UNDER	THE COMMISSIONS OF INQUIRY ACT 1908
IN THE MATTER OF	ROYAL COMMISSION OF INQUIRY INTO BUILDING FAILURE CAUSED BY CANTERBURY EARTHQUAKES KOMIHANA A TE KARAUNA HEI TIROTIRO I NGA WHARE I HORO I NGA RUWHENUA O WAITAHA
AND IN THE MATTER OF	THE CTV BUILDING COLLAPSE

STATEMENT OF EVIDENCE OF STEPHEN KISSELL IN RELATION TO THE CTV BUILDING

DATE OF HEARING: COMMENCING 25 JUNE 2012

STATEMENT OF EVIDENCE OF STEPHEN KISSELL IN RESPECT OF THE CTV BUILDING

Personal Background

1. My full name is Stephen John Kissell. I live in Russley, Christchurch. I am currently employed by Otis Elevator Company Ltd (Otis) as a Service Technician. My role involves providing safe lift shaft access. I have worked for Otis since 1 November, 2010.

Purpose of Evidence

2. I was asked to provide access to the lift at the CTV Building so that someone from Concrete Repair and Protection Ltd could inspect the lift shaft. I met with a person from that company (who I understand is Graeme Smith), around lunchtime on Friday, 18 February 2011. I have been asked to give evidence about this.

The CTV Building

3. My role was to provide access to the lift shaft and drive the lift up and down. To enable us to get on top of the lift, it was "crash stopped". This is when the lift is stopped and the doors opened while in motion using a unique tool, called a v-key. This enables access to the roof of the lift where it can then be driven up and down the shaft providing a view of the internal lift well, which consists of the three outer walls and a cross-section of the floors. The area I am referring to is marked on a plan of the North Core attached and marked **"A"**. **[BUI.MAD249.0033.29.SK]**

4. We gained access to the lift shaft at the top floor (Level 6) and we made our way down the shaft checking the internal walls between each of the levels. We performed this procedure on both lifts.

Cracking in the lift shaft

5. As Graeme noticed cracks he would point these out to me. I helped Graeme by pointing out some cracks to him too. When we found cracks I would stop the lift so Graeme could investigate further.

6. My recollection is that there were a number of horizontal and vertical cracks in the lift shaft. However, I cannot remember exactly how many or exactly whereabouts these were.

7. I accompany a lot of inspectors and none of the cracks I saw on this occasion caused me concern.

8. I have been told that Graeme has said that he saw two vertical cracks essentially running the length of the north wall of the lift shaft. I do vaguely recall Graeme pointing out these cracks to me but don't recall how extensive they were. Graeme was standing at the back of the lift (nearest the north wall) and I was at the front driving it so he would have had a better view of the walls.

Drag Bars

9. I have been shown a picture of part of a drag bar which remained attached to the wall of the lift well **[BUI.MAD249.0190.56, top right photo]** and asked whether I remember seeing any. I have also been shown a plan of the North Core and it has been explained to me where one might expect to see them. The areas pointed out to me are marked on the plan attached and marked **"A" [BUI.MAD249.0033.29.SK]**. I do not recall seeing any drag bars but they were not something I was looking out for.

Crack on Level 6

10. I noticed a crack in the foyer on Level 6. The location of this crack is marked on the plan attached and marked **"A" [BUI.MAD249.0033.29.SK]**. It was underneath the window on the eastern wall by the lift. It ran from under the windowsill diagonally towards the corner of the lift. Its width was approximately 3 millimetres, but it's hard to recall exactly how wide it would have been. I have seen a lot of damage in buildings but thought that this crack was serious because of its width and because it was on a diagonal. It appeared as though there wasn't a lot of strength in the wall which concerned me.

11. I have drawn a sketch of the crack that I saw. This is attached and marked **"B"**. The location of the crack and its dimensions is approximate only.

12. I cannot remember whether I pointed this crack out to Graeme or whether I discussed my concerns with him.

13. I have been shown two photographs by the Royal Commission. The first is of the lift lobby on the 2nd floor (Level 3) **[WIT.COATSWORTH.0001G.9]**. The second is taken in the lift lobby on the 5th floor (Level 6). **[WIT.COATSWORTH.0001F.7]**. If the layout of the foyer was the same on each floor, the window shown in the photograph of Level 3 is the same as the one I would have seen on Level 6. With

this being said, I can confirm that the crack I saw on Level 6 ran under this window in a downward, diagonal direction towards the lift. Unfortunately, the placement of the crack is out of shot in the photographs of Level 6. However, I can confirm that the crack I saw underneath the window was similar to, if not slightly worse, than the crack that can be seen running horizontally across the pillar in the photograph of Level 6.

14. I noticed various other minor cracks in the walls and columns on Level 6 but none that caused me any concern.

15. Graeme and I came straight into the lifts off Madras Street. We didn't get off at any other floor apart from Level 6.

Other inspections

16. This was the only occasion where Otis was asked to provide access to the lift shaft.

Signed: S.J. Kissell

Stephen John Kissell

Dated: 18/06/2012

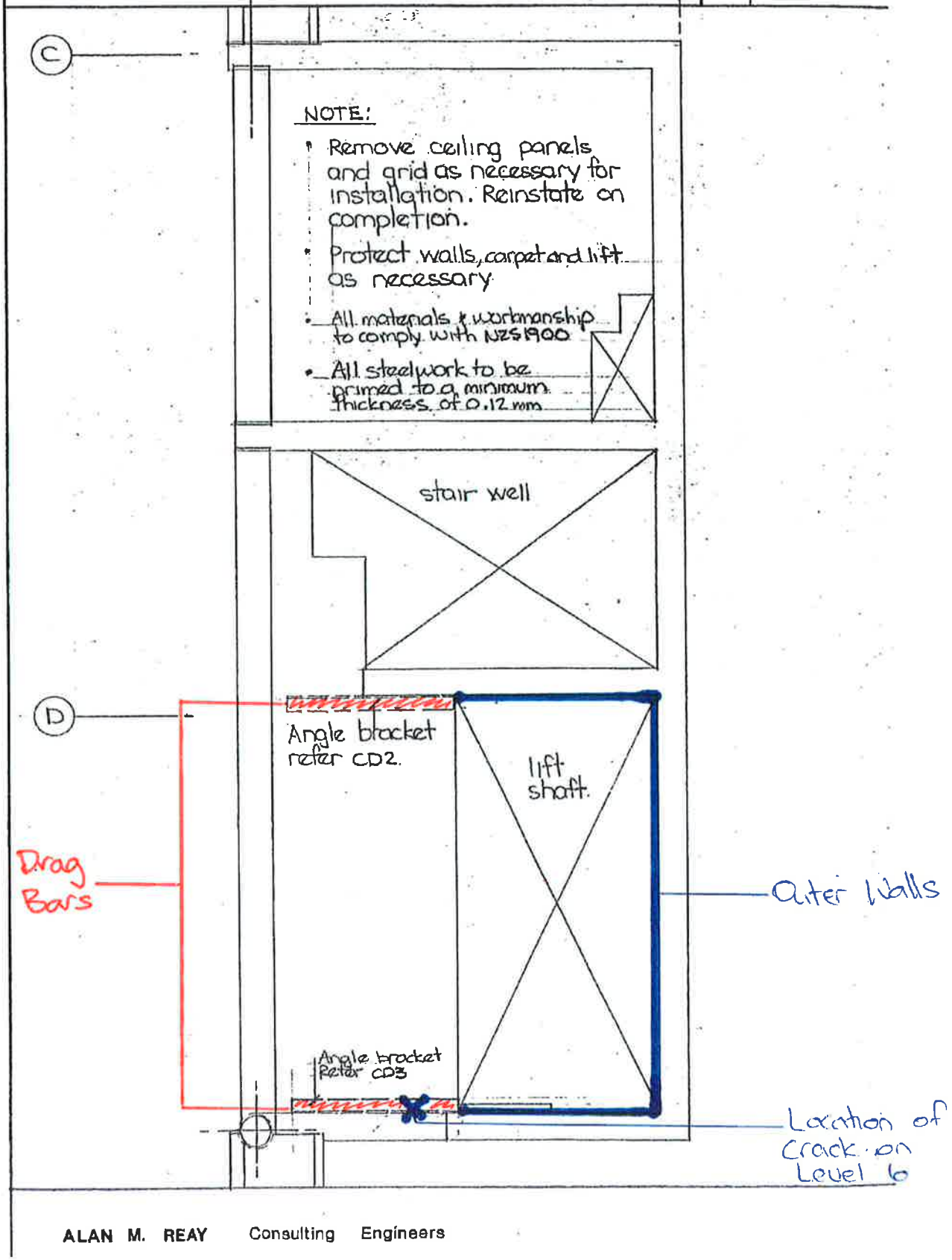
"A"

BUI MAD249.0033.29

PAGE	CD1
SECT	WALL TIES
FILE	3608
DATE	FEB 1990

CONSTRUCTION DETAILS

249 MADRAS STREET - LOCATION PLAN



ALAN M. REAY Consulting Engineers

"B"

Sketch of foyer on Level 6