bridge Head. I think Bridge Head had just been set up at the time I do not think it was even in place. I think prior to my arrival everyone in the Bridge Head may have been evacuated and everyone brought out, I am not really sure what happened. There were people in there but I did not go up to the Bridge Head till probably later on. My BA Team definitely went up from my machine and as far as I know they were detailed to go right up to the Twenty Fourth Floor.

I then walked up and seen my Watch Manager Louisa D'SILVA from CHELSEA whom had come in on the make Pump 10. Then over the radio they were asking for somebody to take control of the Fire Safety Guidance call at the Bridge Head. My watch Manager i.e. D "SILVA went just as I was about to say, she went and said "I will go and do that". So she went up to the Bridge Head and took the Fire Safety Guidance messages . That was pretty much last time I saw of her all night, and I think she ended up at the Bridge Head for the next Ten to Twelve hours. She was basically taking messages from control and detailing crews where to go. I then went to the front of the building and seen people at the windows. The Turntable Ladder (TL) was up at what I now know to be the SOUTH side of the building I think. I was at the front of the building where it said "GRENFELL Tower" in Green. A Map shown as my Exhibit NA/01 refers.

We got a monitor pitched up on the SOUTH side of the Tower that pretty much hit up to the tenth floor, and it stopped the fire from coming down on this particular side . Also because of the monitor the SOUTH side was not as burnt as the rest of the building. I am guessing this would have been Sector One , where the front door entrance of the Tower was located . As far as I am aware I do not think there was

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any form of sectorisation but there well may have been, I was not involved in any sector planning.

I then spotted some people in the windows which I shouted to .The main one was a guy who was trying to climb out, I shouted and told him to get back in. This guy appeared to be on the 9th floor (unconfirmed) on the SOUTH side of the building. This guy was trying to pull a load of rags out and climb down and needed assistance from people inside his flat to get back in. Guy did re-enter the building, and gave me a thumbs up to confirm me was back in. When I shouted at the guy to stop and get back in, that obviously brought other people to their windows and stuff like that. The people in the windows were “Panicky” and looked like they were going to jump on the edges on of the window and stuff like that. There was no fire near these people flats or on the outside. I think the guy trying to pull a load rags out and climb down he is quite famous now. He did come out later on. I think he had a daughter and his partner as well. This was early on in the incident, and no fire was visible on the SOUTH side at this time. The conditions on the ground on the SOUTH side where also ok. I do not recall any descriptions of the guy, and or his family.

I saw the wind was pushing the fire and the smoke through the whole Building. I saw that each floor from the fourth floor up was being affected by smoke. I remember the people I saw at the windows were all men, I couldn't really see .There was a man ten, eleven floors up quite high, I told him to “stay there can you hear me “and he gave thumps up back to say okay. I said “We are gonna come get yah”. If you can't get out we are gonna come get yah”. This man kind of stayed there appeared a few times but I don't know what happened to him I just don't know. I made the decision to get the 135 Ladder 13.5 meters in length hauled up on the elevated level and pitched against the side of the Tower to make a rescue.

The ladder only just made it to the window of where these men were on the SOUTH side of the Tower. I then shouted at people in the Tower and said to them “if you can get down, get somewhere safe and make calls.” We basically wanted them to call control, say where they are and so their messages could get passed on internally. These messages were passed on by shouting, we did get a megaphone a few hours later. We then saw two guys come to a window it was actually the sixth floor of GRENFELL but because of a raised area it looked about the fourth floor to us. I went up to that raised area with the other standby fire fighter and saw watch manager Steve COLLINS from PADDINGTON Fire Station. I, and the standby fire fighter then linked up with Steve and worked together throughout that. We then saw two male members of the public trapped on the left hand side in a flat on the Sixth Floor located on the WEST

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face of the Tower. A Map Shown as my Exhibit NA/1 refers.

The two adult males were then rescued from the sixth floor but because we were hauled up the level it was the fourth floor to us. Both males were Arabic origin. It was fire fighter TOM from NORTH KENSINGTON who went up the 135 Ladder and made the rescue. I and somebody else the footed the 135 Ladder. We then tried to get the big Turn Table 35 Meter Ladder (TL) to be lowered down and back up again near to where I had seen the two trapped members of the public. The TL concerned was then moved but was then being hit by falling bits of metal and bits of stuff on fire. This TL concerned was being operated by a Crew Manager (cannot recall name details) of the RED watch Fire at PADDINGTON Fire Station I also saw this operating Crew Manager being hit by pieces of falling flames from the Tower.

We had managed to put the Hose reel up and align a Jet up because we were going to put a monitor. The ground monitor was set to work from the raised area on the south side of the tower. This water was fed to the monitor from NORTH KENSINGTON'S Pump (who was feeding PADDINGTON'S TL, but this had broken down). We got the monitor to work straight after the 13.5 ladder rescue, and this monitor staying in place and working for the duration of the incident. We then had to turn this Hose reel onto the TL (Turn table Ladder) being operated by the Crew Manager from PADDINGTON because it looked like the TL was going to catch fire. We then got interrupted by those people up at the window, Watch Manager Steve COLLINS then worked on the situation concerning the People up at the windows.

Whilst, I then decided to come up with another plan which was to haul aloft the 13.5 meter ladder with purpose of trying to rescue the two members of Public I had seen trapped. It was my Plan B idea. From the ground it was obviously the Sixth and our Ladders the 13.5 meter would only go up to the fourth floor. So we could not pitch the 13.5 meter Ladder from the ground. So I asked two unknown fire fighters to assist in moving the 13.5 meter ladder concerned from the ground to a raised area. This had not been done before, and so you should have seen the look on these two unknown fire fighters faces when I asked them to assist. We then used a rope lift up the 13.5 meter ladder concerned to a raised area and pitched it there. This ladder weighs about 110KG. Please see Map shown as my Exhibit NA/1 refers. Five of us including me moved the particular 13.5 meter ladder and I remember one of them was named Tom a fire fighter from NORTH KENSINGTON, I cannot remember his surname from RED watch. Tom helped pull up the ladder, including me, the standby fire fighter posted to ACTON, Watch Manager Steve COLLINS and

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one other fire fighter(Remember face but not name) from PADDINGTON I think.

All five of us hauled up the ladder concerned using rope to a raised area and pitched it up near the Tower and as we did so there was falling things from Tower all around us. After the ladder was pitched and whilst the casualties were being rescued, I was shouting to others to stay in their flats, and not jump and therefore was a little distracted from the ladder rescue at the time. I can remember that the two Adult males where of Arabic origin, and around 30 years old. They did not have any signs of injury, or smoke inhalation and where simply trapped in their apartment by smoke, and unable to evacuate the building. At the time they were told to come away from the building and seek medical attention form the ambulance service, but as far as I'm aware they went to the casualty handling area. Both men came from the same window on the SOUTH side of the tower on the 6th floor.

The particular ladder was later left in situ and during the night almost got covered in falling debris from the tower. I later took a picture of this particular Ladder. I think I took this picture at about 10:00hours in the morning of 14/07/2017. Shown as my Exhibit Shown as Exhibit NA/3 refers. More people then came to windows looking like they were going to Jump, I then shouted at them and told them to "Stay". I am unable to give floors and descriptions. I believe there was 3 in total at different locations on the south side of the tower, and all male.

We then got interrupted by the two people trapped in flats on the sixth floor located in the WEST face we go the monitor working by hauling aloft the 13.5 M ladder to rescue the 2 men from the 6th floor of the SOUTH side . Again, very sorry I do not recall the descriptions of the persons, I remember 3 males being at different windows on the SOUTH side of the tower. At this time, I told them all to stay in their room, and do not jump or climb out of the window. We then started working on the EAST side of the Tower where the 13:5Meter TL had been and we took down and moved. Prior to this I had gone to a Pump appliance (Call sign G272) to tell them the plan we had to set up a ground monitor and start hitting the fire from the SOUTH Side of the tower, as the TL was not able to get to that side i.e. the SOUTH side.

Whilst running out the Hose in other words I was laying out the delivery Hose that would supply water to the ground monitor that was being got to work on the south side. The Pump Operator of NORTH KENSINGTON (Name/Rank details unknown) then said to me "That's got to feed our TL and I replied

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and said “ That should be feeding the TL, that’s going to go back up by the looks of if “ because the TL had come down. So I said to him “can we knock that off and feed this.” In other words I mean knock the water off to the TL (as this had broken down, and was too dangerous to used) and supply the water to the ground monitor.

This was my decision at the Pump to knock off of the Monitor for the TL. This is because I knew the TL had come down and it was not going back up, but the Pump operator’s last order was still to supply the TL and I said to the Operator 'Not that now supply this Monitor'. The Pump operator was a bit worried but I told him it was my decision. The TL from PADDINGTON I believe it broke down due to being hit by burning debris and nearly got fire. We covered the TL concerned and TL operative with water in an effort to the TL from catching fire.

Luckily or unluckily the TL didn’t get back up and was not working after that. So the ground monitor from the outside on the SOUTH side of the Tower was the only attack on the fire. A Map Shown as my Exhibit NA/1 refers. This particular monitor was set up at about 02:15hours 14/07/2017 but it was very hard to judge time. So we got the ground monitor going from the SOUTH side, we did have a bit of stuff falling around us and I was nearly struck by falling debris . I later completed a “Near Miss “Report.

It should also be pointed out the ground monitor concerned was initially on the EASTSIDE side of the Tower but me and Watch Steve COLLINS came to the decision it was not doing “ Hell of a Lot” there. This was because at this point the fire had gone up and over and started to come back down again on the SOUTHSIDE. So that’s when we decided to protect what we could on the SOUTHSIDE by moving the monitor from the EASTSIDE to the SOUTHSIDE. A Map Shown as my Exhibit NA/1 Refers. The ground monitor was moved by me, a fire fighter from ACTON’S Pump Ladder (Name details unknown) and WM (Watch Manager) Steve COLLINS.

As a result when you look at the building you can almost see where it is charred you can almost see triangle on the SOUTHSIDE where we got the Jet and this where we could reach effectively. Later on there was one Chinese man who was in a window, and I think he was blind. He was the one we were talking to and trying to communicate with and he became our main effort towards the end to stop the fire getting anywhere near him. I cannot say how long we used the Ground monitor on the SOUTHSIDE

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concerned was for. It could be left in place and it was always being attended to by a fire fighter (Name/Station details unknown). We then got pulled into doing other stuff, and so I remember when that fire started moving up it also started coming down as well and it seemed to come down floors. I believe the Bridge Head was on the second floor, i then came down and went to the Command Unit (CU) and said "Look the fire is actually coming down we got to think about moving the Bridge Head" Obviously this move would have a bit of effect on the impact on the incident because that would mean people would have got to go further. The fire was coming down and I could see the floors were filling with smoke underneath where the fire had originally started.

The smoke also went up, down, and left right. The wind had a massive effect on this fire as well I don't think it is something that is really been mentioned too much .The wind was literally pushing flames through the building up, down ,left right and it had a big effect on the fire. This was done after we had moved the 13.5meter Turn Table (TL). After we set up the jet starting moving there and working on that. It was like we almost got a chance ,I looked at the building I said "This is really going this is really bad " Ooh I missed a casualty, as I got there, just before setting up the monitor or maybe as we were setting it up. The BA (Breathing Apparatus) Team came out with a casualty, they literally got to the main door located on the SOUTH side of the Tower and I helped carry him. I would describe this casualty as a "Black Man" age about 40 years old, unconscious and not breathing. I noted the casualty was being carried by two fire fighter (Names/Station unknown) and they shouted "casualty" a number of times as they carried him to the main door. I grabbed a leg whilst the fire fighter who came with grabbed the other bit and just helped carry him over.

At this point I saw an Ambulance person with a Triage Officer Tabard on him in a nearby Ambulance Triage area. Map Shown as my Exhibit NA/1 refers. I then said to the BA team, 'Let's go over to him and he will take him off us', in reference to the casualty. I wasn't that impressed with the Triage Officer's reaction. He did say to me " There is more of you than there is of us". In reply, I was pretty angry it was not the response I was expecting to be honest. So I turned round and said "Are you going to deal with that then". The Triage officer replied and said "No" I then said can you deal with this person then" and the Triage said "Yes". The triage officer then took the casualty off us and got paramedic to the casualty to try and revive him . I then said to the Triage Officer "Set up a Casualty Handling Area there and that's where we are going to bring all the casualties "This Casualty Handling Area was set up as requested on the

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EAST side of the Tower and later on there was another Casualty Handling Area set up near the ramp located on the WEST side of the Tower. Map Shown as Exhibit NA/1 refers.

This was pretty much the first casualty I came across, I was not with him very long and I know a fire fighter (Name details unknown) stayed with him to help the paramedic as well after that. That was the kind of , when you turn up , you are not sure it sounds kind of silly now not knowing that was a big job but when that person came out I said “This is going to be big”, and then when the fire started going over and stuff like that. It sounds a bit silly really I did not know obviously at the time it was going to be as big as it went and the death toll, and this was kind of a wake to what we were about to.

I then went on a couple minutes’ walk to the Command Unit Eight (CU) located approximately SOUTH EAST of the Tower, and spoke Officer whom may have been Dan MERRICK from FULHAM fire Station . I said to him “The fire looks like it’s going down as well as up”. I know the Bridge Head is Two floors below the fire floor which will be on the second .So it looks like to me from the outside we need to move this Bridge Head.” MERRICK then said to me, “You are going to have to tell them in there”, in reference to go to inform the Bridge Head in the Tower. I then went to the Bridge Head through the front door located on the SOUTH side of the Tower ,up a couple of a flight of stairs and got as far as I could. The stair case was noticeably small, lots of people queuing, BA teams queuing up for the Bridge Head. You would think there was another stair case, but as far as I know there wasn’t one.

I then found an officer I think the Sector Commander I cannot recall his details and said what I saw outside “That the wind seems to be effecting the Tower that it is pushing through the building obviously up, down ,left and right”. Probably inside they did not know it had gone up a few more floors. So at that point “I said we need to consider or think about moving the Bridge Head. The response to my request to move the Bridge Head was “Okay” and I think at the time I saw a bit of smoke getting in there, in reference to the Bridge Head, but I know after that they did move the Bridge Head. It was not moved straight away it took a bit of time moving things and I think it was a bit of communication breakdown with the Crews and moving the Bridge Head. The Bridge Head had no windows) was busy, it was a bit like organised kind of chaos ,it quite crapped The scale of the scene in the Bridgehead at time was not something I had witnessed before. I have ran Bridgehead before, and been to High Rise incidents. There was the two staging areas at the time down on the ground floor in the main Lobby Area. I did not know if

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40 Pump was at the time somebody told me later on. I didn't have any clue, there was a Helicopter up, thought I was a Police Helicopter, I didn't have a clue it had gone massive like this and I didn't have a clue my Missus was watching it at home on TV. There was also a request from the Command Unit in the Bridge Head over Radio Channel for EDBA (Extended Duration Breathing Apparatus) wearers. The Oxygen in the EDBA consists of two Oxygen Cylinders) lasts for about 45 minutes and to get to the Higher floor you needed that i.e. an EDBA set you work harder you use more air, so the Standard Breathing Apparatus set weren't have enough air to get you to the top of the Tower. Another reason for the request of EDBA wearers was that there were casualties found and could not be brought down from higher up. One casualty was large and got to a point where it could not be moved anymore. I did not see this large casualty.

The harder a fire fighter works the more Oxygen is used. The Standard Duration Breathing Apparatus do not have enough Air to get to the Top. It was just after I spoke to the Bridge Head I came across fire fighters Nicki UPTON, and Tom REDDINGTON from my watch coming down the stairs with a casualty. The casualty was a young girl aged probably nine ten year's old and had been found in a flat (details of the flat). I then took this young girl off them. As I carried her down the stairway I walked passed about fifty pairs of eyes of waiting BA crews looked at me. I then passed her through a broken window to an unknown fire fighter located on the WEST side of the Tower. At that point she was not breathing, unconscious and I remember putting a breath into her. I would describe her as young Asian Black maybe, Arabic origin about nine years old, long kind of Black hair and she was clothed.

I think the unknown fire fighter took her to the casualty handling area located on the WEST side of the Tower. Map shown as my Exhibit NA/1 refers. At that point I was sick, so whatever she had in her lungs I got in mine. It was a kind of 'Nothing in your Stomach Retching Kind of Thing'. I then went over to the BA (Breathing Apparatus) resting area, located on the WEST side of Tower and had a bit of water, I had break and sat there for about half hour. There was loads of people i.e. fire fighters at this rest area, this was probably a few hour's in between and half four and five in the morning. The fire fighters at this particular area were resting and those rested were waiting to go back into the Tower. After I got my rest and stuff like that I did look around for EDBA set (Extension Duration Breathing Apparatus) but all were being used. To be honest at this point after being sick I was absolutely knackered and I probably would have been in just as much danger wearing a set. I then made an attempt to try and find the two fire

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fighters I had originally sent up to the Bridge Head but I couldn't at that point. I thought they were probably in queue again waiting to go back up. It was one of those horrible situations that I do not want to be again where I did not know any of these two fire fighters names. So I spent half an hour resting and half an hour looking for the two fire fighters ,there were lots of people around and at this point it was" Forty Pump Fire "(Explain). I walked around and everyone was kind of staring at me because I looked absolutely dreadful.

Watch Manager Steve COLLINS radioed through channel one and informed me there was a casualty and that I get an Ambulance. COLLINS also confirmed the casualty was unconscious, not breathing and that CPR was being started. I then went to the Casualty Handling area located on the WEST side of the Tower found the same Triage officer again, I then said to him " We've got a casualty up on the High Level". COLLINS told me it looked the casualty had jumped and from the casualty's actual injuries I think COLLIN'S view was about right. The casualty was of Arabic origin, roughly in his forties maybe younger, and he was found in a load of debris at the base on the SOUTH side of the tower near where a ladder was . No one heard him fall. So where we put up the Ladder there was little area located at a higher level and comes up to the building i.e. the Tower. In other words it is a raised area above the main entrance, this where we put the Ladder up and found the casualty.

A heart paramedic arrived approximately ten minutes after I spoke to the Triage officer . I then led the Heart Paramedic to where this particular casualty had been found. Following shocks and CPR the Heart paramedic pronounced the casualty dead and I helped place him in a bag and I saw an Old boy in his Eighties in his slippers try to get into what I believed to be his own flat. He tried to get round me and I said to him "No mate " He said to me " I just want to go into my flat". I replied and said " You can't go in there You gotta turn round and go back" He managed to look around me saw the Body Bag, after which he turned round and went. The old boy, was a white male approximately Grey hair, and around 5ft 6inc tall, wearing a dressing gown. I also remember going into a nearby flat with an opened door and using the toilet. This particular flat was located away from the tower. Map shown as my Exhibit NA/1 refers. Quite earlier on probably an hour into the incident a Police Officer perhaps a sergeant I do not know his details, came to me asked and if I wanted any of "These Buildings " evacuated . In response I said "Yes evacuate all these building here" on the SOUTH and WEST side of the Tower. Map Shown as my Exhibit NA/2 refers. Due to the direction of the wind and smoke I requested the Police officer make the buildings

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on the WEST side a priority and evacuate the occupants first. So for the next hour or so, Police officers banged on doors of residents of buildings on the WEST side of the Tower and got them out. I tried to tell Watch Manager COLLINS we had rescued two people and there was a casualty but I could not get through. There was a lot of radio traffic going on and it would have been very difficult to get through to the Incident Commander to inform of this particular decision to evacuate Buildings even if I had wanted to. The only way to communicate was to run between where you wanted to go and so tracking down an Incident Commander would be really difficult.

After the incident with the Body bag I remember it starting to slow down a little bit about that time the Sun light was starting to come up and I think about five in the morning maybe. The effort really from the SOUTH side was to keep the jet on and direct it on that SOUTH side. Trying to stop the fire from coming down and anyone in the windows trying to stop the fire from getting to them. We were up on that High raised level, Ooh did I mention I had a near miss incident, I was actually walking over to Watch Manager COLLINS adjusting the monitor at the time to tell him it was actually getting a bit dangerous here when a bit of steel about a foot by foot landed in front of me literally and if I had took a step a second earlier it would have got me. This happened earlier at about 3am on the raised level near the main entrance on the SOUTH side of the Tower. I did actually report this as a near death experience .At the time of incident I thought it would be embarrassing if during one of biggest fire's I got took out by a bit of falling something. A Map shown as my Exhibit NA/2 refers.

There was stuff coming off that building all the time and that did kind of geared us up and have more of a look out for stuff this coming down. It was also at this time we (whom are we?) started to get a bit more back putting the monitor and setting it and then coming back away from the building. There was a shelter area and at one point there was debris fall on fire over the back from where I was. There was also" bits and bobs" catching fire on the grass and stuff and so we used the Hose Reel to put them out. A Map shown as Exhibit NA/2 refers. For the most part I stayed in a particular area until about ten or eleven in the morning. A Map shown as my Exhibit NA/2 refers.

Oh there was the Chinese man, the blind man, because the sun came up we could see him, he was at the window and he kept coming and going, we were probably watching and he was our main effort for a few hours. Obviously it all kind of died down at about Seven, or Eight in morning and it got to about maybe

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half nine and I think he was actually the last person to come out alive, but I am not really sure. But we were directing the Jet above him to the side of him stop the flames getting to him and we were passing messages into the Bridge Head. We were trying to get radio messages through channel one to the Bridge Head it was very difficult and we send up to the Bridge Head a runner one time just to say we got him. I think it took three attempts to get him i.e. the Blind man because of the heat and stuff like that. He was on the Tenth floor quite high up and the monitor just got him and was high enough just able to get to him. The BA crews went inside the building and got him. Anything I did, I was not really directed by anybody, it was just me making decisions nobody was telling me what to do and when I was trying to get messages through on channel one it was really busy. I tried to call the Incident Commander and you couldn't. If you called someone on the Radio in the Bridge Head nine times of out ten them would not have heard you. It was loud in the Bridge Head, small there was a lot going in there, a lot of noise and people in there were really busy. I cannot really think of anything else, oh the Guy who jumped, there was a Guy who jumped and his leg came off have you heard that one. His body landed, his body hit that, his leg carried on and the rest of his body fell as well. Following this fall a fire fighter was injured in the shoulder. I did not see the fall of this Guy but heard it I looked down and seen dust, a body and people on the floor. This must have been brought up somewhere. He jumped from the SOUTH side, hit a ledge his leg popped off carried on and hit a Crew Manager from ISLINGTON (Name details unknown) .

There was a Crew Manager going under at the time and the rest of his body went down. They basically looked at him he was obviously dead and then they put him in a holding area, somewhere out of the way this was not my decision or anything like that and at the time it was dark . I also heard about a baby get thrown out and that was on the NORTH side, I don't know if you know that one. After the Chinese man went, there was no more real fire I think it burnt what it was gonna burn. It was smouldering but no visible flames or any like that .Then a relief crew someone came up me on the raised area located on the SOUTH side, saying they were relief and it was a Watch Manager Ben HALL from CHELSEA we got chatted and stuff, and he basically stayed up there until ten in the morning. I then told HALL I was going to get my crew together because they were all dotted about the place, get my crew together and see if we can go.

I heard people on the radio Channel one kind of going People getting their stuff and going. We could not get actually far in our machine was quite way back. I did hear people say anyone that we can go. There

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was an officer I put in charge Station Manager Rod, or Ron, Wayne WRIGHT he was basically the officer in charge of the reliefs. I went up to him and said "Get everyone together get NRB (Nominal Roll Board) with all the names on it from the Command Unit and come see me". I did that and it took probably forty minutes . I then walked around fetched and got everyone together. At the time the fire fighter I gave the radio to was still working till ten in the morning. He was still being used in the Command Unit and so we had to wait a bit of time for him to finish and we were not going to pull him away from his duties. The Salvation Army van came by and so I had something to eat, coffee and stuff

We then went to the Command Unit to tell them and they were informed we had to go via PADDINGTON station on the way home and do our notes. At about 10:00hours we all got in the truck and drove to PADDINGTON Station, on the way following my asking no one could remember what the building was called. At about 10:30hours we arrived at PADDINGTON Station where we all did our notes, and on completion of notes some of my Crew received counselling, but I did not. The notes I made are shown as My exhibit NA/4 refers. We then returned to ACTON, I was so knackered and just got taxi back to CHELSEA, this was probably about two in the afternoon. As we were starting duty at eight the next morning I stayed and slept at CHELSEA.

At no time did I wear a Breathing Apparatus set (BA) whilst at the incident and I am also extended Duration Breathing Apparatus wearer.

Definitions

1. Roll call in when the watch meet at the star of the shift, and the officer in charge details operational roles for that shift. i.e. BA wearer, along with house hold duties such as Watch room duties. Etc.
2. SDBA is standard duration breathing apparatus. This constants of a cylinder containing compressed air to 300 Bar, and will last for approximately 31 minutes whilst worn operationally.
3. A Tip Sheet is call slip that prints on the station printer giving the information of the incident, location etc. when the appliance is mobilized

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4.FSG Fire survival guidance is a procedure that the brigade has in place to pass information on location from members of the public to firefighters when they feel unable to leave the building due to fire or smoke. This guidance also allows Control staff to give advice over the phone to the public.

5. A BA (Breathing Apparatus) team is a team usually of 2 persons wearing breathing apparatus. This team was then under the supervision of the Bridgehead sector commander and the entry control officer whilst undertaking rescue's/Firefighting.

6. The Command Units(CU) function is overall to assist the incident commander, provide guidance and support, process and receive message, and act as a central point/contact point for the incident. At this time the command unit was still in the process of setting up, and was not fully established as the point of contact. I passed the FSG messages onto the CU watch manager, and then relayed the message again onto the incident commander.

7. A Bridgehead (BH) is a forward control point where a manager assumes control over the persons at the Bridgehead. The BH is usually 2 floors below the fire floor, and is set up here to enable crew to conserve air.

8. (NRB) is a Nominal Roll board, and has the details of the Firefighters riding that particular appliance. The NRB is handed into the CU, and can be used as a roll call to account for all the persons on the fire ground.

9.The monitor is just a big jack that is put on the floor, it can be left alone and shoots water back up. It is a kind of nozzle that sends a jet of water up to 9 or 10 floors.

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