

was still being briefed at the same time by LFF Hume he and FF Ford showed extreme dedication and commitment to the incident. At no time did we stop operations to TALK it was all hands on and very to the point. I had no problem with any of this at all and in fact appreciated the commitment shown.

Both of the crew from the HP worked continuously and without regard to themselves. The thought of the danger they were in was never mentioned just the need to get the job done. The image of this incident will remain with me I am sure for some time as in twenty years I have not experienced any thing like this. I asked for information regarding the number of casualties that needed to be rescued and also organized with the assistance of my crews the removal of the remaining casualties. I could not have performed at this incident without this information being passed to me and the assistance that was offered was fantastic under the most extreme conditions. Both Crew from the HP looked exhausted and shocked at what they were confronted with and had achieved.

There was one man left on the bus that I thought was savable. I instructed my crew to bring the Holmatro and first aid equipment to the bus to assist with the removal of this person. It soon became apparent that we could manually move the debris that was around him and would not require the Holmatro. I then instructed my crew to leave the Holmatro and come as quickly as possible to assist with the removal of this last casualty. Using a table that had come from the BMA building as a stretcher this was placed along side the nearside of the bus and parallel to its side. The crew supported the table ready for the removal of the casualty. FF Hart and myself entered the Bus through the middle doors and made our way to the rear of the bus under the damaged upper deck to assist with the removal of the last casualty. The two crew from Soho's HP assisted with the removal of this last casualty by lifting him under the arms from inside the rear of the bus. The casualty was then passed to the crew with the table used as a stretcher. I had first hand experience of the utter carnage inside the bus and the conditions that the two HP crew had been working in don't be fooled it was horrendous people don't like to acknowledge what they have achieved but I witnessed it first hand. The commitment shown by all of the crews at this incident have made me very proud. After activities on the bus had ended work was then carried out in the courtyard of the BMA Building. The sad thing about this was that after all the walking wounded had gone we were left with the more seriously wounded casualties and again this was not pleasant I asked the HP crew to assist my crews and administer first aid which again was undertaken with out complaint.

LFF Drew was in charge of the triage area in the BMA building and was responsible for the command and control of this area. I had effectively sectorised the incident by this time. I was satisfied that the triage area was behind substantial cover and could continue to be used as the triage area at this time as we still did not know if secondary devices were a threat. I had instructed all crews to remain in the courtyard of the BMA Building and not to leave that area with out my permission due to the nature of the incident. Secondary devices were suspected later in the incident and controlled explosions were carried out. I had informed LFF Drew that this was about to happen and ensured crew safety at all times.

My crews were left with the task of removing dead casualties from the scene at the request of the Police and Ambulance service. They assisted with the First Aid treatment of casualties in the BMA Courtyard and had hands on experience with a number of walking wounded.

I would like to make special mention to the actions of LFF Drew (48192 D) this was his first major incident as a Crew Commander having only recently finished his Crew Commanders Course at Southwark. He was posted to Holloway Blue Watch on the 12/06/05. His actions and support were a credit to himself at all times he maintained a professional approach under extreme pressure and conditions. I was extremely impressed with his abilities as a Junior Officer. His assistance was even more noteworthy having been at the station and in Post for less than one month.

FF Cooper (49736 A) completed his phase one Firefighter Development Record and was posted to Holloway Blue Watch on 26/10/04. I am pleased to acknowledge his commitment at this incident again this was a special acknowledgement as this was an unusual incident and a very serious one for a Firefighter to attend with such short time in service.

FF Marangos (49768K) completed his phase one Firefighter Development Record and was posted to Holloway Blue Watch on 03/05/05. I am pleased to acknowledge his commitment at this incident again this was a special acknowledgement as this was an unusual incident and a very serious one for a Firefighter to attend with such short time in service.

After all this the most important thing is that with out the actions taken by the Crews some of the people on that bus would not be alive today.