

Appendix K

Dan Yount, Olympic – Interview Transcript

Pipeline Rupture and Fire
Bellingham, Washington
June 10, 1999
DCA-99-MP-008

1 Nice to see you again.

2 MS. PILKEY-JARVIS: Linda Pilkey-Jarvis with
3 Department of Ecology in the Olympia office.

4 MR. BARBER: Tony Barber with the U.S. EPA.

5 MR. CASH: Jim Cash with the Safety Board.

6 MR. SAGER: Eric Sager from Safety Board.

7 CHAIRMAN BESHORE: And Dan, you have a
8 representative here with you today. Can he introduce
9 himself?

10 MR. MAHLER: My -- my name's Bob Mahler. I'm
11 with the law firm of McNowell and Hogan-Bayliss, and I
12 represent Dan Yount.

13 CHAIRMAN BESHORE: And you can give your
14 contact information to the reporter.

15 Okay. Dan, for the record, could you state
16 your full name, please?

17 MR. YOUNT: It's Robert Daniel Yount.

18 CHAIRMAN BESHORE: And you go by Dan?

19 MR. YOUNT: Yes.

20 CHAIRMAN BESHORE: Okay. Dan, could you
21 start off and describe your educational background a
22 little bit for us?

23 MR. YOUNT: I graduated from Anacortes High
24 School in Anacortes, Washington and went on to the two-
25 year college and got a university transfer. At the --

1 at the four-year university I went -- I studied
2 environmental sciences at Hudson University. It's a
3 western Washington university. And I also during that
4 time was in the Air Force reserves and I attended
5 several different technical courses in the School of
6 Aerospace Medicine.

7 CHAIRMAN BESHORE: Do you have your -- did
8 you have -- did you get a degree in your college
9 education in environmental sciences? Was that a four-
10 year degree?

11 MR. YOUNT: Yes. It was. It was a Bachelor
12 of Science.

13 CHAIRMAN BESHORE: Okay. And if you could
14 just go -- go and -- and -- and explain your history or
15 your tenure, if you could, with Olympic Pipeline?

16 MR. YOUNT: I'd been hired on Olympic
17 Pipeline just after the alliance occurred in about June
18 -- late June of '98, so -- which is also the same time
19 I was getting married, so I got married, went on my
20 honeymoon, and I showed up to Olympic Pipeline about
21 August of '98, late August of '98.

22 CHAIRMAN BESHORE: Now, were you actually an
23 Olympic employee?

24 MR. YOUNT: No, I was not. I was an Aqualon
25 employee.

1 CHAIRMAN BESHORE: So were you basically
2 provided by Aqualon under contract --

3 MR. YOUNT: I -- I -- I don't know the
4 specifics on that. I know that there were several
5 Aqualon employees that functioned in -- in Olympic
6 Pipeline in some way or another. I don't know what the
7 whole arrangement was. My paychecks came from Aqualon.

8 CHAIRMAN BESHORE: Okay. And had you been --
9 an Aqualon employee prior to your arrival with Olympic?

10 MR. YOUNT: Prior to my arrival with Olympic
11 I was actually a Texaco employee. During the alliance
12 is when I -- I was looking for a job. My job was moved
13 to Houston. I chose not to go, and so I looked for a
14 job at -- I ended up at Olympic Pipeline.

15 CHAIRMAN BESHORE: Okay. So you were with
16 Texaco for -- what was your role there?

17 MR. YOUNT: I was a health -- health and
18 safety director for the marketing terminals.

19 CHAIRMAN BESHORE: Were you located in the
20 same area --

21 MR. YOUNT: Seattle, yeah.

22 CHAIRMAN BESHORE: -- Seattle area? And how
23 long had you been with -- with them?

24 MR. YOUNT: The marketing division, I'd been
25 with them since 1993. Prior to that I was the

1 industrial hygienist at the Anacortes refinery, and
2 that -- I started there in '88, about April of '88.

3 CHAIRMAN BESHORE: Now, who did you report to
4 when you were at -- at Olympic Pipeline?

5 MR. YOUNT: I reported to Frank Hopf.

6 CHAIRMAN BESHORE: Was he also a -- was he an
7 Aqualon employee also?

8 MR. YOUNT: Yes.

9 CHAIRMAN BESHORE: Okay. And what was your
10 -- what was your role at Olympic for that time frame
11 that you were there from what'd you say? August of '98
12 until the accident, I guess, June 10th of 1999?

13 MR. YOUNT: I had a role that kind of
14 developed as I got to know it. When I originally came
15 on I -- I was under -- under the understanding that I
16 was going to do regulatory affairs-type job, and they
17 had a safety person on staff so I wasn't going to be
18 doing safety, just environmental, DOT stuff. And once
19 I got there I was notified that that also covered
20 right-of-way issues and some PR-type stuff. And so it
21 just kind of grew while I was there.

22 CHAIRMAN BESHORE: That -- was that something
23 that was -- that you viewed as a negative?

24 MR. YOUNT: I wouldn't know if I'd -- I'd
25 view it as a negative. It's just -- it's kind of like

1 going to a -- a big dinner and having more thrown on
2 your plate.

3 CHAIRMAN BESHORE: Did you have any -- any
4 employees that you supervised?

5 MR. YOUNT: Yeah, a few.

6 CHAIRMAN BESHORE: And who -- who would they
7 be?

8 MR. YOUNT: Sandy Conlan, Bob Burnett, George
9 Guzman, Mark Krueger, and when Bob Burnett left because
10 of health reasons Cathy Reed.

11 CHAIRMAN BESHORE: And could you just briefly
12 summarize their -- their roles?

13 MR. YOUNT: Okay. George Guzman's the one-
14 call individual. He receives all the one-calls from
15 the one-call center, and then he decides whether
16 they're within the -- the pipeline area, an area of
17 concern. And then he sends that -- that notice out to
18 the area operator and they -- they -- they determine
19 whether there's a problem there or not. So he does the
20 one-call issues.

21 Sandy is the person who was there prior to
22 myself. She did regulatory-type issues also.

23 Bob Burnett is the person that -- I can't
24 remember the exact title right now that they gave
25 that -- that individual. But their basic

1 responsibility was any contractor to have projects in
2 or on or above the line would have to submit plans to
3 them and they would review 'em.

4 CHAIRMAN BESHORE: Okay. And let's just go
5 ahead and follow on through there with after the
6 accident and how long were you still there at -- at
7 Olympic or an -- an Aqualon employee?

8 MR. YOUNT: After the incident?

9 CHAIRMAN BESHORE: Mm-hmm.

10 MR. YOUNT: I was -- I don't even remember
11 the date. It was a couple months ago, though. My
12 termination date -- the date they actually stopped
13 paying me was October 31st, but prior to that I was --
14 I was not -- I was not reporting to work. I was on --
15 on call just in case something came available in this
16 area.

17 CHAIRMAN BESHORE: And that was October 31st
18 of 2000?

19 MR. YOUNT: Correct.

20 CHAIRMAN BESHORE: No, I'm sorry. That
21 hasn't happened yet.

22 MR. YOUNT: No.

23 (Laughter)

24 MR. YOUNT: Let's see here. Hang on.
25 August? August.

1 CHAIRMAN BESHORE: August 31st?

2 MR. YOUNT: There you go.

3 CHAIRMAN BESHORE: All right. So up until
4 that point you were still an Aqualon employee?

5 MR. YOUNT: Yes.

6 CHAIRMAN BESHORE: And were you offered an
7 assignment elsewhere? Why -- why did you terminate
8 employment with Aqualon?

9 MR. YOUNT: Well, to make a long story short,
10 I -- I have a stepson and my wife and his father have a
11 parenting agreement. And she's not allowed to leave
12 the state, so it basically limits my potential for
13 transferring quite a bit, so I chose to stay with my
14 family.

15 CHAIRMAN BESHORE: Okay. So it was a
16 voluntary separation --

17 MR. YOUNT: Separation.

18 CHAIRMAN BESHORE: -- because you couldn't
19 relocate?

20 MR. YOUNT: Right.

21 CHAIRMAN BESHORE: And so are you reemployed
22 by anybody at this point?

23 MR. YOUNT: No, I'm not.

24 CHAIRMAN BESHORE: All right. Let's go --
25 let's go back to your duties a little bit at -- at

1 Olympic Pipeline. Compliance issues were -- were part
2 of your responsibilities. Were you -- when was the
3 OPS's latest audit of -- of Olympic prior to June of
4 '99?

5 MR. YOUNT: I don't remember the actual date.
6 I believe it was late, late March or early April.
7 Somewhere around that time.

8 CHAIRMAN BESHORE: And in your -- and you
9 were the point person for Olympic, is that correct, I
10 guess?

11 MR. YOUNT: I guess you could call me the
12 point person. Sandy actually helped out quite a bit
13 also so, you know, she was a -- a main contact person.

14 CHAIRMAN BESHORE: When you were preparing
15 for that audit did you review records and -- and other
16 things in anticipation of their -- their inspection?

17 MR. YOUNT: We did a -- a records review.
18 Actually called Ron Fisher. He came up and did kind of
19 a -- an internal audit or self-audit because at the
20 time DOT was not really my -- my area of expertise. I
21 wasn't completely up to speed on it.

22 And he came up and did a records review, and
23 based on his recommendations and stuff and plus some of
24 the review that we did on the records also we brought
25 in a temp to kind of help gather together records.

1 What -- what we'd found is that the records were kind
2 of fragmented a little bit. They were kind of all over
3 the place. A mechanic wouldn't have turned his records
4 in, so we had to gather those together and try to
5 retrieve all the areas where there seemed to be broken
6 spots in the record.

7 CHAIRMAN BESHORE: Were -- were things not
8 getting done or was it more of a record-keeping issue?

9 MR. YOUNT: I think it -- it was mostly a
10 record-keeping issue. I -- I can't really state
11 whether some things weren't getting done or not. All I
12 know is that we had a problem, and so we issued some
13 memos and said, if you have these records send 'em in,
14 we need to compile 'em so that during the audit the
15 auditors can review the records.

16 CHAIRMAN BESHORE: Were there any other
17 concerns that Ron, you know, brought up as a result of
18 his audit or that you had yourself going into that?

19 MR. YOUNT: I believe the issue of -- and
20 plus the weather that year had really created a lot of
21 problems as far as -- flying over or viewing the right-
22 of-way. And so that was a -- an area of concern,
23 trying to get all the records together. Apparently,
24 the records had kind of fell behind a little bit there
25 too, and George got 'em up to speed before -- before

1 the audit came on.

2 CHAIRMAN BESHORE: Anything else?

3 MR. YOUNT: Well, when -- when I first got
4 there there were several different issues that I jumped
5 on right away. When the audit issues started coming on
6 hot and hard we reviewed the manual also a little and
7 it seemed to be a little incomplete. And so that was
8 an area that we also needed to kind of address.

9 CHAIRMAN BESHORE: This is the O & M manual?

10 MR. YOUNT: Yeah.

11 CHAIRMAN BESHORE: Now, was that your -- your
12 responsibility to update that or --

13 MR. YOUNT: The pipeline's supposed to
14 conduct a review of -- of it at least yearly, per the
15 regulations. And -- and at that time I wasn't really
16 familiar with all those requirements. I think it was -
17 - I think it was some time in February or maybe early
18 March when either Sandy or myself had called DOT and --
19 and told them that we -- we thought we had some
20 problems with our manuals. And seeing as how we were a
21 Texaco entity or, you know, because the Texaco-Shell
22 was just kind of merging together they really didn't
23 have their own manual. And we were told that -- that
24 the Texaco manual was a good one, and -- and so we just
25 changed it into an Olympic manual and tried to train on

1 it and get up to speed within that short time before
2 the audit.

3 CHAIRMAN BESHORE: Okay. This was in March
4 of -- of '99?

5 MR. YOUNT: '99, correct.

6 CHAIRMAN BESHORE: Okay. So you basically
7 adopted the -- the -- the --

8 MR. YOUNT: The Texaco manual because,
9 apparently, it -- it had been approved or it had been
10 looked at or reviewed by DOT and they felt it was a
11 good manual.

12 CHAIRMAN BESHORE: Do you remember what
13 specific issues were -- were in the -- the O & M manual
14 for Olympic that were of concern to you all?

15 MR. YOUNT: There weren't specific issues.
16 The -- the thing that was a concern to me is the
17 position that I held had been vacant for I don't know
18 how long before I got there. I -- I'd say at least a
19 year, maybe a year and a half. And Sandy was doing
20 everything she could to kind of keep the balls in the
21 air, but even with Sandy and myself there, most of
22 the -- the tasks and the things that were going on were
23 way too much for just two people. And I would say that
24 just looking at it and seeing that it hadn't been
25 reviewed and not having enough time to really kind of

1 go in and -- and completely rewrite the thing, that's
2 where the option of the -- the Texaco manual -- just
3 adopting the Texaco manual came in.

4 CHAIRMAN BESHORE: Okay. Were there any
5 other compliance issues you were concerned about going
6 into -- to your inspection?

7 MR. YOUNT: Yeah. I -- I had -- I had one
8 issue that I was in -- kind of particularly concerned
9 about, and that was the right-of-way -- the clearing of
10 the right-of-way. I didn't think that it was being
11 done to the extent that, you know, it was fulfilling
12 the -- the -- not the letter of the law but the -- the
13 spirit of the law.

14 CHAIRMAN BESHORE: You mean by clearing brush
15 and this kind of thing?

16 MR. YOUNT: Yeah, making it so that, you
17 know, during the fly-over or something like that it was
18 actually visible.

19 CHAIRMAN BESHORE: Does that fall under your
20 same concern that you had on your aerial patrol
21 program?

22 MR. YOUNT: Kind of. Yeah. But different.
23 The aerial patrol thing, basically, if the plane
24 doesn't get up because of weather, you know, you miss
25 the window and you're either supposed to walk it or

1 drive it or something. And -- and that's -- that's
2 kind of -- I look at that as a separate issue than
3 keeping the right-of-way clear. But they're -- they're
4 kind of hand-in-hand.

5 CHAIRMAN BESHORE: Well, had your -- had your
6 pilots reported any problems they were having seeing
7 the pipeline or patrolling the pipeline?

8 MR. YOUNT: No, not really. But I -- I
9 started a -- what did I call that before? A committee,
10 a right-of-way committee. I think it was toward the
11 end of December. Because from what I was hearing --
12 granted I wasn't there that long but I'm trying to get
13 to know people and find out what's going on. What I
14 was hearing is that there are part of the right-of-ways
15 that people felt they couldn't even get to because they
16 hadn't been cleared.

17 So the right-of-way committee was basically
18 about if there are areas of the -- the right-of-way
19 that we can't get to and if, you know, we've got
20 operators working a ball game or doing something like
21 that and at the same time they're supposed to be
22 watching a crossing or, you know, doing something like
23 that at the pipeline we've got some problems. We've
24 got a manpower issue. And so we started looking at the
25 manpower issues and also looking should we contract

1 that out or should we do it ourselves.

2 So the committee went through a lot of things
3 like that, and Cathy Reed was on the committee. George
4 Guzman was on the committee. Al White was on the
5 committee. Myself. Doug Beu attended the first one
6 but he didn't attend any of the meetings after that.
7 It seems like I'm missing someone also.

8 Basically, the -- the committee came up with
9 several suggestions. Probably about early February.
10 And some of -- some of my concerns kind of came from
11 that committee and people saying, like, well, you know,
12 you're supposed to walk it or you're supposed to be
13 able to walk it but there's no way you can get back in
14 there is what people would say.

15 CHAIRMAN BESHORE: Was there any problems
16 ever mentioned associated with the Watcum Park area?
17 Has that ever --

18 MR. YOUNT: No, I have never heard any
19 concerns about the Watcum Park area.

20 CHAIRMAN BESHORE: Did -- as part of the
21 aerial patrols you were aware -- or were you aware of a
22 pilot who was flying on June 10th?

23 MR. YOUNT: No, I wasn't aware of that.

24 CHAIRMAN BESHORE: Were you aware of that
25 after the accident?

1 MR. YOUNT: No. I just -- what you said is
2 the first I ever heard of that.

3 CHAIRMAN BESHORE: Okay. Who would we talk
4 to about that? Would that be George who was aware of
5 the --

6 MR. YOUNT: If the pilot was flying George
7 should know because the pilot and George are -- send
8 notes back and forth to each other. I mean the minute
9 he lands he faxed the notes to George to say, you know,
10 there's a contractor parked on your right-of-way here
11 or there's something like that. Unless he actually
12 physically sees someone then he's got a unicator and he
13 -- he contacts George.

14 CHAIRMAN BESHORE: Okay. So his -- the
15 pilot's contact is with George?

16 MR. YOUNT: Right.

17 CHAIRMAN BESHORE: If he's got something to
18 report?

19 MR. YOUNT: Right.

20 CHAIRMAN BESHORE: Or when he's done his
21 reports?

22 MR. YOUNT: And then George sends it out to
23 the operators or to the staff, whoever he feels
24 appropriate.

25 CHAIRMAN BESHORE: Okay. Let's jump back,

1 then, to go along with any other concerns that you had
2 of -- going into the -- the OPS audit.

3 MR. YOUNT: None that I can think of.

4 CHAIRMAN BESHORE: Nothing else stands --
5 were any of your concerns associated with the new
6 Bayview Station?

7 MR. YOUNT: No.

8 CHAIRMAN BESHORE: When -- when you came on
9 board or in your role there, were you aware of any
10 internal inspections of the pipeline that were done
11 prior to your arrival but --

12 MR. YOUNT: Oh, you -- you mean like smart-
13 pigging --

14 CHAIRMAN BESHORE: -- smart-pig runs --

15 MR. YOUNT: No.

16 CHAIRMAN BESHORE: -- that were done in that
17 area? Were you aware of any interaction between the
18 Washington Department of Ecology and Olympic about the
19 results of those inspections?

20 MR. YOUNT: No.

21 CHAIRMAN BESHORE: Or any follow-up efforts?

22 MR. YOUNT: No.

23 CHAIRMAN BESHORE: Okay. In terms of -- in
24 terms of Bayview, Bayview Station, let's see, do we --
25 were you involved at all in the design of the facility

1 or anything like that?

2 MR. YOUNT: No, I was not.

3 CHAIRMAN BESHORE: As a result of its
4 commissioning did anybody express any concerns to you
5 about operational issues or were you aware of any
6 concerns there?

7 MR. YOUNT: The -- the only -- see, I don't
8 even know how I got involved in this one because it's
9 more of a safety-type issue than anything at the time.
10 I wasn't the safety person at the -- the -- but I -- I
11 became involved with the fire marshall for the --
12 county area. And I helped set up some classes and we
13 did some training with the local volunteer firefighters
14 and the -- the local firefighters as far as petroleum
15 firefighting and the procurement of foam and stuff
16 which the local fire marshall wanted. And that's --
17 that's the only real involvement I had with Bayview
18 before -- before it came on line.

19 CHAIRMAN BESHORE: Okay. So your -- your --
20 your role there was interacting with the public
21 emergency response type issues --

22 MR. YOUNT: That's correct.

23 CHAIRMAN BESHORE: -- with the local folks?

24 MR. YOUNT: Right.

25 CHAIRMAN BESHORE: Then, once Bayview came on

1 line --

2 MR. YOUNT: Mm-hmm.

3 CHAIRMAN BESHORE: -- were you aware or
4 whatever of any -- any operational issues that arose
5 because of, you know, Bayview now being on line?

6 MR. YOUNT: No.

7 CHAIRMAN BESHORE: There was no discussions
8 that you're aware of, you know, relief valves, settings
9 of relief valves?

10 MR. YOUNT: No.

11 CHAIRMAN BESHORE: No -- no discussions
12 about, you know, main line block valves closing,
13 concerns associated with these kinds of things that
14 were causing --

15 MR. YOUNT: I -- you know, I -- when I first
16 came on there was -- back in October or something, when
17 I just forgot -- first gotten there, there was an
18 incident. And I -- I didn't know enough about the
19 pipeline yet to really catch everything that was going
20 on. And Frank asked me to be involved in a -- an
21 incident and accident investigation, which I was. And
22 it had something to do with the Anacortes to Bayview
23 lateral -- the lines. I believe Jeff Barry and a few
24 other people were involved. And there was a -- a
25 telemetry-type issue. Something didn't line up quite

1 right and it started shutting things down. That's --
2 that's the only thing I knew about.

3 CHAIRMAN BESHORE: Okay. So there was no --
4 (Pause)

5 CHAIRMAN BESHORE: Oh, okay. And that --
6 that was an internal review that you all did on -- you
7 said that was on the Anacortes line coming into
8 Bayview?

9 MR. YOUNT: Yeah, I know there were people
10 over at the Anacortes Station there, and there was also
11 people at the Bayview Station. Not the Bayview, the
12 Allen Station at that time I believe is where the
13 problem was. I'm not -- I'm not sure on that.

14 CHAIRMAN BESHORE: Okay. So this was before
15 Bayview was on line?

16 MR. YOUNT: Oh, yeah. Yeah. This was --
17 like I said, it's sometime in October of '98.

18 CHAIRMAN BESHORE: All right. And you
19 don't -- do you remember the outcome of all that?

20 MR. YOUNT: The control room -- there was a
21 control room controller that was involved in the little
22 group of people, and my job was to make sure that
23 people didn't blame each other, they basically kind of
24 got the facts out. And because that's -- that's real
25 typical of, you know, incidents. People are afraid

1 that someone's out to hang 'em and so, you know, they
2 either shut up or they blame people or point fingers.
3 And so my job basically was to kind of, okay, let's
4 just get the facts out here as we see 'em and -- and
5 that's what we did there that day.

6 As far as the outcome, the issues I remember
7 is the control room wanted more communication with
8 them. And the mechanical and electrical people wanted
9 more prep time with the engineering group prior to, you
10 know, doing something.

11 CHAIRMAN BESHORE: So in -- this was -- is
12 this like an investigation of a near-miss or an
13 accident? Is that the kind of thing we're talking
14 about here?

15 MR. YOUNT: Yeah, I -- I'd say that that's
16 pretty close to what it was.

17 CHAIRMAN BESHORE: Was that -- is that
18 something that fell within your -- your role that you
19 were assigned?

20 MR. YOUNT: No. It was -- like I said, it
21 was kind of a fluke that I got involved in it at all.
22 I -- the -- the safety person was there. No one liked
23 her. And so they -- they tried to kind of avoid any
24 extra hassles of getting this whole thing going and
25 getting people talking.

1 CHAIRMAN BESHORE: The safety person that was
2 there, you mean in Renton? In headquarters?

3 MR. YOUNT: Yeah.

4 CHAIRMAN BESHORE: Who would that have been?

5 MR. YOUNT: Karen Grine.

6 CHAIRMAN BESHORE: Did you do any more
7 investigations along these lines of near-misses or --

8 MR. YOUNT: No. Basically, I just kind of
9 helped facilitate that and -- and they resolved the
10 issue.

11 CHAIRMAN BESHORE: Did -- about abnormal
12 operations a little bit. Were you aware of any --
13 well, I mean let me -- let me think about this a minute
14 here. Did anybody report to you any situations or
15 things that they considered to be abnormal operations?

16 MR. YOUNT: No.

17 CHAIRMAN BESHORE: That you remember?

18 MR. YOUNT: Not that I recall.

19 CHAIRMAN BESHORE: Do you remember if there
20 was a reporting mechanism set up for that kind of a
21 thing?

22 (Pause)

23 MR. YOUNT: You know, it's really kind of
24 hard to tell because I know after the incident, you
25 know, there was paperwork laying all over so I couldn't

1 -- you know, I -- my whole last year and a half, two
2 years have kind of melted all together. If I had to go
3 off my best judgement, I -- I -- I feel I'd be
4 speculating. I wouldn't be able to tell you, you know,
5 what -- what is factual or not.

6 CHAIRMAN BESHORE: Do you recall in terms of
7 the -- the OPS audit, for example, any discussions
8 about abnormal operations that might have been
9 occurring being an issue for anybody?

10 MR. YOUNT: No, not that I recall.

11 CHAIRMAN BESHORE: Do you remember what was
12 going on in the -- in the days leading before the
13 accident? Not the day of, but in the -- in the few
14 days preceding the accident.

15 MR. YOUNT: My whole month before the
16 incident was kind of a like a -- a whirlwind for me.
17 My wife had been on bed rest for, you know, almost six
18 months. We had had a problem pregnancy and we almost
19 lost our child, and -- and she was born on May 8th.
20 And once she was born, you know, I spent some time with
21 my wife and -- and my daughter. And then we moved from
22 Kirkland up to -- you know, we packed the house and
23 everything and moved up to Anacortes. I was going to
24 be stationed at the Bayview facility. And that
25 happened on June 10th as well, the actual move date. I

1 was unpacking the moving truck when I got paged.

2 CHAIRMAN BESHORE: Okay. So you were --
3 you -- you were pretty focused on some of your own
4 personal issues?

5 MR. YOUNT: Yeah.

6 CHAIRMAN BESHORE: Nothing stands out in your
7 mind --

8 MR. YOUNT: No, nothing stands out in my
9 mind.

10 CHAIRMAN BESHORE: -- from a work
11 perspective? So that goes to my next question, which
12 was what were you doing on the day of June 10th. So
13 you were -- you were unpacking when you got paged?

14 MR. YOUNT: Yes.

15 CHAIRMAN BESHORE: Do you remember what time
16 that was?

17 MR. YOUNT: No, not exactly. I would say
18 it'd be somewhere in between 3:00 and 4:30, somewhere
19 in there.

20 CHAIRMAN BESHORE: And the first report to
21 you, was that before it had ignited or was it reported
22 to you at that time that the fire --

23 MR. YOUNT: It -- basically, it was -- it was
24 an alphanumeric page that came across and it
25 basically said that the -- there'd been an explosion at

1 Watcum Creek and that this was not a drill.

2 CHAIRMAN BESHORE: Okay. So the term
3 "explosion" was in there -- in the page?

4 MR. YOUNT: I believe so.

5 CHAIRMAN BESHORE: And then let's go a little
6 bit into what happened at that point in time because
7 just -- where'd you go and what happened from that --
8 that time forward?

9 MR. YOUNT: I got the page. I jumped in my
10 truck and drove to -- I -- I live in the shadow of Mt.
11 Erie. So I drove to the top of the hill of our
12 property and I -- I could get radio reception. I
13 called someone to find out exactly what was going on.
14 And my wife was -- before I went up there I told her,
15 pack me a bag. By the time I got down to the bottom of
16 the hill, and this was probably all of like four
17 minutes, she had the bag packed. She threw it in the
18 back and I took off to Bellingham. And I got there
19 probably within -- I got there faster than I probably
20 should have, so.

21 CHAIRMAN BESHORE: Who -- who did you speak
22 to? Do you remember?

23 MR. YOUNT: When I got there?

24 CHAIRMAN BESHORE: No, I mean when you --
25 when you called. You said you called in.

1 MR. YOUNT: I was trying to get a hold of
2 anybody that would answer me. I think -- I think who I
3 talked to was Deanna Oien because she told me they'd
4 already gotten the trailers and they were on their way.
5 So she told me that -- I think she said that her and
6 Greenwich had already gotten the trailers and they were
7 on the road, so they had the spill trailers on the road
8 already. Everything, basically, that needed to be done
9 was being done, so I just needed to get myself up
10 there, so.

11 CHAIRMAN BESHORE: So you reported directly
12 up to Bellingham?

13 MR. YOUNT: Yeah.

14 CHAIRMAN BESHORE: Who'd you report to on
15 scene?

16 MR. YOUNT: Well, I got there before a lot of
17 other people were there, and I mean there were several
18 people at different places. I actually went up to the
19 water treatment plant first. And from there I went
20 around and down to the -- what is it? Burnside and
21 down there by the bridge. I can't remember the -- that
22 was where the command center was set up. And --

23 CHAIRMAN BESHORE: -- Wilburn?

24 MR. YOUNT: Wilburn, yeah.

25 CHAIRMAN BESHORE: And you were -- were you

1 the first management person there now on scene?

2 MR. YOUNT: Yeah, I guess so.

3 CHAIRMAN BESHORE: Did you take -- take
4 charge?

5 MR. YOUNT: No, the fire department pretty
6 much was running the show at that time.

7 CHAIRMAN BESHORE: Sure. But I mean of
8 Olympic's response people? Did you --

9 MR. YOUNT: No, Kevin -- Kevin Wittmer, I
10 believe is his name. I'm forgetting these guys' names
11 already. But he had responded -- I think he was the
12 first on-duty employee there, and he was basically
13 fulfilling that role.

14 CHAIRMAN BESHORE: Okay. So they were
15 working directly with the fire department --

16 MR. YOUNT: Right.

17 CHAIRMAN BESHORE: -- so you didn't interfere
18 with that?

19 MR. YOUNT: I didn't want to shuffle anything
20 around. I mean there was an awful lot going on.

21 CHAIRMAN BESHORE: Then -- all right. Who
22 was -- who was next to get up there in terms of
23 management?

24 MR. YOUNT: I believe that Frank and Doug --
25 I think they -- they arrived in a helicopter. They

1 were there, actually, you know, what I feel was pretty
2 quick but, you know, from the time I got there until
3 the first time I actually had any sleep was like about
4 three days, so I -- you know, I don't remember a whole
5 lot.

6 CHAIRMAN BESHORE: When were you -- when you
7 were -- you were -- you were assigned to a specific
8 role?

9 MR. YOUNT: Yeah.

10 CHAIRMAN BESHORE: Which was?

11 MR. YOUNT: Safety officer.

12 CHAIRMAN BESHORE: Okay. What point was that
13 established?

14 MR. YOUNT: Probably about -- was the 10th a
15 Thursday?

16 CHAIRMAN BESHORE: Yes.

17 MR. YOUNT: Yeah? It was probably 10:00 --
18 10 -- 10 a.m. -- I remember it was a morning time. I
19 remember when it happened, and I -- I believe it was
20 Friday, the 11th, or maybe Saturday -- I mean Saturday
21 the 12th, yeah. Or Friday the 11th. One of the two.
22 Like I said, I don't remember. I -- I didn't sleep a
23 whole lot.

24 CHAIRMAN BESHORE: Well, were you -- were you
25 involved in any, you know, notification calls like --

1 the line down or any of that kind of thing?

2 MR. YOUNT: No, I wasn't. That was all being
3 taken care of, I believe, from the control center.

4 CHAIRMAN BESHORE: Okay. So you -- what did
5 you do until Frank and Doug got there? Do you recall?

6 MR. YOUNT: Well, we got one of the spill
7 trucks down at the mouth of Watcum Creek, down in the
8 bay there. And we -- we stationed the other one up
9 there by Wilburn. And we made ourselves available.
10 And I called Shumaker and Associates and I had John --
11 I can't remember his name. But anyways, he works for
12 Shumaker and Associates. He's an industrial hygienist
13 and he lives right next to the park almost.

14 I called him and activated him, and he
15 started doing neighborhood monitoring for total
16 particulates. And a few other compounds just, you
17 know, to make sure that nothing was causing problems.

18 CHAIRMAN BESHORE: Okay. So he was a
19 contractor or working for a contractor and you guys did
20 business with him?

21 MR. YOUNT: Yeah. Yeah. And I also called -
22 - 'cause I realized that there was going to be a lot of
23 work. I also called in and got a hold of Rex Myers and
24 he came down and assisted, too, so -- all within the
25 first 24 hours we had several people.

1 Also, MSRC showed up on site fairly quickly
2 also, and Joe -- I'm sorry I'm forgetting all these
3 names but I am. But Joe from MS -- MSRC is the safety
4 guy. And -- and I also got him involved also, so we
5 had quite a little group of people there working on a
6 lot of different issues.

7 CHAIRMAN BESHORE: Who's MSRC?

8 MR. YOUNT: They're a -- I think they're
9 actually a Federally-funded coop type thing that --
10 that responds to spills.

11 CHAIRMAN BESHORE: And who -- who's Rex?

12 MR. YOUNT: Rex Myers is owner slash
13 president of Life Safety Rescue.

14 CHAIRMAN BESHORE: Were these people somebody
15 that you guys had emergency response support contracts
16 with in place?

17 MR. YOUNT: Once again, I wasn't the safety
18 person, but you know, I -- I realized the need for
19 immediate safety response, and I don't -- I don't
20 believe they had these contracts in place ahead of time
21 'cause they were just contacts that I had and knew of.

22 CHAIRMAN BESHORE: So these weren't
23 necessarily environmental response folks, these were
24 safety --

25 MR. YOUNT: Most of 'em were safety --

1 CHAIRMAN BESHORE: -- environmental response
2 folks?

3 MR. YOUNT: Yeah. Yeah. The environmental
4 people were already on the way. They're part of the
5 Aqualon response team that was on its way.

6 CHAIRMAN BESHORE: Do you remember when --
7 got out there?

8 MR. YOUNT: It'd be speculation. I'd
9 probably say about 2:00, 2 a.m. that evening.

10 CHAIRMAN BESHORE: Friday morning?

11 MR. YOUNT: I think -- yeah.

12 CHAIRMAN BESHORE: Okay. I'm going to hand
13 off to Cliff here, and I'm going to go back through my
14 notes. So Cliff, do you have any questions?

15 MR. ZIMMERMAN: Yeah. Dan, I'd like to go
16 back and ask you a few questions regarding the O & M
17 manual's data.

18 MR. YOUNT: Mm-hmm.

19 MR. ZIMMERMAN: You mentioned earlier that --
20 some questions -- parts of the manual -- you might have
21 judged needed some -- over what was existing. You
22 mentioned right-of-way, but I'd like to explore and
23 find out whether there are issues you rewrote in the
24 manual or -- or what you -- Texaco that you changed?

25 MR. YOUNT: We -- we didn't actually rewrite

1 anything in the manual. I believe the way the whole
2 thing transpired is that -- my main concern was the
3 fact that this book hadn't been reviewed or I -- I had
4 no record or knowledge of it being reviewed annually
5 for some time since that position was vacated. And
6 that -- that was my main concern with it, and if you're
7 familiar with documents or document maintenance, it --
8 it doesn't take a lot of time before things really
9 start unraveling. And so that was my main concern.
10 Like I said, I didn't look into it in depth, but that
11 was my main concern is that it hadn't been updated.

12 And so, myself and Sandy called the
13 inspector. I believe it was Peter Katchmar. And he
14 notified us that the Texaco manual was a good manual
15 and that it would be a good one to adopt. And so --
16 and it was a -- it was already available. And the
17 alliance manual was still being worked on.

18 Trying to put two big companies together is
19 kind of -- well, I mean, you know, you don't have to
20 say much about those. It's kind of -- it's kind of
21 tough. And trying to marry their documents, what they
22 think is best, and your documents, which you think is
23 best, you get a lot of people sitting around hissing
24 and spitting in a room, you know, and nothing gets done
25 really quick.

1 So we decided to go with that manual, and we
2 got that manual and got it in place, changed all the
3 references to Texaco to Olympic Pipeline, notified the
4 employees of the change, and reviewed the manual and --
5 and put it in place.

6 MR. ZIMMERMAN: Okay. So -- so you took the
7 Texaco manual and put it in place, and what -- what
8 kind of reaction did you get from supervisors because
9 you had a new manual in place? There certainly were
10 changes, maybe some minor, some major.

11 MR. YOUNT: No real big reaction from the
12 supervisors.

13 MR. ZIMMERMAN: Let's dig into specifically
14 the kind of response you might have gotten from the
15 control center. Were there differences in the control
16 operation of the pipeline? Wasn't it -- was it
17 detail -- was it that detailed? Was it generic?

18 MR. YOUNT: You know, I didn't hear any
19 complaints from the control center.

20 MR. ZIMMERMAN: I find it a little hard to
21 believe that you took the manual from one company,
22 transferred it to another company, and nobody was
23 concerned about the differences in the way they were
24 going to have to operate the pipeline or -- or the
25 paperwork they were going to have to use with this new

1 manual. It seems like it's a big change to me.

2 MR. MAHLER: I'm going to ask you to -- to
3 repeat that question in a way that doesn't accuse my
4 client of -- I don't like the idea that you find it
5 hard to believe. That is clearly not an appropriate
6 way to begin a question.

7 (Pause)

8 MR. MAHLER: He's answered your question. He
9 told you he didn't have any response.

10 (Pause)

11 CHAIRMAN BESHORE: Could we go off the
12 record?

13 (Discussion held off the record.)

14 CHAIRMAN BESHORE: And Eric, you were going
15 to ask a couple questions to kind of --

16 MR. SAGER: Yeah. See if we could get back
17 on track here.

18 Who had suggested -- did anyone ask you to
19 look at the manual after you came to -- to Aqualon?

20 MR. YOUNT: No.

21 MR. SAGER: Okay. What prompted your
22 interest in it?

23 MR. YOUNT: The interest was prompted because
24 there was an audit coming up.

25 MR. SAGER: Have you, in your work

1 experience, used an operations manual before? An O & M
2 manual?

3 MR. YOUNT: I'm familiar with 'em. I have
4 never used one.

5 MR. SAGER: Have you had any training in
6 preparing these kinds of things?

7 MR. YOUNT: I've been responsible for, in --
8 in other jobs, developing sections of 'em. You know,
9 if it -- if it pertains to safety issues.

10 MR. SAGER: Were you one of the primary
11 reviewers of the manual as it was inserted into the
12 intranet at Olympic?

13 MR. YOUNT: No.

14 MR. SAGER: Who were the other reviewers?

15 MR. YOUNT: The person that inserted it and -
16 - and did all the work on it would have been Sandy
17 Conlan.

18 MR. SAGER: And -- and who reviewed the
19 manual prior to its being inserted or put onto the
20 intranet?

21 MR. YOUNT: I -- I'm -- I'm having problems
22 with what you're wanting to know as far as the -- the
23 reviewing of it. Basically, it was a manual that was,
24 as far as we were notified, written very well and
25 thought of very highly by the Department of

1 Transportation or -- yeah, DOT. And -- and so we
2 take -- we took that and we tried to implement it into
3 Olympic's process. And Sandy did all that work.

4 MR. SAGER: Was there any -- what you're
5 saying to me now is that it was not reviewed as if it
6 was generated by your people but rather it was
7 incorporated in -- as a -- as an -- as an entity into
8 the intranet except for the changing of names and terms
9 to the -- that were inappropriate?

10 MR. YOUNT: I don't think it would be, you
11 know, a carte blanche thing like that. I -- I know
12 that a lot of it was changed like that, that Sandy did
13 address a few issues.

14 MR. SAGER: Did you give Sandy her -- her
15 work priorities?

16 MR. YOUNT: Yeah.

17 MR. SAGER: How did this manual rank in terms
18 of her --

19 MR. YOUNT: At that time it was -- it was
20 very important.

21 MR. SAGER: And why was it important?

22 MR. YOUNT: Because we had an audit coming up
23 and because we were switching from one manual to a new
24 manual, and I felt that was an important issue.

25 MR. SAGER: Was there a -- who recommended

1 putting it on the intranet?

2 MR. YOUNT: The new manual or the old manual?

3 MR. SAGER: Was the old manual on the
4 intranet?

5 MR. YOUNT: Yes, it was.

6 MR. SAGER: I did not know that. Do you know
7 how long it had been on the intranet?

8 MR. YOUNT: I -- I can't answer that
9 question. I don't know. At the -- at the time of this
10 whole thing transpiring I'd only been employed there at
11 the company for about four months, so I was still
12 trying to get to know names and faces, let alone some
13 of the issues that were going on.

14 MR. SAGER: That's all I have on the manual.

15 CHAIRMAN BESHORE: Okay. Cliff, did you have
16 some more questions on --

17 MR. ZIMMERMAN: Yeah. Let me see if I can
18 pick up here. Were there any issues regarding the
19 control center that -- let's see -- Mr. Preston --
20 Brentson voiced when -- when -- when the operations
21 manual changed?

22 MR. YOUNT: No. None that I heard of.

23 MR. ZIMMERMAN: Did -- did any of the -- the
24 forms that Olympic used change when you implemented the
25 new manual?

1 MR. YOUNT: I saw -- the only thing I can say
2 is that I saw forms that were different once I returned
3 from the June 10th incident. And I don't know if they
4 were part of that whole manual change or if they were
5 part of a response to the incident. Those are the only
6 different forms that I know having seen.

7 CHAIRMAN BESHORE: Okay. So but the revised
8 manual itself was implemented that -- when?

9 MR. YOUNT: Just prior to the audit was when
10 it had been put in place.

11 MR. ZIMMERMAN: About how much prior was it
12 --

13 MR. YOUNT: When is the -- like a week
14 before.

15 MR. ZIMMERMAN: Oh, okay. I see. You said
16 you were trying to do some training on it. What -- was
17 that prior to that week when the change became
18 official?

19 MR. YOUNT: No, on that week we tried to do
20 some training. We tried to notify the people of the
21 fact that the -- the manual had been done and -- and
22 tried to get the different groups to review areas that
23 they were directly involved with and to -- what else
24 did we do? I know there was something else that went
25 on. I remember a large -- large gathering in the

1 meeting room at Olympic.

2 MR. ZIMMERMAN: Were there -- was there --
3 that was -- that the manual was on-line or you just --

4 MR. YOUNT: The new manual?

5 MR. ZIMMERMAN: The new manual.

6 MR. YOUNT: The minute it was brought over
7 from -- I believe the manual came from Denver, didn't
8 it, Peter?

9 MR. KATCHMAR: I don't think we gave it to
10 you, did we? I --

11 MR. YOUNT: No, you didn't give it to us.
12 You told us where to get it. I think you referred --

13 MR. KATCHMAR: From Texaco?

14 MR. YOUNT: Yeah. In Denver.

15 MR. KATCHMAR: Oh, yeah. Texaco had their
16 operations center there.

17 MR. YOUNT: Yeah. And the minute it came
18 over they did some changes on the manual, did the
19 universal name changes and stuff like that, did some
20 other changes, and then it was put onto the intranet.

21 MR. SAGER: Can I interject a question here?
22 I am -- I'm confused on the whole thing. Was there a
23 review, a technical review, of the manual by Olympic
24 staff, technical people? I thought you told me there
25 wasn't, that you took it, made the appropriate changes

1 to it, and then put it on the intranet?

2 MR. YOUNT: Well, --

3 MR. SAGER: I thought you just told Cliff
4 that different groups reviewed it?

5 MR. YOUNT: I know that -- have these guys
6 all seen the same paperwork that, you know, the e-mails
7 and stuff like that? There were e-mails sent out to
8 each department that the new manual was coming out, I
9 believe. And their -- they were to look at the
10 different things and -- and -- and respond if they had,
11 you know, any questions or concerns.

12 And you know, Sandy dealt with all those. I
13 didn't have anything to do with that. I was working on
14 the Maplewood project at the time. And she did all the
15 universal changes, the name changes, and everything.
16 So she had to go through and look at that. Had she not
17 I'm sure -- because those universal changes in the
18 computer don't change everything. Some things would
19 have been left behind that weren't changed.

20 So I know she went through and read it. And
21 I don't know if you consider that a technical review.
22 I don't know if you consider the different departments
23 having or supposed to have looked at the -- a technical
24 review.

25 MR. SAGER: That's what I would call a

1 review, that other departments looked at it, read it,
2 and signed off on it as -- as a formal review.

3 MR. YOUNT: I don't think any signing off was
4 done.

5 MR. SAGER: Did all the departments receive a
6 copy?

7 MR. YOUNT: If it was on the intranet it was
8 available to everybody.

9 MR. SAGER: Could we find a way to get some
10 of that e-mail traffic pertaining to the --

11 CHAIRMAN BESHORE: We'll -- we'll follow up
12 with that area 'cause Dan -- 'cause Dan's question -- I
13 don't believe we have those e-mails, so we'll have to
14 pursue that with -- with Olympic, and we'll get to
15 those.

16 MR. SAGER: Okay. That's it.

17 CHAIRMAN BESHORE: But no, we have not seen -
18 -

19 MR. ZIMMERMAN: On another subject related to
20 your job in general -- the operations manual. How did
21 you become aware of operations and -- and -- operations
22 issues and problems that might relate to your pipeline
23 responsibilities?

24 MR. YOUNT: I'm trying to dissect your
25 question here a little bit. How did I become aware of

1 the regular day-to-day operations issues that might
2 touch my responsibilities?

3 MR. ZIMMERMAN: Right. Maybe it's a number
4 of ways.

5 MR. YOUNT: I would have to say on a whole I
6 usually found out about 'em after everybody else
7 already knew about 'em.

8 MR. ZIMMERMAN: Okay. And -- and even then,
9 when you found out about 'em that way, did you find out
10 about 'em through reports or e-mails or --

11 MR. YOUNT: Sometimes it may be an e-mail.
12 Sometimes it may be people talking about things and I
13 basically kind of go like -- how come I wasn't told?

14 MR. ZIMMERMAN: And when you're saying "how
15 come I wasn't told?" would that be to your supervisor
16 or --

17 MR. YOUNT: Sometimes that -- that kind of
18 comment would be at a staff meeting. Sometimes it
19 would be at a group of people. You know, basically, I
20 should have known about this.

21 MR. ZIMMERMAN: Did you have regular staff
22 meetings --

23 MR. YOUNT: Yes, no. I mean, you know, it's
24 supposed to be every Monday but, you know, if people
25 travel then people did different things and sometimes

1 they didn't happen, so.

2 MR. ZIMMERMAN: When -- when you did finally
3 have -- when you did have a meeting, what kind of
4 information or issues were presented to the group or
5 how -- how was the meeting carried out?

6 MR. YOUNT: Usually the meetings were carried
7 out by -- there was one person that was responsible for
8 -- I don't know what the correct word would be, but
9 basically leading the meeting. And they would start by
10 standing up at a white board and they would ask
11 engineering if they had anything, and they'd say, yeah,
12 and it's going to take me this many minutes to do. And
13 they'd go down the line and different people would --
14 and, you know, list their different things. And then
15 they'd start working down the list and try to finish
16 'em before the meeting was adjourned.

17 MR. ZIMMERMAN: Can you tell me about the
18 decision-making process during those meetings in order
19 to, you know, some responsibility that people would get
20 things done? How was that carried out?

21 (Pause)

22 MR. YOUNT: Well, if an issue would come up
23 the parties that were most involved would -- would
24 usually be responsible for ironing it out. Sometimes
25 they'd try to park something and say, you know,

1 engineering and, you know, control center, you guys
2 need to go figure that out and -- and come back and
3 tell us about it next week or whatever. Otherwise, the
4 meetings, which, you know, typically happened they went
5 too long anyways. We'd just go on and on and on
6 because everybody would try to solve the problem right
7 there.

8 But most of the time what would happen is is
9 something would be assigned to someone, and that would
10 either be by who was -- whoever was the highest-ranking
11 person in the room, you know, whether it's Frank or
12 Doug or, you know, whoever was basically running --
13 running the show.

14 MR. ZIMMERMAN: That's all I have for right
15 now.

16 CHAIRMAN BESHORE: Jerry?

17 MR. SCHAU: I don't have any questions.

18 CHAIRMAN BESHORE: Johnny?

19 MR. PARRISH: Nothing.

20 CHAIRMAN BESHORE: Patti?

21 MS. IMHOF: Dan, when you were hired by
22 Aqualon to go to work for Olympic, did -- were you
23 given a written job description?

24 MR. YOUNT: I don't believe so.

25 MS. IMHOF: And it sounds like you have a

1 pretty strong background in environmental issues and
2 safety. Would you -- in your opinion, does Olympic
3 have or did they have prior to June 10th a crisis
4 management plan in place?

5 MR. YOUNT: The spill response plan that they
6 had in place was basically used as, you know, crisis
7 management. Whether I -- whether I would consider it a
8 -- an adequate full-blown crisis management, which I
9 think is -- is different than just responding to spills
10 and -- and problems like that, I would say no.

11 MS. IMHOF: Had you ever heard of IMCO
12 General Construction before it was suggested by
13 somebody that we are responsible for the damage done to
14 the pipe that --

15 MR. YOUNT: I don't think so. I mean I -- I
16 grew up in Skaget Valley. There may be a possibility
17 that I ran across it when I was younger. I don't know
18 how long it's been around. But I've never heard of it
19 before.

20 MS. IMHOF: Okay.

21 CHAIRMAN BESHORE: Peter?

22 MR. KATCHMAR: No questions. Thanks.

23 CHAIRMAN BESHORE: Geoff?

24 MR. SMYTH: Just one. Just a clarification.

25 Bob Burnett, how long do you know if he worked for

1 Olympic Pipeline?

2 MR. YOUNT: Geez, man. Bob's old as the
3 hill, so --

4 MR. SMYTH: Okay. So -- but in your best
5 opinion, would you say that he would have been there
6 during 1994 to 1996?

7 MR. YOUNT: Yeah, I think so.

8 MR. SMYTH: Okay. And you said that he -- he
9 was in charge of plan review, so if somebody was going
10 to build something in your right-of-way that would be
11 --

12 MR. YOUNT: That would have been Bob.

13 MR. SMYTH: -- Bob would be the one who would
14 have reviewed -- some set of plans?

15 MR. YOUNT: Yeah.

16 MR. SMYTH: Thanks.

17 CHAIRMAN BESHORE: Linda?

18 MS. PILKEY-JARVIS: Just one question. You -
19 - when you first started talking you mentioned
20 something about being employed by Aqualon and getting
21 your paycheck from Aqualon.

22 MR. YOUNT: Mm-hmm.

23 MS. PILKEY-JARVIS: So this is a question
24 sort of about company culture. In your opinion, did
25 people identify themselves by whether they were an

1 Aqualon employee versus an Olympic employee?

2 (Pause)

3 MR. YOUNT: That's strange. I don't think I
4 really ever identified myself as an Aqualon employee.
5 I mean when I started out I think I referred to -- I
6 worked with Olympic and -- and he dug a little further
7 and yeah, I am an Aqualon employee. I never really
8 looked at myself as an Aqualon employee. However, the
9 construction crew, which is hard on just about
10 everybody, always let you know that you were an Aqualon
11 employee. You kind of felt like an outsider, so.

12 MS. PILKEY-JARVIS: Does that mean -- when
13 you say the "construction crew," do you mean guild
14 people?

15 MR. YOUNT: Yeah.

16 MS. PILKEY-JARVIS: Is that what you mean?

17 MR. YOUNT: Yeah.

18 MS. PILKEY-JARVIS: So there -- there was --

19 MR. YOUNT: The big guys in the pipeline.

20 And I mean physically big.

21 (Laughter)

22 MS. PILKEY-JARVIS: I guess that's all.

23 Thanks.

24 CHAIRMAN BESHORE: Tony?

25 MR. BARBER: Hi, Dan.

1 MR. YOUNT: Hi.

2 MR. BARBER: Good to see you again. Mark
3 Krueger and Cathy Reed you mentioned, but I didn't hear
4 -- maybe you gave -- I didn't hear a description of
5 what their jobs --

6 MR. YOUNT: Cathy Reed replaced Bob Burnett,
7 so hers is just basically the same as -- as Bob
8 Burnett.

9 Mark Krueger's kind of an unusual
10 circumstance. He -- he was an operator, but he had
11 somehow wormed in -- wormed his way into only doing
12 one-call type things, you know, responding to crossings
13 and stuff like that. So he didn't turn valves or do
14 anything like that anymore. He just went out and, you
15 know, if someone was crossing a line or someone, you
16 know, he did all that kind of stuff for the greater
17 Seattle area. And so therefore, he fell underneath
18 my -- my area.

19 MR. BARBER: Okay. And you mentioned that
20 the safety person -- the safety officer Karen --

21 MR. YOUNT: Karen Grine?

22 MR. BARBER: Grine. Do you know how long
23 she'd been with Olympic?

24 MR. YOUNT: I -- I'd say somewhere right
25 around '93 because about the same time I got the job

1 for the marketing terminals down in Seattle she got the
2 job down here because she came to me and -- and asked
3 for some help and I told her I was too busy, so.

4 MR. BARBER: You said that some of the people
5 -- if I'm mischaracterizing what you said just let me
6 know, but I think you said that some of the people were
7 -- were reluctant to -- to go to her with concerns?

8 MR. YOUNT: Yeah.

9 MR. BARBER: Personnel issues or what have
10 you. Instead of her, did -- did you find that any of
11 them came to you with issues they should have gone to
12 her with?

13 MR. YOUNT: Yeah, and I got myself in trouble
14 a couple times that way, so I kind of really kind of
15 held that at bay. You know, there was kind of this
16 movement to kind of get Dan to take over safety too,
17 which eventually happened after the incident, so.

18 MR. BARBER: I have no more questions.

19 CHAIRMAN BESHORE: Jim? Eric, do you have
20 any further questions?

21 MR. SAGER: Just one. What kind of support
22 were you getting from your supervisor through some of
23 these controversies?

24 MR. YOUNT: You know, I -- I -- I think we
25 all would like to have just like the best support in

1 the world. I would say that majority of the time I --
2 I -- I got some fairly good support. However, there
3 are times when you say something and no one'll listen
4 to you because you're not "the man." And that's when
5 you're pretty much going to go and talk to someone, and
6 that would be the boss, and say, I need some help here,
7 you know, send out an e-mail yourself saying that we
8 need to get these documents or we need to do this, you
9 know, or we need to do that. And usually I -- I got a
10 pretty good response from him on that.

11 CHAIRMAN BESHORE: "From him," that would be
12 Frank --

13 MR. YOUNT: Frank.

14 CHAIRMAN BESHORE: -- Hopf?

15 MR. YOUNT: Right.

16 CHAIRMAN BESHORE: Okay. And I've just kind
17 of got a couple of clarification questions. One here
18 on you mentioned that the forms changed from -- when
19 you came back after the accident you noticed that some
20 of the forms were different. I just want to ask you
21 what that time frame was. You were assigned to
22 Bellingham for quite some time frame there.

23 MR. YOUNT: For forever it seemed like, yeah.
24 And -- and once I even -- I -- I didn't even get back --
25 - I mean, you know, they released me up there so that I

1 could come back and start doing regular things, and
2 that's when I started -- it was just shortly after that
3 that a Renton release occurred and I got involved in
4 that. So I would say probably early November.

5 CHAIRMAN BESHORE: Early November of --

6 MR. YOUNT: '99.

7 CHAIRMAN BESHORE: -- '99, okay. So that's
8 when you actually kind of got back into the Renton
9 office type of environment?

10 MR. YOUNT: Yeah. And then at that time
11 the -- the big issue there was that every fire
12 department up and down the state wanted some kind of
13 meeting or information and that -- that's what we began
14 working on, Gavin, Marie, and myself.

15 CHAIRMAN BESHORE: Okay. And Gavin was new -
16 - he was hired after the accident?

17 MR. YOUNT: Yeah, we hired him on halfway
18 through the incident.

19 CHAIRMAN BESHORE: And I just want to follow
20 up a little bit about your relationship with Frank.
21 How would you describe his, you know, management style,
22 I guess, if you will?

23 MR. YOUNT: Hmm. That's a tough one. Frank
24 was really -- Frank amazed me several times. I mean,
25 you know, he came across as kind of just a normal joe

1 but he was a very smart guy and he'd tend to let people
2 -- he was kind of self-empowering type person. He'd
3 let people kind of take care of their job as long as
4 they were doing it. When he felt things were -- when
5 he thought things were not getting done he would kind
6 of push the issue a little more.

7 The only thing I really have to compare him
8 to is -- is Carl Gass, which is exactly the opposite.
9 Carl was more of a real controlling, demeaning
10 individual.

11 CHAIRMAN BESHORE: Okay. So when you worked
12 for Frank -- Carl was your supervisor after the
13 accident or at some point, right?

14 MR. YOUNT: Correct.

15 CHAIRMAN BESHORE: Had you worked for him
16 prior to --

17 MR. YOUNT: Carl?

18 CHAIRMAN BESHORE: Yeah.

19 MR. YOUNT: No.

20 CHAIRMAN BESHORE: Had you worked for Frank
21 prior to coming to work for Olympic?

22 MR. YOUNT: No.

23 CHAIRMAN BESHORE: Did you know him?

24 MR. YOUNT: No.

25 CHAIRMAN BESHORE: Okay. So working -- in

1 reporting to Frank, did you feel like you had the
2 authority to do your role and make your decisions or
3 did you feel like you needed to go to Frank and get his
4 buy-in first?

5 MR. YOUNT: No, I felt like I had the
6 authority from him. It's just that, you know, I think
7 the whole Olympic Pipeline empowerment theory that was
8 flying around at that time kind of empowered everybody
9 to do whatever they wanted to without accepting
10 responsibility. And -- and that's -- that was a
11 problem as far as I'm concerned, but that's just my
12 personal view.

13 CHAIRMAN BESHORE: Okay. So in your opinion,
14 the empowerment thing kind of went to the extreme, too
15 far?

16 MR. YOUNT: Yeah.

17 CHAIRMAN BESHORE: To where there was no
18 control or supervision?

19 MR. YOUNT: I don't know if it went that far,
20 but I know that me as the environmental or regulatory
21 type person, I didn't feel -- I didn't feel as
22 empowered as other people did.

23 CHAIRMAN BESHORE: Okay. All right. Let's -
24 - let me -- I'm going to say -- I want to ask you
25 another question too with -- you kind of alluded to the

1 guys in the field that let you know for sure that you
2 were an Aqualon employee and not -- not one of them.
3 Did -- how would you describe morale within the
4 organization?

5 MR. YOUNT: Prior to or after?

6 CHAIRMAN BESHORE: Prior to -- prior to the
7 accident.

8 MR. YOUNT: I would say fairly good. I mean,
9 you know, every organization, and I've worked for a
10 few, seems to always have, you know, its gripes and --
11 and especially, you know, you have those people who
12 tend to gripe quite a bit. I would say it was fairly
13 good.

14 CHAIRMAN BESHORE: So you -- was this -- this
15 is more in the form of good-natured ribbing or --

16 MR. YOUNT: Sometimes. Sometimes it was, you
17 know, a little more.

18 CHAIRMAN BESHORE: A little more, okay. Did
19 you feel like you were part of the team? Did you feel
20 like it was a team environment?

21 MR. YOUNT: Most of the time. Of course, you
22 know, I was fairly new at this, and so like anytime you
23 get on a horse, you know, someone wants to kind of kick
24 you off just to let you know where your place is, you
25 know. So you know, I -- I felt -- I felt like --

1 especially with the construction crew.

2 I mean I was doing over -- I was working over
3 at Maplewood when we were putting a vapor extraction
4 system in over there, and I caught copious amounts of
5 grief from the construction department because that was
6 there billywhack. They put -- they dig all the holes
7 and everything. So I mean I caught a lot of extremely
8 rough ribbing as a result of that.

9 CHAIRMAN BESHORE: Okay. Does anybody else
10 have any -- any follow-up? Cliff?

11 MR. ZIMMERMAN: Dan, was there a company
12 practice or procedure for investigating accidents?

13 MR. YOUNT: I would say probably prior to --
14 there -- there may have been in the manuals or stuff or
15 the records, but the -- from when I first got on until
16 sometime right in August when that one incident
17 happen -- I mean October -- I think it was October when
18 that one incident happened, I would -- I would say no,
19 there wasn't anything that was active.

20 MR. ZIMMERMAN: And we've had some testimony
21 that back around 1996 there was a -- a document created
22 that talked about investigation of near-misses. Did
23 you ever see that document, by any chance?

24 MR. YOUNT: No.

25 MR. ZIMMERMAN: Did you ever hear that

1 existed?

2 MR. YOUNT: Just now.

3 MR. ZIMMERMAN: Okay. Was there an accident
4 investigation done on the accident of June 10th?

5 (Pause)

6 MR. YOUNT: I would hope so. I really don't
7 know. I spent my nights and my days up there until I
8 got back, and then I spent my nights and days, you
9 know, in a hotel down here in Renton for a while. And
10 the best practices guy, Al White, was supposed to do
11 all the incident accident investigation type stuff, and
12 I never saw anything on any of my e-mail and I -- and I
13 had a gazillion e-mails to try to catch up on when I
14 got back. But I didn't see anything about an incident
15 review of June 10th.

16 MR. ZIMMERMAN: Did Mr. White ask you any
17 questions about the accident?

18 MR. YOUNT: The June 10th incident?

19 MR. ZIMMERMAN: June 10th.

20 MR. YOUNT: No. Not that I -- I mean, you
21 know, I saw him up there at different times, but I
22 don't remember sitting down and specifically talking
23 about the incident.

24 MR. ZIMMERMAN: Do you know if the procedure
25 has for investigating an accident has changed as a

1 result of this accident on June 10th?

2 MR. YOUNT: I -- I don't know what they're
3 doing now. I mean, you know, I imagine -- I imagine
4 they're doing a lot of things different.

5 MR. ZIMMERMAN: Well, before you left --

6 MR. YOUNT: As far as I -- I know, it's -- it
7 was still, at that time, the same way. I mean I know
8 that when Ed Brenner came on I spoke with Ed Brenner
9 and I said -- we were talking about incident and
10 accident reviews and different -- you know, there are
11 different -- Tap Root is a way to do that kind of
12 thing, Apollo is a way to do that kind of stuff. There
13 are a lot of different really good programs out there
14 that you can use. And I was talking to him a little
15 bit about that.

16 And I said -- and Ed was the number two guy
17 when Carl came on. He replaced Doug. He said that he
18 believed I should be doing it, and I told him I thought
19 that's where I should be too but I knew that Al was
20 doing it. And that was -- that was as late as middle
21 of May.

22 MR. ZIMMERMAN: May of 19 --

23 MR. YOUNT: Of this year, 2000.

24 MR. ZIMMERMAN: Oh, May of this year. Okay.
25 May of this year. Okay. Thank you.

1 CHAIRMAN BESHORE: Eric, did you have another
2 question?

3 MR. SAGER: One question. The -- in your
4 explanation of your education, you mentioned you had
5 some training as a hygienist?

6 MR. YOUNT: Mm-hmm.

7 MR. SAGER: And what kind of hygienist was
8 that?

9 MR. YOUNT: Industrial hygiene. Are you
10 familiar with that?

11 MR. SAGER: Well, I don't know. What
12 included in that?

13 MR. YOUNT: Okay. Industrial hygiene is just
14 basically the -- monitoring and/or evaluating the work
15 environment for exposures to different chemicals. They
16 get involved in a lot of program development and some
17 training also.

18 MR. SAGER: Thanks.

19 CHAIRMAN BESHORE: Anybody else? Linda, did
20 you have a question?

21 MS. PILKEY-JARVIS: Thank you. I -- I just
22 had been looking over my notes and -- and looked at
23 something that I wrote down that you said. At one
24 point you mentioned when you were working with Sandy
25 and the two of you were sort of working in the same

1 department that it was too much for two people to do.
2 I think you were talking about environmental stuff,
3 maybe.

4 But I'm just wondering if you thought that
5 that was kind of a common condition at the company in
6 general? Just think about the different departments,
7 and you know, can you think of other departments that
8 there may have been too few people to perform the job?

9 (Pause)

10 MR. YOUNT: Okay. I didn't want to talk when
11 he wasn't recording. That's a tough one. It would be
12 my own personal view, but I would say in -- in places,
13 yeah, I -- I think there were times when things were a
14 little thin in a few places. I -- I don't know -- I
15 don't know -- I'm not the manager of the pipeline so I
16 don't know why things were done different ways. I
17 imagine they were done for good reasons. Sometimes you
18 have too many people for something and you have people
19 leaning on shovels, and sometimes you have not enough
20 people and you don't have enough shovels.

21 So I mean, you know, it's -- it -- it's kind
22 of one of those things about balancing, but I -- I
23 would say that there are times when more attention
24 could be given. Whether that's the use of contractors
25 or whether that's the use of additional personnel is,

1 you know, a decision that I wasn't involved in.

2 MS. PILKEY-JARVIS: What area in particular
3 do you think about that, in your opinion, may have been
4 thin?

5 MR. YOUNT: When we went back -- when I was
6 talking earlier about the right-of-way committee, the
7 issues that I'm familiar with would be running a
8 pipeline or operating a pipeline is a big job in and of
9 itself. And having an operator watch a batch of fuel
10 moving through the line and having him also be
11 responsible for right-of-way issues or crossing issues
12 is -- is when I say, you know, you're juggling things.
13 And -- and my recommendation from that committee was
14 that they have a right-of-way person for each area, and
15 that -- that's also in a memo somewhere you've probably
16 seen somewhere, so.

17 MS. PILKEY-JARVIS: Mm-mm.

18 MR. YOUNT: It's out there.

19 CHAIRMAN BESHORE: We'll find it.

20 (Laughter)

21 MS. IMHOF: Could I ask one more question,
22 too?

23 CHAIRMAN BESHORE: Yes, Patti.

24 MS. IMHOF: Dan, it kind of sounded like --
25 from my impression, listening to Sandy, was that her

1 background and experience and her capability was really
2 more administrative. And because she was left without
3 an immediate supervisor for a year and a half before
4 you came into that position, she maybe was kind of
5 assuming some areas of responsibility, maybe, that, you
6 know, -- I don't want to put words into your mouth but
7 I guess I'm kind of doing that.

8 MR. YOUNT: Well, you know, just ask the
9 question. I'll answer it.

10 (Laughter)

11 MS. IMHOF: Was there some confusion about
12 whether her role was administrative or whether she was
13 really a compliance specialist?

14 MR. YOUNT: Between me and her?

15 MS. IMHOF: Between everybody and her. I
16 mean between the company and her. I wonder if she had
17 a written job description?

18 MR. YOUNT: You'd have to ask the HR people
19 on that one. I mean, you know, I'm not a fan of HR
20 people. I really don't like 'em. But you're probably
21 an HR person, aren't you?

22 (Laughter)

23 MR. YOUNT: I -- but she -- she was a
24 compliance specialist. I mean her title when I -- when
25 I was there was a compliance specialist, and -- and

1 yeah, you're -- some of what you said I would have to
2 agree with, you know, during the -- the absence of or
3 the vacuum she actually stepped into quite a lot.

4 Now, Sandy's a very, very intelligent and
5 very capable person. She did the best she could and,
6 you know, which basically I feel I did, too. And I --
7 I wasn't a DOT expert. I came in and tried to kind of,
8 you know, shore things up as I went along when I came
9 in. And I -- I think she did a good thing.

10 Whether she was just a secretary or whatever,
11 one -- one of the problems I dealt with commonly was
12 people would come to her to have her do things and I'd
13 have to say, you know, you have 'em come talk to me
14 because we have too much to do. And so she was loaded
15 up quite a bit.

16 CHAIRMAN BESHORE: Does anybody else have any
17 questions? Dan, is there anything else that we haven't
18 asked you about that you feel like we should be aware
19 of and take a look at?

20 MR. YOUNT: That's a tough question. I --
21 I've honestly tried not to think about the company for
22 the last three or four months, you know. It's been
23 kind of a sore subject to me, so.

24 CHAIRMAN BESHORE: Now's your -- now's your
25 chance.

1 (Laughter)

2 (Pause)

3 MR. YOUNT: You know, I've basically
4 editorialized. I -- I --

5 (Pause)

6 MR. YOUNT: I think Olympic and I think
7 Aqualon are both good companies, and I think their
8 intents were -- were good. I -- I -- like anything,
9 there are situations where things are not perfect,
10 and -- and you know, whether that would be a shortage
11 of manpower in some instance or whether it would be
12 mislooking or overlooking, you know, documents or
13 manuals or whatever, missing different little things
14 here and there, that may have happened. But overall, I
15 -- I think and what I saw was a lot of people trying to
16 work really hard at trying to do what they could.

17 And I wish I had like the golden answer to
18 kind of give you what you needed so you could kind of
19 get this done and everybody could get back to their
20 regular lives. 'Cause I know if this has changed your
21 life like it's changed mine that you'd just want it to
22 be over with and you want to be back home. So I wish
23 you the best.

24 CHAIRMAN BESHORE: Okay. Thank you.

25 (Whereupon, the witness was excused.)