

CLAIM INVESTIGATION
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CASE NO: 9730-01
Report Date: 10/29/02

ACCOUNT NO: 385
File Reference: W824304

REPORT ON:

Kennewick WA 99336
DOB: 2/28/62

Client:
Phone:
Type: W/C SPECIAL INVESTIGATION
Insured: Boise Cascade

Dates of Investigation: 9 to 17 October 2002

STATUS: Final Report.

CIRCUMSTANCES: Date of Injury: 10/8/02
Type of Injury: Fatality

PREVIOUS FILE: None since our acknowledgement to you dated 16 October 2002.

SUMMARY

This investigation details information obtained through an accident scene investigation initiated at Boise Paper Solutions – Wallula Mill, 31831 W. Highway 12, Wallula, Washington, 99363 on 9 October 2002 and continued through 15 October 2002, regarding a fatal accident that occurred on 8 October 2002, involving XXXXXX, a Boise employee. Between 9 and 15 October 2002, statements were obtained from 20 individuals, to include employees of Boise Cascade, Industria Service Corporation, Campbell Crane & Rigging Services, and Stebbins Engineering. Video and still photography was also obtained of the accident scene.

XXXXXX was fatally injured on Tuesday, 8 October 2002 at approximately 1530 hours, while acting as a “Hole Watch” on the Impregnator Vessel Maintenance Project. She was working with four other individuals, two of which were inside

the vessel, these being XXXX and XXXX. The other two individuals, XXXX and XXXX, were outside the vessel. Ms. XXXX's responsibility as Hole Watch was to watch the two employees in the vessel, as well as the two outside the vessel, and be able to call for help and get aid in the event of an emergency. As she was standing on a catwalk that was approximately 14'2" from ground level, she was struck by a piece of concrete that is believed to have come from the lid of the Kamyrr Blow Tank. The concrete piece was quadrilateral in shape and measured approximately 9 1/2" x 6 1/2" x 7" x 5", and is 5" in depth. From the information developed during the course of this investigation, it appears to have struck her on her hardhat, above the area of her right temple.

She was standing approximately 33 feet from the side of the Kamyrr Blow Tank at the time this occurred. The concrete piece fell vertically approximately 44 to 48 feet. The base of the Kamyrr Blow Tank Lid was 59'6" from ground level.

XXXXXX Sr. and XXXXXX XXXXX were standing on either side of her when she was struck. Walla Walla County Fire District #5 responded to the scene, as did Pasco Ambulance – Medic 81, due to the severity of her injuries. She was transported to Our Lady of Lourdes Health Center in Pasco, Washington. The Walla Walla coroner also responded due to the severity of Ms. XXXXXX's injuries.

At the time of the incident, the concrete lid of the Kamyrr Blow Tank was in the process of being removed by a general contracting company, Industra Service Corporation. Stebbins Engineering Corporation built the Kamyrr Blow Tank in the early 1980s.

Howard Reller works for Boise Cascade and is the Project Superintendent for the Kamyrr Blow Tank Lid Replacement Project. Prior to the project beginning, Mr. XXXX sent out an RFP to Industra Service Corporation and Stebbins Engineering Corporation for bids. Industra Service Corporation was awarded the project. Industra Service Corporation had three subcontractors working for them on this project, namely Campbell Crane & Rigging Service, Inc; Pro Cut Concrete Cutting, Inc; and Sunbelt Rentals, Inc. The project was initiated on Saturday, 5 October 2002. Campbell Crane provided a 210-ton crane and a crane operator; Pro Cut provided five or six employees that performed the cutting of the concrete on the lid; and Sunbelt Rentals erected the scaffolding for this project.

Still and video photography was obtained of the accident scene near and around the Kamyrr Blow Tank. In addition, various documents were secured from Boise Cascade. Evidence was secured during the investigation, the care and custody of which was given to XXXX, Human Resource Manager for Boise Paper Solutions, Wallula Mill on Monday, 14 October 2002 at approximately 1630 hours, at your request and direction. The evidence is being stored on site at the Wallula Mill, pursuant to your request.

Attempts have been made to contact XXXX in Missoula, Montana in order to obtain a statement, however to date, no response has been received. These attempts include phone calls and certified correspondence that was forwarded to him at his home address. The same correspondence was also sent via regular mail, but again, a response has yet to be received.

ACCIDENT SCENE INVESTIGATION

The undersigned arrived at the Boise Paper Solutions Wallula plant in Wallula, Washington at approximately 1410 hours on 9 October 2002. The undersigned's point of contact was XXXX, the Safety Director for Boise Cascade. For safety reasons, the undersigned had to be escorted by Ms. XXXX while walking throughout the plant. Ms. XXXXXX discussed evidence relating to the incident, specifically Ms. XXXX's hardhat and a large piece of concrete that had allegedly struck her. The piece of concrete was at this time in the possession of XXXX, a WISHA Investigator for the Department of Labor & Industries. Statements were subsequently secured from the two individuals who were standing next to Ms. XXXX at the time of the incident, after which Mr. XXXXXX arrived, at approximately 1630 hours, and the piece of concrete was placed into the undersigned's custody and control.

Please note that in regard to the piece of concrete that allegedly struck Ms. XXXXXX, Mr. XXXXXX instructed Ms. XXXXXX on the day of the incident to pick up the piece of concrete. She in turn had another Boise employee pick it up and place it in a plastic bag. At the time Mr. XXXXXX was given the piece of concrete, it was in one solid piece, inside a plastic bag. Upon returning it to Ms. XXXXXX, on Wednesday, 9 October 2002, at approximately 1630 hours, the concrete was still in the plastic bag but was in two pieces. Mr. XXXXXX advised Ms. XXXXXX and the undersigned that there had been a stress fracture in the concrete and that it broke into two pieces while he removed a sample from it.

At approximately 1710 hours, Ms. XXXXXX escorted the undersigned to the area of the Kamyrr Blow Tank and Impregnator Vessel. Video photography was obtained of the area at that time. In addition, a diagram of this area (the scene of the accident) has been completed and is attached hereto as **Attachment #1**.

SUMMARY OF ACCIDENT SCENE PHOTOGRAPHY:

On 10 and 11 October 2002, still photography was obtained of the scene. Still photography was additionally obtained of the Kamyrr Blow Tank lid by XXXX of Safety Training Services, Inc. utilizing the undersigned's camera equipment and also a Boise Cascade Sony Mavica Digital Camera. Video photography was also obtained of the area by the undersigned.

Additionally, on 10 October 2002, aerial still photography was obtained by XXXX Photographic Services, 7816 SE 13th Avenue, Portland, Oregon, 97202. XXXX was the photographer XXXX was the pilot, XXXX was the Scanner Operator, XXXX was technical, and XXXX did film processing and editing.

On 13 September 2002, still photography was obtained of the red-taped area, located around the perimeter of the tank of the Kamyr blow tank.

On 14 September 2002, still photography was obtained of the 16-foot piece of concrete, marked as evidence no. 5, as it was removed from the top of the Kamyr Blow Tank and at the time it was secured.

RECORDED STATEMENTS:

Between 9 and 15 October 2002, statements were obtained from 20 individuals, to include employees of Boise Cascade, Industria Service Corporation, Campbell Crane & Rigging Services, and Stebbins Engineering. Pursuant to your request, transcripts of these statements were completed and are attached as follows:

Pasco, Washington 99301
(509) XXXXXXXX
DOB 5/24/47 -- SSN

XXXX is an employee of Boise Cascade.
He was standing next to Ms. XXXXXX, at the Impregnator Vessel, at the time of the incident. His statement was obtained on Wednesday, 9 October 2002, a transcript of which is attached hereto as **Attachment #2**.

Pasco, Washington 99301
(509) XXX-XXXX
DOB 4/29/51 -- SSN

XXXX is an employee of Boise Cascade and was standing next to Ms. XXXXXX, at the Impregnator Vessel, at the time of the incident. His statement was obtained on Wednesday, 9 October 2002, a transcript of which is attached hereto as **Attachment #3**.

Burbank, Washington 99323
(509) XXX-XXXX
DOB 12/17/74 -- SSN

XXXX is a General Foreman for Industra Service Corporation. He was one of three Industra employees that were on top of the Kamyrr Blow Tank Lid when the incident occurred. His statement was obtained on Thursday, 10 October 2002, a transcript of which is attached hereto as **Attachment #4**.

Superior, Montana 59872
(406) XXX-XXXX
DOB 8/21/79 -- SSN

XXXX is a Rigger for Industra Service Corporation. He was one of three Industra employees that were on top of the Kamyrr Blow Tank Lid when the incident occurred. His statement was obtained on Thursday, 10 October 2002, a transcript of which is attached hereto as **Attachment #5**.

Burbank, Washington 99323
DOB 3/17/73 -- SSN

XXXX is a Pulp Utility employee of Boise Cascade. At the time of the incident, he was at ground level, standing underneath Ms. XXXXXX. His statement was obtained on Friday, 11 October 2002, a transcript of which is attached hereto as **Attachment #6**.

Kennewick, Washington 99336
DOB 9/21/74 -- SSN

XXXX is a Laborer for Boise Cascade. At the time of the incident, he was at ground level, standing underneath Ms. XXXXXX. His statement was obtained on Friday, 11 October 2002, a transcript of which is attached hereto as **Attachment #7**.

Vancouver, Washington 98683
(360) XXX-XXXX
DOB 9/23/55 -- SSN

XXXX is a Crane Operator for Campbell Crane & Rigging Services, Inc. He was operating the crane at the time of the incident. His statement was obtained on Friday, 11 October 2002, a transcript of which is attached hereto as **Attachment #8**.

Walla Walla, Washington 99362
(509) XXX-XXXX
DOB 10/22/52 -- SSN

XXXX is the Project Engineer on the Kamyrr Blow Tank Lid Project for Boise Cascade. His statement was obtained on Saturday, 12 October 2002, a transcript of which is attached hereto as **Attachment #9**.

Pasco, Washington 99301
(509) XXX-XXXX
DOB 10/22/61 -- SSN

XXXX is the Engineering Superintendent for Boise Cascade. His statement was obtained on Saturday, 12 October 2002, a transcript of which is attached hereto as **Attachment #10**.

Burbank, Washington 99323
(509) XXX-XXXX

XXXX is the owner of Safety Training Services, Inc. He is subcontracted through QBM Management of Boise, Idaho as a Safety Consultant for Boise Cascade. His statement was obtained on Saturday, 12 October 2002, a transcript of which is attached hereto as **Attachment #11**.

Burbank, Washington 99323
(509) XXX-XXXX
DOB 6/18/58 -- SSN

XXXX is the Maintenance Supervisor for Boise Cascade. He was the supervisor in charge of the Impregnator Vessel work that was being performed by Ms. XXXXXX at the time of the incident. His statement was obtained on Saturday, 12 October 2002, a transcript of which is attached hereto as **Attachment #12**.

Portland, Oregon 97230
(503) XXX-XXXX
DOB 9/7/45 -- SSN

XXXX is the Safety Manager for Industria Service Corporation. His statement was obtained on Sunday, 13 October 2002, a transcript of which is attached hereto as **Attachment #13**.

Kennewick, Washington 99337
(509) XXX-XXXX

DOB 9/21/66 -- SSN

XXXX is the Occupational Health Nurse for Boise Cascade. She responded when the incident occurred and administered CPR to Ms. XXXXXX. Her statement was obtained on Sunday, 13 October 2002, a transcript of which is attached hereto as **Attachment #14.**

Brush Prairie, Washington 98606

(360) XXX-XXXX

DOB 10/11/55 -- SSN

XXXX is the Division Manager for Industra Service Corporation. He was on site at the time of the incident and states that XXXX was the Superintendent on the Kamyr Blow Tank Lid replacement Project for Industra. His statement was obtained on Sunday, 13 October 2002, a transcript of which is attached hereto as **Attachment #15.**

Vancouver, Washington 98682

(360) XXX-XXXX

DOB 2/9/52 -- SSN

XXXX's job title is Sales/Superintendent for Stebbins Engineering Corp., 363 Eastern Blvd., Watertown, New York, 13601, (315) 782-3000. This company originally built the Kamyr Blow Tank and also submitted a bid for the Kamyr Blow Tank Lid Replacement Project. His statement was obtained on Sunday, 13 October 2002, a transcript of which is attached hereto as **Attachment #16.**

Kennewick, Washington 99336

(509) XXX-XXXX

DOB 12/24/53 -- SSN

XXXX is a Crane Operator for Boise Cascade. His statement was obtained on Sunday, 13 October 2002, a transcript of which is attached hereto as **Attachment #17.**

Richland, Washington 99352

(509) XXX-XXXX

DOB 6/9/51 -- SSN

XXXXXX is the Safety Director for Boise Cascade. She responded when the incident occurred and also was the point of contact for the Department of Labor and Industries WISHA Investigators. Her statement was obtained on Sunday, 13

October 2002, a transcript of which is attached hereto as **Attachment #18**.

Kennewick, Washington 99336
(509) XXX-XXXX
DOB 5/30/43 -- SSN

XXXX works in the PRO1 room at Boise Cascade. His statement was obtained on Monday, 14 October 2002, a transcript of which is attached hereto as **Attachment #19**.

Walla Walla, Washington 99362
(509) XXX-XXXX
DOB 4/14/52 -- SSN

XXXX is the Pulp Mill Day Supervisor for Boise Cascade. He was in attendance at the three o'clock meeting that took place on 8 October 2002, along with XXXX, at which time Mr. XXXX expressed his concerns about safety, in regard to the next pick that was to be done. His statement was obtained on Monday, 14 October 2002, a transcript of which is attached hereto as **Attachment #20**.

Show Low, Arizona 85901
(928) XXX-XXXX
DOB 6/1/65 -- SSN

XXXX is a Rigger for Industria Service Corporation and was one of three Industria employees on top of the Kamyrr Blow Tank Lid when the incident occurred. He was in radio communication with the crane operator, Ricky Moultrie, at the time of the incident. His statement was obtained on Tuesday, 15 October 2002, a transcript of which is attached hereto as **Attachment #21**.

EVIDENCE:

The following evidence was taken into the control and custody of the undersigned as follows: Items 1 through 3 were received and secured by the undersigned, from XXXXXX, on Tuesday, 9 October 2002 at approximately 1630 hours. Items 4 through 6 were received by the undersigned and secured on Monday, 14 October 2002 at approximately 0300 hours, upon their removal from the Kamyrr Blow Tank (which the undersigned witnessed and observed). All of the evidence described herein was ultimately placed into the care and custody of XXXX, Human Resource Manager for Boise Cascade in Wallula, Washington on Monday, 14 October 2002 at approximately 1630 hours.

- No. 1** Piece of concrete that concrete that allegedly struck XXXXXX
- No. 2** Sample piece of concrete from the third lift, retrieved by XXXXXX of WISHA
- No. 3** Hardhat worn by XXXXXX at the time of the incident
- No. 4** Rigger Chain left in place on the 16-foot section of concrete (item No. 5)
- No. 5** 16-foot section of concrete from the top of the Kamyr Blow Tank lid, where rigging was attached
- No. 6** One of the 14 guide rods from the Kamyr Blow Tank that were in the 16-foot section of concrete that was removed

DOCUMENTS:

The following documents were secured during the course of this investigation:

Attachment #22 – Certificate of Liability Insurance for Industra Service Corporation (4122 NE 185th, Portland, Oregon, 97230); Department of L&I, Worker’s Compensation File Information, CRUA-Review Rate History for Industra Service Corporation

Attachment #23 – Certificate of Liability Insurance for Campbell Crane & Rigging Service, Inc. (PO Box 11347 Portland, Oregon, 97211); Department of L&I, Worker’s Compensation File Information, CRUA-Review Rate History for Campbell Crane & Rigging Service; Injury Report from SAIF Corporation for Campbell Crane & Rigging Service, Inc. for the report period 1/1/02 through 1/31/02

Attachment #24 – Documentation regarding the Grove Crane GMK5210 All Terrain Hydraulic Crane, to include a crane load test and annual crane inspection; a Crane Safety Training Card for XXXX; a Crane Safety Training Card, Washington State driver’s license, Medical Examiner’s Certificate, and NW Safety Training Council card for Casey Marston

Attachment #25 – Certificate of Liability Insurance for Pro Cut Concrete Cutting, Inc. (PO Box 6799, Kennewick, Washington, 99336); Worker’s Compensation Rate Notice for Pro Cut Concrete Cutting, Inc.

Attachment #26 – Certificate of Liability Insurance for Sunbelt Rentals, Inc. (PO Box 410928, 1337-B Hundred Oaks Drive, Charlotte, North Carolina, 28241)

Attachment #27 – Boise Paper Solutions Instructions to Bidders for Construction Projects, in regard to the Kamyr blow tank lid, which was provided to Industra Service Corporation and Stebbins Engineering

Attachment #28 – Form of Proposal to Boise Paper Solutions, from Industra Service Corporation; Lifting Plans for Kamyr Blow Tank Lid & D-1 J-Tube Projects, from Industra Service Corporation

Attachment #29 – Safety Plan, Kamyr Blow Tank Lid Replacement, dated 9/19/02, prepared by XXXX, the Boise Project Manager

Attachment #30 – Site Specific Safety and Health Plan, Kamyr Blow Tank Lid Project, prepared by Industra Service Corporation (**Please note:** *On page 9, under Crane/Rigging/Lid Lift, it states, in part, “...During the actual ‘Lid Lift’ Red Barricade tape will be placed in the area’s where pedestrian traffic is prevelent. Ground personnel will also be positioned to insure no one crosses red taped areas during the lift.”*)

Attachment #31 – Annual Contractor Services Agreement for Boise Cascade Corporation and Industra Service Corporation

Attachment #32 – Vessel/Confined Space Entry Permit dated 10/8/02, signed by XXXX (**Please note:** *On the front of this document, it is reflected that the Hole Watch Attendant was Ms. XXXXXX... On the reverse side of this document, it is reflected that XXXX, XXXX, XXXX, and XXXXXX will be working on the vessel.*)

Attachment #33 – 2002 Computer Based Interactive Training (CBIT) Sign-In Sheet, reflecting that Ms. XXXXXX completed training during August 2002; Vessel Entry Rescue Procedure

Attachment #34 – Department of L&I, WISHA Accident Investigation Worksheet, obtained from Donna XXXXXX, the Safety Director for Boise Cascade Wallula

Attachment #35 – Written witness statements from XXXX., XXXX, XXXX, XXXX, XXXX, and XXXX

- Attachment #36** – Blueprint from Stebbins Engineering Corp. entitled “Construction Details, H.D. Tank, Boise Cascade Corp., Wallula, Washington, No. 4-1046” dated 7/9/81
- Attachment #37** – Blueprint from Stebbins Engineering Corp. entitled “Conical Cover Details - Sheet No. 1, H.D. Tank, Boise Cascade Corp., Wallula, Washington, No. 4-1046D” dated 9/4/1981
- Attachment #38** – Blueprint from Stebbins Engineering Corp. entitled “Support Bracket Details, H.D. Tank, Boise Cascade Corp., Wallula, Washington, No. 4-1046C,” dated 8/25/81
- Attachment #39** – Blueprint from Richland Engineering (1201 Jadwin, Richland, Washington, 99352) entitled Kamyr Blow Tank, which reflects general concrete notes
- Attachment #40** – Site Plan Fire Line Route for Boise Cascade, Wallula, Washington, from Meier Associates Engineers & Consultants (Kennewick, Washington), drawing no. E-110-167, dated 1/31/89
- Attachment #41** – Enlarged copy of attachment #39, the Site Plan Fire Line Route for Boise Cascade, Wallula
- Attachment #42** – No. 2 M&D Digester Plant Site Plan, Digester Area, from Industra Engineers & Consultants
- Attachment #43** – Copy of “The Digester” dated Wednesday, 10/9/02, which contains a note from XXXX, the Mill Manager, concerning the death of Ms. XXXXXX
- Attachment #44** – Page A11 of the “Tri-City Herald” dated Sunday, 10/13/02, which contains Ms. XXXXXX’s obituary
- Attachment #45** – Page B1 of the “Tri-City Herald” dated Wednesday, 10/9/02, which contains an article entitled “Woman Dies Tuesday in Wallula Mill Accident”
- Attachment #46** – Page B1 of the “Tri-City Herald” dated Thursday, 10/10/02, which contains an article, entitled “Mill Worker’s Death Stuns Family”

Attachment #47 – Enrollment Application for Medical, Dental, Vision, and Life Coverage for XXXXXX, her spouse, XXXXXX, and their three children, XXXXXX, XXXXXX, and XXXXXX

EXHIBITS:

The following is a specific description of the exhibits accompanying this report:

- No. 1** Still photograph, enlarged: The area in which Ms. XXXXXX was standing at the time of the incident {roll #1; 10/10/02; ID #P0355}
- No. 2** Still photography, enlarged: The Kamyr Blow Tank and the Impregnator Vessel (In the lower left-hand corner is where Ms. XXXXXX was standing.) {roll #1; 10/10/02; ID #P0355}
- No. 3** Still photograph, enlarged: The Kamyr Blow Tank and the Impregnator Vessel {roll #1; 10/10/02; ID #P0355}
- No. 4** Still photograph, enlarged: Partial view of the Kamyr Blow Tank and the Impregnator Vessel, looking up from ground level {roll #1; 10/10/02; ID #P0355}
- No. 5** Still photograph: Area of rigging on Kamyr Blow Tank, from below {roll #1; 10/10/02; ID #P0355}
- No. 6** Still photograph: Boom of the crane used in the Kamyr Blow Tank Lid project; top of Kamyr Blow Tank {roll #1; 10/10/02; ID #P0355}
- No. 7** Still photograph: Crane used in the Kamyr Blow Tank Lid project; partial view of Kamyr Blow Tank {roll #1; 10/10/02; ID #P0355}
- No. 8** Still photograph: Block and rigging; partial view of Kamyr Blow Tank {roll #1; 10/10/02; ID #P0355}
- No. 9** Still photograph: Close-up of the area in which Ms. XXXXXX was standing at the time of the incident {roll #2; 10/10/02; ID #P0356}
- No. 10** Still photograph: Close-up, looking down on the area in which Ms. XXXXXX was standing at the time of the incident {roll #2; 10/10/02; ID #P0356}
- No. 11** Still photograph, enlarged: Aerial view of the area in which Ms.

XXXXXX was standing at the time of the incident; partial view of the Impregnator Vessel, to include the manhole she was watching {roll #2; 10/10/02; ID #P0356}

- No. 12** Still photograph, enlarged: Aerial view of the area in which Ms. XXXXXX was standing at the time of the incident; partial view of the impregnator vessel {taken by XXXX; roll #2; 10/10/02; ID #P0356}
- No. 13** Still photograph, enlarged: Area where rigging was attached to the fourth ring {taken by XXXX; roll #2; 10/10/02; ID #P0356}
- No. 14** Still photograph: Area where rigging was attached to the fourth ring {taken by XXXX; roll #2; 10/10/02; ID #P0356}
- No. 15** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring {taken by XXXX; roll #2; 10/10/02; ID #P0356}
- No. 16** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 17** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 18** Still photograph: Partial view of fourth ring, depicting how the concrete ring was raised and 4x4s were placed underneath, so that rigging could be attached {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 19** Still photograph, enlarged: Partial view of fourth ring, close-up, depicting how the concrete ring was raised and 4x4s were placed underneath, so that rigging could be attached {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 20** Still photograph: Area where rigging was attached to the fourth ring {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 21** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 22** Still photograph: Chains used for rigging, still attached to the fourth ring {taken by XXXXXX; roll #2; 10/10/02; ID #P0356}
- No. 23** Still photograph: Partial view of Kamyrr Blow Tank; partial view of area in which Ms. XXXXXX was standing at the time of the incident (lower

left-hand corner) {roll #2; 10/10/02; ID #P0356}

- No. 24** Still photograph: The area where the piece of concrete that allegedly struck Ms. XXXXXX landed after striking her {roll #3; 10/10/02; ID #P0357}
- No. 25** Still photograph: The area where the piece of concrete that allegedly struck Ms. XXXXXX landed after striking her {roll #3; 10/10/02; ID #P0357}
- No. 26** Still photograph: Close-up of area where the piece of concrete that allegedly struck Ms. XXXXXX landed after striking her; the area in which Ms. XXXXXX was standing at the time of the incident {roll #3; 10/10/02; ID #P0357}
- No. 27** Still photograph: Area that was taped off with “Danger” tape {roll #4; 10/10/02; ID #P0358}
- No. 28** Still photograph: Area that was taped off with “Danger” tape {roll #4; 10/10/02; ID #P0358}
- No. 29** Still photograph: Concrete debris within the “Danger”-taped area {roll #4; 10/10/02; ID #P0358}
- No. 30** Still photograph: Concrete debris within the “Danger”-taped area {roll #4; 10/10/02; ID #P0358}
- No. 31** Still photograph: Frontal view of the crane used in the Kamyry Blow Tank Lid project, provided by Campbell Crane & Rigging {roll #4; 10/10/02; ID #P0358}
- No. 32** Still photograph: Side view of the crane used in the Kamyry Blow Tank Lid project, provided by Campbell Crane & Rigging {roll #4; 10/10/02; ID #P0358}
- No. 33** Still photograph: Manufacturer’s placard on the crane from Campbell Crane & Rigging, which provides the following information: Year of Manufacture – 2001; Type – GMK5180; Serial No. – 51808112; Lifting Capability – 210 tons {roll #4; 10/10/02; ID #P0358}
- No. 34** Still photograph: Manufacturer’s placard on the crane from Campbell Crane & Rigging, which provides the following information: Year of

Manufacture – 2001; Type – GMK5180; Serial No. – 51808112; Lifting Capability – 210 tons {roll #4; 10/10/02; ID #P0358}

- No. 35** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring (It is believed that this is the area in which the piece of concrete that allegedly struck Ms. XXXXXX became dislodged from.) {taken by XXXXXX; roll #5; 10/10/02; ID #P0359}
- No. 36** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring (It is believed that this is the area in which the piece of concrete that allegedly struck Ms. XXXXXX became dislodged from.) {taken by XXXXXX; roll #5; 10/10/02; ID #P0359}
- No. 37** Still photograph, enlarged: Close-up of area where rigging was attached to the fourth ring (It is believed that this is the area in which the piece of concrete that allegedly struck Ms. XXXXXX became dislodged from.) {taken by XXXXXX; roll #5; 10/10/02; ID #P0359}
- No. 38** Still photograph: Concrete debris within the “Danger”-taped area {roll #5; 10/10/02; ID #P0359}
- No. 39** Still photograph: Kamyr Blow Tank, taken from ground level; area around Kamyr tank where red “Danger” tape had been put up (The tape was secured to the scaffolding.) {roll #6; 10/13/02; ID #P0360}
- No. 40** Still photograph: Bottom half of Kamyr Blow Tank, taken from ground level; area around Kamyr tank where red “Danger” tape had been put up {roll #6; 10/13/02; ID #P0360}
- No. 41** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 42** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 43** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}

- No. 44** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 45** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 46** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 47** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 48** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #6; 10/13/02; ID #P0360}
- No. 49** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}
- No. 50** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}
- No. 51** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}
- No. 52** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}

- No. 53** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}
- No. 54** Still photograph: Area around Kamyr tank where red “Danger” tape had been put up (Please note that No. 41 through No. 54 were taken in a clockwise direction, around the base of the Kamyr Blow Tank.) {roll #7; 10/13/02; ID #P0361}
- No. 55** Still photograph: First of four “Danger” tags that had been hung on red tape {roll #6; 10/13/02; ID #P0360}
- No. 56** Still photograph: Close-up of first “Danger” tag that had been hung on red tape, which reads, “This Area Has Been Tagged Because: ‘Falling Debris...Signed by XXXX...Date 10/8/02.’” {roll #6; 10/13/02; ID #P0360}
- No. 57** Still photograph: Second of four “Danger” tags that had been hung on red tape {roll #6; 10/13/02; ID #P0360}
- No. 58** Still photograph: Close-up of second “Danger” tag that had been hung on red tape (This tag reads the same as the first; see No. 55.) {roll #6; 10/13/02; ID #P0360}
- No. 59** Still photograph: Third of four “Danger” tags that had been hung on red tape {roll #6; 10/13/02; ID #P0360}
- No. 60** Still photograph: Close-up of third “Danger” tag that had been hung on red tape (This tag reads the same as the first; see No. 55.) {roll #6; 10/13/02; ID #P0360}
- No. 61** Still photograph: Fourth of four “Danger” tags that had been hung on red tape {roll #6; 10/13/02; ID #P0360}
- No. 62** Still photograph: Close-up of backside of fourth “Danger” tag, which reads, in part, “...Red Tape, Only those who **must** be in area can enter. Contact one of the following before entering...person whose name is on the tag...area supervisor...people working inside taped area...See Other Side.” {roll #6; 10/13/02; ID #P0360}
- No. 63** Still photograph: Close-up of fourth “Danger” tag (This side of the tag reads the same as the first; see No. 55.) {roll #6; 10/13/02; ID #P0360}

- No. 64** Still photograph: Side view of the last (fourth) ring of the Kamyr Blow Tank Lid, where they had begun to raise the lid, still on top of the tank {roll #7; 10/13/02; ID #P0361}
- No. 65** Still photograph: Side view of the last (fourth) ring of the Kamyr Blow Tank Lid, where they had begun to raise the lid, still on top of the tank {roll #7; 10/13/02; ID #P0361}
- No. 66** Still photograph: Side view of the last (fourth) ring of the Kamyr Blow Tank Lid, where they had begun to raise the lid, still on top of the tank {roll #7; 10/13/02; ID #P0361}
- No. 67** Still photograph: Side view of the last (fourth) ring of the Kamyr Blow Tank Lid, where they had begun to raise the lid, still on top of the tank {roll #7; 10/13/02; ID #P0361}
- No. 68** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 69** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 70** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 71** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 72** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 73** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 74** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}

- No. 75** Still photograph: Measurement taken from the base of the tank, depicting how far the red “Danger” tape was placed around the circumference of the Kamyr Blow Tank {roll #8; 10/13/02; ID #P0362}
- No. 76** Still photograph: Measurement from the base of the Kamyr Blow Tank to directly underneath the catwalk on which Ms. XXXXXX was standing at the time of the incident {roll #8; 10/13/02; ID #P0362}
- No. 77** Still photograph: Taken when evidence no. 5 (the 16-foot section of concrete), from the Kamyr Blow Tank Lid (Please note that Thompson Mechanical performed the rigging on this piece of concrete and a Campbell Crane crane operator removed it.) {roll #9; 10/14/02; ID #P0363}
- No. 78** Still photograph: Forklift from Sunbelt Rentals, which was utilized to transport evidence no. 5 (the 16-foot section of concrete) to a secure location {roll #9; 10/14/02; ID #P0363}
- No. 79** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 80** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 81** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 82** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 83** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 84** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02;

ID #P0363}

- No. 85** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 86** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 87** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 88** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 89** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 90** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid {roll #9; 10/14/02; ID #P0363}
- No. 91** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #9; 10/14/02; ID #P0363}
- No. 92** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}
- No. 93** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}

- No. 94** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}
- No. 95** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}
- No. 96** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}
- No. 97** Still photograph: The 16-foot section of concrete (evidence no. 5) after it had been removed from the Kamyr Blow Tank Lid (Please note that No. 91 through No. 97 depict concrete being removed from the evidence no. 5. This concrete was removed because it had already become dislodged from the rebar.) {roll #10; 10/14/02; ID #P0364}
- No. 98** Still photograph: Piece of concrete removed just prior to evidence no. 5 (the 16-foot section of concrete) being removed (This photo was taken to depict the structural integrity of the concrete.) {roll #10; 10/14/02; ID #P0364}
- No. 99** Still photograph: Piece of concrete removed just prior to evidence no. 5 (the 16-foot section of concrete) being removed (This photo was taken to depict the structural integrity of the concrete.) {roll #10; 10/14/02; ID #P0364}
- No. 100** Still photograph: Six-foot spreader bar utilized by Thompson Mechanical in their rigging process when removing the remaining portion of the concrete lid {roll #10; 10/14/02; ID #P0364}
- No. 101** Still photograph: The 16-foot section of concrete (evidence no. 5) after it was moved to a secure location {roll #10; 10/14/02; ID #P0364}
- No. 102** Still photograph: The 16-foot section of concrete (evidence no. 5) after it was moved to a secure location {roll #10; 10/14/02; ID #P0364}

No. 103 Still photograph: The 16-foot section of concrete (evidence no. 5) after it was moved to a secure location {roll #10; 10/14/02; ID #P0364}

No. 104 Video photography of the accident scene; obtained by the undersigned on 9 and 10 October 2002, forwarded to you under separate cover {ID #s V0402 & V0403}

No. 105 Digital photography of the accident scene (disc 1 of 2), obtained by XXXXXX on 10 October 2002 {ID #P0365}

No. 106 Digital photography of the accident scene (disc 2 of 2), obtained by XXXXXX on 10 October 2002 {ID #P0366}

No. 107 Aerial photography obtained (CD labeled 1 of 3) by Bergman Photographic Services, Inc. on 10 October 2002 {ID #P0367}

This now concludes our handling of this case at this time. Should you desire further handling, please so advise.

B.K. McDonald
Investigator

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