

The Thames Ironworks A History Of East London Industrial And Sporting Heritage

Goal! covers the history of the beautiful game from its origins in English public schools in the early 19th century to its current role as a crucial element of a globalized entertainment industry. The authors explain how football transformed from a sport at elite boarding schools in England to become a pastime popular with the working classes, enabling factories such as the Thames Iron Works and the Woolwich Arsenal to give birth to the teams that would become the Premier League mainstays known as West Ham United and Arsenal. They also explore how the age of amateur soccer ended and, with the advent of professionalism, how football became a sport dominated by big clubs with big money and with an international audience.

The Thames Gateway plan is the largest and most complex project of urban regeneration ever undertaken in the United Kingdom. This book provides a comprehensive overview and critique of the Thames Gateway plan, but at the same time it uses the plan as a lens through which to look at a series of important questions of social theory, urban policy and governmental practice. It examines the impact of urban planning and demographic change on East London's material and social environment, including new forms of ethnic gentrification, the development of the eastern hinterlands, shifting patterns of migration between city and country, the role of new policies in regulating housing provision and the attempt to create new cultural hubs downriver. It also looks at issues of governance and accountability, the tension between public and private interests, and the immediate and longer term prospects for the Thames Gateway project both in relation to the 'Olympics effect' and the growth of new forms of regionalism.

The artillery brigades and ammunition column that served the 39th Division were raised through the efforts of the Mayor and Borough Council of Deptford between May and August 1915; the brigades were numbered 174, 179, 184 and 186. The opening chapter describes in some detail the circumstances under which they were formed. The division went to France at the beginning of March 1916 and remained on the Western Front for the rest of the war. The first part of the book provides a brief account of the artillery's battle experiences on the Somme (Beaumont Hamel, Thiepval and the Schwaben Redoubt); in the Salient through 1917; in the great retreat following the German March offensive, and finally in the Advance to Victory. In all their casualties amounted to some 1760 out of a divisional total of 27,869. The greater and more significant part of the book (sixty percent), is taken up with very informative appendices, which include: a table detailing the order of battle of the divisional artillery; the nominal roll of officers who served in it, in alphabetical order; casualties to officers and casualties to men, giving nature of casualty, i.e. killed, wounded etc. For some reason the date of casualty is given for the men (who are listed by unit, in chronological order) but not for the officers, who are not listed in any apparent order. Finally there is a list of Honours and Awards.

This title was first published in 2000. 'Little better documented than King Arthur or Robin Hood' complained one historian in 1998 describing the lack of information on Thames shipbuilding. This study of iron shipbuilding on the capital's river fills this noticeable gap. A.J. Arnold examines the initial domination of the iron shipbuilding trade

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by Thames firms from the launch of the first iron vessel on the river in 1832 to the end of serious Thames-side shipbuilding in 1915. For the first time, the factors that caused the industry's demise are explored fully, together with an analysis of the effect it had on its locality. Extending existing series of data, the book includes information on annual shipbuilding tonnage and the number of vessels constructed, and further looks at tonnage built for foreign citizens, companies and navies, and for the British Admiralty. This broader and deeper statistical survey is supplemented with less systematic documentation such as memorabilia and business records to arrive at the most complete picture yet of a once pre-eminent British industry. A.J. Arnold is Professor of Accounting and Business History at the University of Essex.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 32. Chapters: Deptford, Rotherhithe, SS Great Eastern, Thames Ironworks and Shipbuilding Company, Convoys Wharf, Yarrow Shipbuilders, John Scott Russell, William Fairbairn, Blackwall Yard, Alfred Yarrow, Blackwall Frigate, Samuda Brothers, North Woolwich, John I. Thornycroft & Company, Woolwich Dockyard, South Dock, Rotherhithe, David Napier, Orchard House Yard.

Excerpt: Deptford () is a district of south London, England, located on the south bank of the River Thames. It is named after a ford of the River Ravensbourne, and from the mid 16th century to the late 19th was home to Deptford Dockyard, the first of the Royal Dockyards. This was a major shipbuilding dock and attracted Peter the Great to come and study shipbuilding. Deptford and the docks are associated with the knighting of Sir Francis Drake by Queen Elizabeth I aboard the Golden Hind, the legend of Sir Walter Raleigh laying down his cape for Elizabeth, Captain James Cook's third voyage aboard Resolution, and the mysterious murder of Christopher Marlowe in a house along Deptford Strand. Though Deptford began as two small communities, one at the ford, and the other a fishing village on The Thames, Deptford's history and population has been mainly associated with the docks established by Henry VIII. The two communities grew together and flourished while the docks were the main administrative centre of the British Navy, and a few grand houses like Sayes Court, home to diarist John Evelyn, and Stone House on Lewisham Way were erected. The area declined as first the Royal Navy moved out, and then the commercial docks themselves declined until the last dock, Convoys Wharf, closed in 2000. A Metropolitan Borough of Deptford was formed in 1900; then, in 1965, the area became part of the newly created London Borough of Lewisham to which it still belongs. Deptford began life...

An extraordinary account of one woman's single-minded campaign to restore a Victorian steamship to her former glory and make her an Andean attraction Here is a vivid account of Meriel Larken's incredible quest to restore the Yavari steamship against the odds—a ship that is now celebrating its 150 year anniversary in 2012. In 1862 the English-built Yavari was taken to bits and shipped to South America. In an epic logistical feat it was carried in thousands of pieces, by mule, up the Andes to Lake Titicaca, 12,500 feet above sea level, the world's highest navigable waterway. She was reconstructed and for more than a century plied her trade up and down the lake, but by 1985 she was a sad rotting hulk—until she was found by Larken, who led the quest to project to restore and preserve the ship. The oldest single screw iron passenger ship in the world, this nautical and engineering jewel is now a major Peruvian tourist attraction. From professional team sports to international events such as the Olympics and Tour

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de France, the modern sports industry continues to attract a large number of spectators and participants. This book, edited by Richard Pomfret and John K. Wilson analyzes the economic evolution of sports over the last 150 years, from a pastime activity to a big business enterprise. It begins at a time when entrepreneurs and players first started making money from professional sports leagues, through to the impact of radio and TV in the twentieth century, and onto the present day.

Hidden History uniquely exposes those responsible for the First World War. It reveals how accounts of the war's origins have been deliberately falsified to conceal the guilt of the secret cabal of very rich and powerful men in London responsible for the most heinous crime perpetrated on humanity. For ten years, they plotted the destruction of Germany as the first stage of their plan to take control of the world. The assassination of Archduke Franz Ferdinand was no chance happening. It lit a fuse that had been carefully set through a chain of command stretching from Sarajevo through Belgrade and St Petersburg to that cabal in London. Our understanding of these events has been firmly trapped in a web of falsehood and duplicity carefully constructed by the victors at Versailles in 1919 and maintained by compliant historians ever since. The official version is fatally flawed, warped by the volume of evidence they destroyed or concealed from public view. Hidden History poses a tantalising challenge. The authors ask only that you examine the evidence they lay before you . . .

The genesis of West Ham United Football Club is probably the most fascinating of any professional side. The team that would become the pride of East London and pioneers of the modern game first came into the world as Thames Ironworks. Its players were the tough hammer-men who burnt and beat rivets into some of the greatest ships ever built, including the mighty HMS Warrior, a seagoing war-machine, which was, like the company that built it and its football club, ahead of its time. This is a tale of how philanthropy, religious beliefs, Corinthian ethics, entrepreneurial enterprise and the enthusiasm of working people for a game made a sporting institution that would come to embody the culture and history of the Docklands.

HMS Thunderer was the third Orion class battleship, one of the Super Dreadnoughts built to counter German naval expansion, and was laid down one hundred years ago in April 1910. At 22,200 tons she was the largest ship ever built on the Thames but she was to be responsible for the bankruptcy of her builders, the Thames Iron Works. The author's 1/96 scale museum-quality model of this ship reflects the massive engineering of the prototype and brings to life the power and potency of the Super Dreadnoughts. Every aspect of the building is covered, from the hull to wireless equipment, and all the different techniques required to bring a complex model battleship to completion are clearly explained, including casting in metal and GRP, silver brazing, soft soldering, metal fabrication in steel, brass, copper, aluminium and pewter, and lathe turning and milling operations for the production of guns and propellers. The author also covers the contemporary American battleship, USS Texas, the only remaining ship of that type and era, and an inspiration for any modeller setting out to tackle this subject. Not just a superb 'how to' manual, the book is also an eloquent testimony to the skills of the designers and the original builders as well as a wonderful evocation of the great ships that fought at the battle of Jutland. WILLIAM MOWLL has been building large-scale ship models for more than twenty-five years. His interest is focussed on the iron ships of the nineteenth and early twentieth centuries and he has completed superb models of SS Great Britain and HMS Warrior, both on display at the sites where the prototypes were built.

Since 1750, the world has become ever more connected, with processes of production and destruction no longer limited by land- or water-based modes of transport and communication. Volume 7 of the Cambridge World History series, divided into two books, offers a variety of angles of vision on the increasingly interconnected history of humankind. The second book questions the extent to which the transformations of the modern world have been shared,

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focusing on social developments such as urbanization, migration, and changes in family and sexuality; cultural connections through religion, science, music, and sport; ligaments of globalization including rubber, drugs, and the automobile; and moments of particular importance from the Atlantic Revolutions to 1989.

Looking at the history of sand dredgers and the dredging industry of the Bristol Channel. The time is ripe for this darkly humorous guide to the unofficial history of West Ham United football club. "Oh, East London is wonderful!" Never has there been such an optimistic chant, for it flies in the face of much of the evidence. From the awful deprivation of the 19th century, through the battles of the working classes to achieve a decent standard of living for their families; the devastation of the Blitz; the violence of London's underworld; the decline of the once-booming Docks. Throughout it all there stood that colossus of East End life - the thing of beauty that is West Ham United. At the heart of the community for over a century, the Hammers have endured more heartache than most teams. From their humble Thames Ironworks roots, through to the glorious flowing football of the Greenwood era, and the emergence of three of England's greatest-ever footballers, the Holy Trinity that were Moore, Hurst and Peters. The legends continued through the decades: Brooking, Bonds, Di Canio, but there was also the turbulence of the Redknapp era, and the ominous entity known as 'the Inter-City Firm', one of the most notorious football hooligan crews Britain has ever known. With the passion only an ardent fan can bring, David Weeks guides you through the Hammers fascinating history.

On 1 April 1972 West Ham United made sporting history by becoming the first club from the highest echelon of English football to field three black players in League competition. What seems commonplace now was unheard of at the time. Their manager, Ron Greenwood, picked: Clive Charles (born in Canning Town, just a few miles from the Hammers' Upton Park home); Ade Coker (from Nigeria); and Clyde Best, who had made his way to London's Docklands from Bermuda. Together, these three players smashed a social barrier playing for this most romantic and enigmatic of clubs. *East End Heroes, Stateside Kings* tells of the origins of these players, that fateful day in '72 and their lives over the following 30 years as they became pioneering figures in the success of the North American Soccer League. After being named by Pele in the all-time greatest NASL team, Charles managed the leading College side Portland Timbers, guided the American Women to World Cup glory and achieved historic results in Olympic competition with the US Under-23s. Coker was another leading light in the modern American game and represented the USA at international level, overcoming devastating injury problems. Best grew to be a legend in the NASL and, along with Charles, was one of only four former West Ham players to manage at international level when he took over the Bermudian national side. He has recently been awarded an MBE. Painstakingly researched and including a foreword and interview with Kenny Lynch, one of Britain's best-loved entertainers and lifelong West Ham fan, this book tells the story of three young black men who genuinely broke the mould.

This book tells the fascinating story of West Ham United Football Club during the First World War, charting the relationship between war and football by following the pursuits of West Ham from 1913/14 to 1918/19. In many ways, it was their success in wartime competitions that led to them being accepted into the Football League in 1919, paving the way for subsequent FA Cup and League success. As well as a football story, this book is about the impact of the war on Britain. It documents the social implications of war on Londoners and the social and political influence of football, the armed forces and civilians alike. Looking closely at the 13th Service Battalion, also known as the 'West Ham Pals', the book

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includes such players as George Kay, Ted Hufton, and their manager and coach, Syd King and Charlie Paynter respectively.

The huge word-of-mouth bestseller – completely updated for 2019 THE LONDON THAT TOURISTS DON'T SEE Look beyond Big Ben and past the skyscrapers of the Square Mile, and you will find another London. This is the land of long-forgotten tube stations, burnt-out mansions and gently decaying factories. Welcome to DERELICT LONDON: a realm whose secrets are all around us, visible to anyone who cares to look . . . Paul Talling – our best-loved investigator of London's underbelly – has spent over fifteen years uncovering the stories of this hidden world. Now, he brings together 100 of his favourite abandoned places from across the capital: many of them more magnificent, more beautiful and more evocative than you can imagine. Covering everything from the overgrown stands of Leyton Stadium to the windswept alleys of the Aylesbury Estate, DERELICT LONDON reveals a side of the city you never knew existed. It will change the way you see London.

PRAISE FOR THE DERELICT LONDON PROJECT 'Fascinating images showing some of London's eeriest derelict sites show another side to the busy, built-up capital.' Daily Mail 'Talling has managed to show another side to the capital, one of abandoned buildings that somehow retain a sense of beauty.' Metro 'Excellent . . . As much as it is an inadvertent vision of how London might look after a catastrophe, DERELICT LONDON is valuable as a document of the one going on right in front of us.' New Statesman 'From the iconic empty shell of Battersea Power Station to the buried 'ghost' stations of the London Underground, the city is peppered with decaying buildings. Paul Talling knows these places better than anyone in the capital.' Daily Express '[London has an] unusual (and deplorable) number of abandoned buildings. Paul Talling's surprise bestseller, DERELICT LONDON, is their shabby Pevsner.' Daily Telegraph

Located in the heart of London's East End the Thames Ironworks might be described as characteristic of the industrial and social landscape of the Victorian era. This successful enterprise, under the respected Hills family, undertook projects in civil engineering, electrical engineering, shipping and motoring. But as well as providing employment, the ironworks was also central to the social lives of its workers. Its football team, founded by Arnold Hills in 1895, was destined to become world-famous as West Ham United. Author Brian Belton explores how the Victorian values of commercialism, religion, philanthropy and patriarchy that made this giant of industry a success were inextricably linked with a sense of fair play, competitive spirit and the growth of football as a national obsession. Peppered with the songs and memories of a treasured cockney region, this is an entertaining portrait of ships, industry, sport and, most of all, the people of the Docklands communities that relied on the Ironworks for their daily bread.

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History Press

Jubilee Line Extension from concept to completion should appeal to everyone who is interested in major transportation projects and in learning how the JLE Project was able to deliver a major urban infrastructure project with the minimum of environmental disturbance and an exemplary safety record.

"Essex scribe and literary Hammer Pete May writes with humour and eloquence about the most turbulent year of change at the Boleyn since Ken's Café got a tub of Flora." Phill Jupitus West Ham's final season at the Boleyn Ground was always going to be memorable. It featured a new manager in Slaven Bilic, the arrival of a French magician called Dimitri Payet and away wins at Arsenal, Liverpool and Man City - not to mention an unexpected tilt at the top four and an epic last game at the Boleyn against Man United. But a new beginning is around the corner and, as he and his fellow Hammers prepare to swap the gritty East End streets of E13 for the shiny shopping centres of Stratford, lifelong supporter Pete May reflects on the special place the Boleyn Ground has occupied in the hearts of generations of Irons fans. Whether it's the infamous chants of the Bobby Moore Stand, the pre-match fry-ups at Ken's Café or the joys of sticky carpets, rubbish ale and blokes singing on pool tables in the pubs around Upton Park, Pete's memories are sure to resonate with legions of the claret-and-blue army as they say farewell to the Boleyn and enter a new era at the London Stadium.

The River Thames has been integral to the prosperity of London since Roman times. Explorers sailed away on voyages of discovery to distant lands. Colonies were established and a great empire grew. Funding their ships and cargoes helped make the City of London into the world's leading financial center. In the 19th century a vast network of docks was created for ever-larger ships, behind high, prison-like walls that kept them secret from all those who did not toil within. Sail made way for steam as goods were dispatched to every corner of the world. In the 19th century London was the world's greatest port city. In the Second World War the Port of London became Hitler's prime target. It paid a heavy price but soon recovered. Yet by the end of the 20th century the docks had been transformed into Docklands, a new financial center. The History of the Port of London: A Vast Emporium of Nations is the fascinating story of the rise and fall and revival of the commercial river. The only book to tell the whole story and bring it right up to date, it charts the foundation, growth and evolution of the port and explains why for centuries it has been so important to Britain's prosperity. This book will appeal to those interested in London's history, maritime and industrial heritage, the Docklands and East End of London, and the River Thames.

This book deals with the civil engineering heritage of the capital and Thames Valley. The development of London has attracted the design and construction skills of a range of eminent civil engineers and contractors. The work of Sir Marc and I K Brunel, the Rennie family, Robert Stephenson, William Cubitt, Sir Joseph Bazalgette, and many others is included. The books in this series have all been designed specifically as guide books for exploring these landmarks, and provide the reader with a ticket into Britain's engineering history.

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This is a comprehensive account of a decisive epoch in England's economic development by a leading economic historian. 'Works of economic history often get bogged down in figures - so many machines, so much unemployment, often, too, they are histories of technology, not of economic organization. Professor Ashworth goes to the opposite extreme in a most praiseworthy way: his book is actually good to read. Though there are tables of statistics (eleven of them), the book is an essay in interpretation, not an encyclopedia; it enriches our understanding rather than adding to our knowledge.' A.J.P. Taylor. This classic book was first published in 1960.

Following on from *War Hammers: The Story of West Ham United During the First World War*, *War Hammers II* looks at the achievements and developments of the Upton Park heroes throughout the Second World War. West Ham United was forced to adapt in the dark days of the 1940s, building the outlook and approach that would eventually give rise to the club's most successful period, and establishing a culture of style and support that is still present today. Exploring the power, politics and intrigue of wartime football, a detailed account is given of the Irons' 1940 War Cup victory and of those who played for the club between 1939 and 1945. Author Brian Belton includes huge global events and many local incidents within the context of the club's history, to create a book that is sure to fascinate and entertain football fans and historians alike.

The field of business history has changed and grown dramatically over the last few years. There is less interest in the traditional 'company-centred' approach and more concern about the wider business context. With the growth of multi-national corporations in the 1980s, international and inter-firm comparisons have gained in importance. In addition, there has been a move towards improving links with mainstream economic, financial and social history through techniques and outlook. The *International Bibliography of Business History* brings all of the strands together and provides the user with a comprehensive guide to the literature in the field. The *Bibliography* is a unique volume which covers the depth and breadth of research in business history. This exhaustive volume has been compiled by a team of subject specialists from around the world under the editorship of three prestigious business historians.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 56. Chapters: History of West Ham United F.C., Millwall F.C. and West Ham United F.C. rivalry, List of West Ham United F.C. players, The Academy of Football, Thames Ironworks F.C., List of Thames Ironworks F.C. records and statistics, Olympic Stadium, Boleyn Ground, I'm Forever Blowing Bubbles, List of West Ham United F.C. seasons, Green Street, World Cup Sculpture, West Ham United L.F.C., List of West Ham United F.C. records and statistics, West Ham United F.C. Reserves and Academy, Old Castle Swifts F.C., Whistle, The Firm, New West Ham Stadium, Baltimore Bays, Inter City Firm, Memorial Grounds, Hermit Road, Browning Road. Excerpt: West Ham United Football Club are based in Upton Park, Newham, east London and have played their home matches at the 35,647 capacity Boleyn Ground stadium since 1904. The club's formative roots stretch back to their formation as a professional side in 1900, but existed for at least five years prior to this under the name Thames Ironworks F.C. who themselves were built upon the remains of Old Castle Swifts F.C. (a club formed in 1892). They initially competed in the London League (Winners 1897-98) later joining the Southern League (Division 2 Champions 1898-99) and Western League (Western League Champions in 1907-08) before joining the full Football League in 1919. They enjoyed their first top flight season in 1923 and have never fallen outside the top two divisions. They have won the FA Cup three times: in 1964, 1975 and 1980 (runners up 1923, 2006), and also captured the now defunct Cup Winners Cup in 1965 (runners up 10 years later) and the Intertoto Cup in 1999. They also won the first War Cup in 1940. Their best finish in the top flight was a third place finish in 1986. They have been runners up twice in the Football League Cup (1966 and 1981) and shared the 1964 Charity Shield They were...

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In 1912 Noel Methley published his comprehensive and well informed book about the history and work of life-boats. It describes the circumstances under which life-boats were invented and the establishing of a global Live-Saving-Service, the construction and equipment of life-boats, their different owners and conveyers, and their special characteristics and their usage all over the world. The focus lies on the system of life-boats in Great Britain, but readers also gain a lot of information about the development of marine life-saving work in the USA, Germany, the Netherlands, Belgium, Denmark, Scandinavia Russia, France, Spain, Portugal, and in the British colonies. Reprint of the original edition with many illustrations.

This highly detailed and well-illustrated single-volume work documents the evolution of warfare across history through weaponry and technological change. • Contains more than 260 entries of weapons and technological changes • Features 25 sidebars that provide interesting insights as to the employment of the weapons and changes • Appropriate for students in high school, college, and military academies as well as general readers interested in the history of weaponry • Provides a bibliography and index

A comprehensive encyclopedia on all aspects of the production, consumption, and social impact of alcohol. * 500 A-Z entries on the production and use of the principal alcoholic beverages, cultural representations, temperance movements, research, treatment, and forms of regulation and prohibition in the United States and around the world * Written by 170+ international scholars from the disciplines of history, anthropology, medicine, political science, cultural studies, and the law * A chronology of major events in the history of alcohol and its social response since the 18th century * Numerous drawings and illustrations such as historical photographs, vintage lithographs, posters, and product labels representing early advertising

In 1800 London was already the largest city in the world, and over the course of the next century its population grew rapidly, reaching over seven million by 1914. Historians have often depicted London after the Industrial Revolution as an industrial backwater that declined into the mass exploitation of labour through 'sweating', dominated by City and merchant interests. This book instead argues that London was a centre of nineteenth-century British economic growth. Modern economic theories of cities are used to explain the causes of metropolitan economic development, and emphasis is placed on the changing role of the metropolis within Britain and the wider world economy. Individual chapters comprehensively survey a wide variety of topics including: population and migration standards of living employment and industry changes in retailing and leisure social welfare and local government post and telecommunications. The evolution of London did not occur on purely free market terms - the supply of urban services is an important component of metropolitan history, particularly in the changing relationship between government and private endeavour. This fascinating history of a remarkable city will appeal to a wide audience from amateur to specialist interests in economics, history, urban studies and geography.

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This volume is a supplement to the Bibliography published in 1959. It lists printed books, pamphlets, and sale catalogues located in public libraries, local newspapers and periodicals, and articles published in a range of journals; it is mostly concerned with material published since the compilation of the original bibliography in the mid fifties, but it also includes earlier material which has since come to light; the section on newspapers is a complete revision and updating. Like the Bibliography of 1959 the Bibliography Supplement is divided into three parts: works on the county generally, on biography and family history, and on individual places and regions.

From Jewish clothing merchants to Bangladeshi curry houses, ancient docks to the 2012 Olympics, the area east of the City has always played a crucial role in London's history. The East End, as it has been known, was the home to Shakespeare's first theater and to the early stirrings of a mass labor movement; it has also traditionally been seen as a place of darkness and despair, where Jack the Ripper committed his gruesome murders, and cholera and poverty stalked the Victorian streets. In this beautifully illustrated history of this iconic district, John Marriott draws on twenty-five years of research into the subject to present an authoritative and endlessly fascinating account. With the aid of copious maps, archive prints and photographs, and the words of East Londoners from seventeenth-century silk weavers to Cockneys during the Blitz, he explores the relationship between the East End and the rest of London, and challenges many of the myths that surround the area.

Legendary West Ham manager John Lyall, who sadly died in 2006, is remembered with affection as one of the all-time great football managers by former colleagues and football fans alike. Lyall was widely regarded as man of great integrity and is credited with laying down the foundations of the footballing beliefs and values of today's West Ham United. This new in-depth biography documents Lyall's football career from West Ham groundstaff boy in 1955, through his playing debut, injury, and eventual steps into coaching and management under the watchful eye of Ron Greenwood. A much-loved and respected figure at Upton Park, Lyall had a lasting influence on the club's development and the team's style of play and during his time in charge, West Ham twice won the FA Cup. Later, when Lyall took over at Ipswich Town, he led the club to promotion to the inaugural Premier League in 1991/92. John Lyall – A Life in Football pays tribute to one of the most influential footballer managers of recent years and is a lasting legacy to a true gentleman and champion of the beautiful game.

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