

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL FIRE AND SINKING OF THE

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DREDGE *WAYMON L BOYD* IN CORPUS

*

Accident No.: DCA20FM026

CHRISTI, TEXAS, ON AUGUST 21, 2020

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Interview of: MICHAEL GOLDSMITH, Pipeline Operator
Enterprise Products

Via telephone

Tuesday,
October 20, 2020

APPEARANCES:

PAUL STANCIL, Rail and Pipeline Accident Investigator
National Transportation Safety Board

LUKE WISNIEWSKI, Investigator in Charge
National Transportation Safety Board

ROGER EVANS, Accident Investigator
National Transportation Safety Board

LT [REDACTED], Investigating Officer
U.S. Coast Guard

LCDR [REDACTED], Senior Investigating Officer
U.S. Coast Guard

ALVARO RODRIGUEZ, Accident Investigator
Pipeline and Hazardous Materials Safety Administration

RON PEREZ, Inspector
Railroad Commission of Texas

GRAHAM KENYON, Vice President of Risk Management
Orion Marine Group

MATT PISERELLE
Orion Marine Group

JEFF MORTON, Senior Director of Transportation
Compliance
Enterprise Products

NHAN TRUONG, Compliance Manager
Enterprise Products

JOEL KOHLER, Senior Manager of Contracts Safety Group
Enterprise Products

MARK FARLEY, Farley and Partners
(On behalf of Michael Goldsmith)

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I N T E R V I E W

(12:06 p.m.)

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2
3 MR. STANCIL: Okay. The recorder is on, and I'll go ahead
4 and begin. This is Paul Stancil. I am the NTSB hazardous
5 materials accident investigator and pipeline group chairman for
6 the investigation of the August 21, 2020, fire and sinking of the
7 dredge *Waymon L Boyd* in Corpus Christi, Texas.

8 This is an interview of Mr. Michael Goldsmith who is employed
9 by Enterprise Products. The NTSB accident reference number is
10 DCA20FM026. Today is October 20, 2020, and the time is 12:06 p.m.
11 Central Time.

12 Mr. Goldsmith is located in a conference room at the
13 Enterprise facilities in Corpus Christi, Texas. The NTSB team and
14 several others are participating in this interview over a video
15 conference call.

16 Mr. Goldsmith, would you state and spell your full name,
17 please?

18 MR. GOLDSMITH: Michael Goldsmith, M-i-c-h-a-e-l,
19 G-o-l-d-s-m-i-t-h.

20 MR. STANCIL: Okay. And this interview is being recorded,
21 Mr. Goldsmith. Do we have your consent to record this
22 conversation?

23 MR. GOLDSMITH: Yes, sir.

24 MR. STANCIL: Thank you. And I would remind everyone to
25 speak loudly and clearly and slowly so that we can get an accurate

1 recording and transcription of this interview. And please let me
2 know if there's any audio quality problems on my end or any of the
3 other persons speaking. Okay.

4 At this point, I'm going to ask everyone to introduce
5 themselves and, again, please state your organization, title and
6 spell your last name.

7 My name is Paul Stancil. My last name is spelled
8 S-t-a-n-c-i-l. I am an accident investigator with the NTSB.
9 Next, my colleague, Mr. Luke Wisniewski.

10 MR. WISNIEWSKI: Good afternoon, Mr. Goldsmith. My name is
11 Luke Wisniewski, W-i-s-n-i-e-w-s-k-i. I'm the investigator in
12 charge for this accident with NTSB.

13 MR. STANCIL: Okay.

14 Roger?

15 MR. EVANS: Yes. Roger Evans. I'm an accident investigator
16 with the NTSB. Last name is E-v-a-n-s.

17 MR. STANCIL: Okay.

18 Coast Guard?

19 LT [REDACTED]: Yeah, [REDACTED] [REDACTED]. Coast Guard investigator.
20 Last name is [REDACTED].

21 LCDR. [REDACTED]: And Lieutenant Commander [REDACTED] [REDACTED],
22 [REDACTED], and I'm the lead investigator for the Coast Guard.

23 MR. STANCIL: Okay.

24 PHMSA? Are you there, Alvaro?

25 MR. RODRIGUEZ: I am here. I'm sorry.

1 MR. STANCIL: That's okay.

2 MR. RODRIGUEZ: Alvaro Rodriguez. Alvaro, A-l-v-a-r-o,
3 Rodriguez, R-o-d-r-i-g-u-e-z. I am an accident investigator with
4 PHMSA.

5 MR. STANCIL: Thank you, Alvaro.

6 Railroad Commission of Texas?

7 MR. PEREZ: Good afternoon. This is Ron Perez, inspector
8 with the Railroad Commission, Region 7. My last name is spelled
9 P-e-r-e-z.

10 MR. STANCIL: Thank you. Orion Group?

11 MR. KENYON: Good afternoon. This is Graham Kenyon, first
12 name Graham, G-r-a-h-a-m, last name Kenyon, K-e-n-y-o-n, and I'm
13 the vice president of risk management.

14 MR. PISERELLE: Matt Piserelle, Orion Marine Group.

15 MR. STANCIL: Can you spell your last name, Mr. Piserelle?

16 MR. PISERELLE: P-i-s-e-r-e-l-l-e.

17 MR. STANCIL: Thank you, sir.

18 And Enterprise Products?

19 MR. MORTON: This is Jeff Morton with Enterprise Products,
20 senior director of transportation compliance. Last name is
21 M-o-r-t-o-n.

22 MR. TRUONG: This is Nhan Truong, Enterprise Products.
23 N-h-a-n, last name is T-r-u-o-n-g. I'm the manager of compliance.

24 MR. KOHLER: Joel Kohler with contractor safety for
25 Enterprise Products. My last name is spelled K-o-h-l-e-r.

1 MR. STANCIL: Okay, sir. And I believe that should be
2 everyone on the call.

3 Is there anyone else on this call that I have not called?

4 MR. FARLEY: Yes. My name's Mark Farley. I'm a partner with
5 Farley and Partners on behalf of Mr. Goldsmith. M-a-r-k,
6 F-a-r-l-e-y.

7 MR. STANCIL: Thank you, Mr. Farley.

8 And that brings me to this issue. So, Mr. Goldsmith, you're
9 free to have a representative of your choosing in the room with
10 you and -- or online, and that person cannot speak for you or ask
11 questions. Do you understand?

12 MR. GOLDSMITH: Yes, sir.

13 MR. STANCIL: And understand that Mr. Farley is with -- he
14 represents Enterprise Products, is in the room -- or I'm sorry,
15 were you in the room on online?

16 MR. FARLEY: I'm online, Paul.

17 MR. STANCIL: Okay. Is this the person who's representing
18 you today, Mr. Goldsmith?

19 MR. GOLDSMITH: Yes, sir.

20 MR. STANCIL: Okay. Thank you.

21 All right. Let's get started. So the purpose of the
22 investigation is to improve safety, not to assign fault, blame or
23 liability. Our sole mission is to improve transportation safety
24 and prevent accidents. The NTSB cannot, however, offer any
25 guarantee of confidentiality or immunity from any legal proceeding

1 by other agencies, whether local, state or federal.

2 A transcript of this interview will be placed in the public
3 docket for this investigation which will be available via the NTSB
4 website. Do you understand, Mr. Goldsmith?

5 MR. GOLDSMITH: Yes, sir.

6 MR. STANCIL: Okay. I'm going to start off with a few
7 questions, and then I'll pass on to my NTSB colleagues, and we
8 will continue until everyone has had an opportunity to ask
9 questions. And, as a reminder, only the designated party
10 spokesperson from each organization will be asking questions.

11 INTERVIEW OF MICHAEL GOLDSMITH

12 BY MR. STANCIL:

13 Q. So, Mr. Goldsmith, would you tell us about your background
14 beginning with your education and then continue with your
15 employment history, please?

16 A. I guess a high school graduate, and I've worked with
17 Enterprise for 40 years. That's about it.

18 Q. Have you had any other employment besides Enterprise?

19 A. That was so long ago, I don't remember it.

20 Q. But for the past 40 years altogether you've been with the
21 company?

22 A. Well, I was with Coastal and then El Paso and then
23 Enterprise, but it's all considered Enterprise.

24 MR. STANCIL: Okay. We're having some audio quality issues
25 there, Nhan. He seems to be breaking up a little bit.

1 MR. TRUONG: Let me unplug it and plug it back in.

2 MR. STANCIL: Okay.

3 MR. TRUONG: Try again. All right, is it any better now?

4 MR. STANCIL: Yes, you sound much better. That's great.

5 Thank you so much, Nhan.

6 BY MR. STANCIL:

7 Q. So during your tenure there at Enterprise, have you held any
8 different positions or have you been doing the same thing all
9 along?

10 A. I've been -- pretty much been an operator the whole time.

11 Q. So you're -- what is your job title presently?

12 A. Operations. Operator --

13 Q. (Indiscernible) --

14 A. -- at Origin Station.

15 Q. You're a pipeline operator?

16 A. I am a station operator. So I work in Origin Station.

17 Q. Understood. All right. And you said you've been with the
18 company for the past 40 years. Has that been all of it straight
19 time or have you gone and come back at any point in time?

20 A. Well, I worked for Coastal till 2000, and they sold us out to
21 El Paso, and then El Paso sold us out to Enterprise, but it's all
22 considered -- my 40 years is all considered with Enterprise if you
23 ask Enterprise.

24 Q. Understood. So it's been basically at the same facility?

25 A. For the first 20 years, I was at a crude terminal, and then

1 from 2000 till present, I've been at Origin Station.

2 Q. Okay. And who do you report to? Who's your supervisor?

3 A. Stanley Wilson.

4 Q. And what is his title?

5 A. He's my supervisor.

6 Q. Okay. Is he in the same organization, unit as your -- as you
7 are or is he at a different -- is he somewhere else in the
8 organization?

9 A. No, he's here. He's -- his office is here at Cantwell.

10 Q. Okay. Tell us about your job duties and responsibilities
11 with Enterprise. What do you do?

12 A. I sample tanks and I make the lineups there at Origin to
13 receive or deliver products.

14 Q. What other responsibilities do you have?

15 A. That's my job.

16 Q. Okay. And do you have any special training that you've
17 received from Enterprise?

18 A. I don't understand what you're trying to ask me.

19 Q. Has Enterprise given you any on-the-job training or sent you
20 to any training courses to -- that relate to your position or your
21 responsibilities there?

22 A. No.

23 Q. Okay. And do you hold any certifications?

24 A. No.

25 Q. Okay. Now what hours do you normally work?

1 A. I work shift work. I work a 12-hour shift either from 5:30
2 to 5:30 or -- it's 5:30 to 5:30 days or nights.

3 Q. And how many days a week is that?

4 A. It's a rotating shift, sometimes four, sometimes three.

5 Q. Okay. And where do you physically report to work each day?

6 A. Origin Station here in Corpus.

7 Q. Okay. And can you give us some background about the type of
8 facilities that Enterprise operates there in Corpus?

9 A. The only one I can say where I'm at, we receive the propane
10 and butane and deliver propane and butane, but that's all I can
11 tell you.

12 Q. And is the propane and butane produced there on site or does
13 it come in from elsewhere and get stored? How does that work?

14 A. It comes into our tanks, and we'll pump it to somewhere else.

15 Q. Okay. Where does it typically come from?

16 A. Comes to various companies here in town and our Shoup Plant.

17 Q. Okay. All right. Well, let's get into some matters that are
18 more concerning with this incident. So tell us about the general
19 process for responding to pipeline issues or breaches. What
20 normally happens?

21 A. In this case, I just did what I was supposed to do.

22 Q. Okay. Does Enterprise have special procedures that require
23 you to follow for responding to conditions like what happened in
24 this case?

25 A. I don't know how to answer that, because I did not -- at the

1 time, I did not know it was a condition. I was just called and
2 told to go block a valve, and I went and blocked the valve.

3 Q. Okay.

4 A. I did not know it was an incident.

5 Q. All right. So let's focus on that day of the accident that
6 occurred on August 21st. Let's just start from the beginning and
7 just tell us everything about what happened from the time you
8 arrived at work that day. Tell us what you were doing and
9 everything you can recall that happened.

10 A. I was doing my normal duties. I turned in my morning reports
11 and just normal activities, and then I -- I did tell you that I
12 received a call to go block that valve. I went and blocked that
13 valve.

14 Q. Okay. Was there some sort of an alarm or a notification?
15 How did you get told to do that?

16 A. I received a call from liquid control. They asked me to go
17 block the valve on 345 meter there by the station, and I went down
18 and blocked it.

19 Q. And 345 meter, is that the designation for that valve that
20 you were sent to?

21 A. That is the meter that we received the propane from that line
22 on. It's a meter.

23 Q. It's a meter.

24 A. On a valve, but I don't recall the valve number that was on
25 there. It was just a valve.

1 Q. Okay. So there's a -- there was a valve at the meter that
2 you shut down --

3 A. (Indiscernible).

4 Q. Is that essentially what happened?

5 A. Yes. That's it.

6 Q. Okay. And what -- let's talk about the instructions that you
7 were given. So you say you got a call from liquid control. Tell
8 us about that call. What were your instructions?

9 A. My instructions were just to block that meter in.

10 Q. And did they tell you anything about what was going on? Did
11 you understand --

12 A. He mentioned something of -- some -- maybe some weight and
13 pressure issues. I don't recall how he put it to me, but all he
14 told me was to block the valve, so I blocked it.

15 Q. Okay. And how did you know where to go? Did they specify
16 which valve or what was going on there?

17 A. Well, he specified the meter, and I walked out to that meter
18 and blocked the valve --

19 Q. Okay.

20 A. -- incoming from that line.

21 Q. All right. So let's talk about the time that you were
22 dispatched. Did you record what time it was that you were -- that
23 you received these instructions and what time you left to go do
24 that?

25 A. It was at 8:30, I believe. It was 8:30 when he called me; it

1 was less than 5 minutes when I called him back and told him I had
2 it blocked in.

3 Q. So how far away from -- so where were you when you got this
4 call?

5 A. I was in the office there at Origin Station, and all I had to
6 do was walk across the parking lot to the meter run and blocked it
7 out then.

8 Q. So there -- was there any delay in you getting to that meter
9 or valve and is that --

10 A. I bet it was less than 5 minutes that I was out there and had
11 it blocked.

12 Q. Okay. And so you were dispatched about 8:30, and you said
13 about 5 minutes later, you had it done.

14 A. Yes.

15 Q. Okay. What did you do after you -- immediately after you
16 shut the valve off?

17 A. I called the dispatcher and told him I had it blocked in.

18 Q. Okay.

19 A. (Indiscernible).

20 Q. All right. Well, let me -- what I was going to -- planning
21 on doing here is sharing my screen with you and showing you a
22 plan. See if I can -- I'm not seeing it here. Bear with me one
23 second. Try this again. Here we go. All right. This is a copy
24 of the --

25 A. (Indiscernible).

- 1 Q. Yes.
- 2 A. (Indiscernible).
- 3 Q. Does that help a little bit? Can you see that at all? So
- 4 this is a copy of the alignment sheet that's identified as --
- 5 let's see. I cannot see it here. Wait a minute. I'm going to
- 6 zoom in a little bit more and see if that helps. Okay. It's
- 7 identified as document number ENT-NTSB-PR-001117, and it's a
- 8 two-page document showing the pipeline plan. So this appears to
- 9 be the end going to Cantwell or to Viola, right? Is that correct?
- 10 A. I don't know.
- 11 Q. Okay. Let me zoom, go down to the first page. Is this the
- 12 Origin Station right here? Where -- can you see my cursor moving?
- 13 We're on page two of that document. I'll zoom in a little bit
- 14 more. Is this the valve that you closed?
- 15 A. I did close the valve there. The valve I closed was at
- 16 Origin Station, and about 15 minutes later, my supervisor, Stan
- 17 Wilson, called me and told me to go block the valve, the main line
- 18 block valve at Cantwell Station.
- 19 Q. Okay.
- 20 A. The first valve blocked at Origin Station.
- 21 Q. And where would that be? Can you direct my cursor to it? Is
- 22 it here?
- 23 A. It's on a -- a line connects to the 219 there at Cantwell and
- 24 comes back to Origin.
- 25 Q. In this area where my cursor is moving?

- 1 A. It's in that yellow end area, I believe, is Origin.
- 2 Q. That yellow -- okay. So you -- your first valve shut off was
3 here.
- 4 A. Right.
- 5 Q. And then you say, 15 minutes later, you closed this valve.
6 Is that correct?
- 7 A. Right.
- 8 Q. Again, that's called the mainline valve?
- 9 A. That was the mainline valve over there.
- 10 Q. Okay.
- 11 A. At Cantwell.
- 12 Q. Okay. Did you do any other valve manipulations on that day?
- 13 A. I went back somewhat later, 10 or 15 minutes later after that
14 maybe, and blocked another valve at Cantwell, so there would be
15 two valves blocked at Cantwell (indiscernible).
- 16 Q. Is there -- is that valve shown on this plan?
- 17 A. I don't see it.
- 18 Q. Okay. I see one valve here. Is there -- how far from the
19 first mainline valve was -- is the second one you're talking
20 about?
- 21 A. It was less than 2 feet from the (indiscernible) --
- 22 Q. Okay. To the right there on the same part of the line here?
- 23 A. I don't know how that -- I cannot tell what that is.
- 24 Q. Okay.
- 25 A. But if the two valves are -- I know the two valves there at

1 the station that I blocked.

2 Q. Right. Right in this area here. Okay. What happened when
3 -- what was the difference between blocking one versus the other?
4 Did it have any effect at all?

5 A. I don't know. I was just -- I just wanted to block two
6 valves.

7 Q. Okay. And who was telling you what to do?

8 A. Stan Wilson.

9 Q. Stan Wilson, and he is your --

10 A. Stan Wilson told me to block the one at Cantwell and then
11 called me again and asked me to go back and block another one to
12 make a double block on it.

13 Q. Okay. And who is Mr. Wilson, again?

14 A. He's my supervisor.

15 Q. Okay. And do you know where he was getting his direction
16 from?

17 A. No, sir.

18 Q. Okay. And can you tell us, what do these valves look like?
19 Do you have to unlock something first before you can close them?
20 Or tell us what it looks like.

21 A. They're in a fenced-in area that's -- the gate is locked and
22 each valve has a chain and lock on it.

23 Q. And do you have to get a key to unlock the valve?

24 A. I have a key.

25 Q. Okay. Are you the only person that can do this or are there

1 other people that have that capability?

2 A. No, sir. Everyone at Origin has the capability of that.

3 Q. Okay. All right. So how long did it take you to close the
4 valve? You said 5 minutes to go over there and close and come
5 back. How quickly can you do that?

6 A. To get to Cantwell, it probably took -- by the time I got
7 over there and got it finished blocking in, it was probably about
8 20 minutes by the time I go -- I had to drive to Cantwell. I had
9 to physically get in my truck and drive around over there, and it
10 probably it took about 20 minutes to get the valve blocked. But
11 the one at Origin was already blocked at that time.

12 Q. So the one -- when you blocked the one at Origin and then
13 blocked the other two valves you're talking about at Cantwell, is
14 that just some redundancy to ensure that nothing gets through? Is
15 that what was happening?

16 A. It's my assumption and -- because the ones at Cantwell were
17 mainline block valves and the one at the meter was just a meter
18 station valve. Like I said, I was following instructions.

19 Q. Understood. All right. And is there a requirement or some
20 expectation for the amount of time needed to shut a valve, you
21 know, once you're notified? Is there any procedures for that?

22 A. I have always been told that, when they call you to do it, go
23 do it.

24 Q. Okay. So was there some sense of urgency when you were told
25 to do this?

1 A. I don't think so, no. I mean, I just went and did it. I
2 couldn't have done it any faster if I was being urgent, I don't
3 guess.

4 Q. Okay.

5 A. You know.

6 Q. All right.

7 A. I got in my truck, drove over there, went to the -- I blocked
8 the valve and locked it.

9 Q. All right. So did you -- what did you do after that?

10 A. I went back to Origin and resumed my -- any other activities
11 they had me doing.

12 Q. Okay. Did you go down to -- farther down the pipeline to
13 assist with what was happening where the --

14 A. No, sir.

15 Q. Okay. Do you know anything at all about the fire that
16 occurred?

17 A. No, sir.

18 Q. Okay. So you don't know whether closing the valve had any
19 immediate effect on the severity of the fire or anything like
20 that?

21 A. No, sir.

22 Q. Okay. And you -- did you have any coordination with
23 Mr. George Ford or anyone that was closing valves at the other end
24 of the pipeline?

25 A. No. He was there at -- no, I did not have any coordination

1 with him.

2 MR. STANCIL: Okay. All right. I'm going to go ahead and
3 pass it to my colleagues at this point. I'll start with
4 Mr. Wisniewski.

5 MR. WISNIEWSKI: Good afternoon. Luke Wisniewski, NTSB.

6 BY MR. WISNIEWSKI:

7 Q. I just wanted to go through -- I just have a few questions,
8 and I think you just answered it, but I want to make sure. So
9 when you closed the meter valve at Station 345 station, did you go
10 back and look at the meter reading after it was closed? Was there
11 any type of meter reading after you closed that valve?

12 A. I did not look at it. I called the dispatcher and let him
13 know it was blocked.

14 Q. How often are those meter readings taken and recorded at that
15 station?

16 A. I do not know if they are recorded.

17 Q. Is it automatic or is it all manual?

18 A. I --

19 Q. That's okay. If you don't know, it's --

20 A. I mean, I don't know how to say what I'm trying to say.

21 Q. Take your time.

22 UNIDENTIFIED SPEAKER: Hey Luke, can we just take a five
23 or --

24 MR. GOLDSMITH: It's not that somebody's writing it down, but
25 it's -- I guess it's on the computers and everything.

1 (Indiscernible), but I do not sit there and write it down. No, I
2 did not write it down.

3 BY MR. WISNIEWSKI:

4 Q. Okay. So you're saying it is automated where --

5 A. That is a receipt to the station.

6 Q. Okay. So that's the receipt again to your terminal.

7 A. Right.

8 Q. Okay. Is there a check valve before that that'll -- so it
9 wouldn't allow flow to go backwards from your tanks?

10 A. Yes, I believe there's a check valve there.

11 Q. And is it at the meter where you double blocked? I just want
12 to --

13 A. At Cantwell Station on the -- actually, on the 219 line, two
14 valves were blocked.

15 Q. Two valves were blocked. Okay. And these valves, can you
16 talk a little bit more about these valves at this metering
17 station? Is it a rising stem? Is it a gate valve?

18 A. It's a rising stem, yes.

19 Q. And are these exercised often or is it just -- can you give
20 me a little bit more information on that? Is there a maintenance
21 on them that you are involved with?

22 A. I believe they were every 6 months they're operated, I think
23 is how it goes.

24 Q. They're operated, so you mean that they just they're traveled
25 up and down, greased, verify that they are closed. Is that what

1 you -- I don't want to answer for you.

2 A. They verify they operate.

3 Q. They verify that they operate. Okay. And who would be those
4 individuals that are in charge of that type of maintenance?

5 A. I don't know.

6 Q. Okay. Now, if there's a problem with the valve, would you --
7 as the operator, how would you go about reporting those?

8 A. I would get ahold of my supervisor and he would get ahold of
9 the people necessary to come check it out.

10 Q. Okay. And with those valves, were there any issues that were
11 reported or logged in your operator logbook?

12 A. I do not know.

13 Q. Would there be -- if there was a problem with a valve, would
14 it be logged in your book that you would know about it?

15 A. I do not know.

16 Q. Okay. You indicated you drove to Cantwell and blocked in and
17 that took the 20 minutes.

18 A. Well, it took 20 minutes total to get there and get out of
19 the truck, get into station and unlock the valve and physically
20 block it in.

21 Q. Okay. And can you recall what time that you blocked in that
22 valve at Cantwell? I don't think I had that in my record.

23 A. I think, if I recall correctly, I had it blocked in by about
24 five after nine.

25 Q. Okay. Five after nine.

1 A. Stan called me about 8:45, if I'm remembering correctly.

2 Q. Okay. So you said 9:05.

3 A. Yes.

4 Q. You relayed back to dispatch --

5 A. Yes.

6 Q. -- that it was closed.

7 A. Yes.

8 Q. Closed in Cantwell. All right.

9 A. Yes.

10 MR. WISNIEWSKI: Thank you. I think that's all I have at
11 this time. Thank you.

12 MR. STANCIL: Thank you, Luke.

13 Roger Evans.

14 BY MR. EVANS:

15 Q. Hello, Mr. Goldsmith. Thank you for agreeing to talk with us
16 today. Just a few questions, actually. So can you tell us where
17 you are located with reference to where the valves are located?
18 Are you in an office? Describe where and how far away that is
19 mileage-wise.

20 A. From the first valve I blocked at the meter run, it's right
21 across the parking lot from my office. I didn't have to get in
22 the truck and drive. Cantwell, I don't know how far you would say
23 it was. I have to drive out of the station down up River Road to
24 Cantwell and back up there, and it's -- I don't know the exact
25 mileage, but it probably didn't take me more than 5 minutes to get

1 over there, if that.

2 Q. Okay. Thank you. The next thing is the line size of the
3 valves that you operated that night, what were the line sizes?

4 A. The mainline valves, I believe they were 8-inch. I'm really
5 not certain now that I'm thinking about it. And the one on the
6 meter I believe was 4-inch.

7 Q. And these valves are all manual valves. Is that correct?

8 A. Yes.

9 Q. Up here, and there are no valves that you operate that are
10 motorized or spring action or anything like that?

11 A. I did not operate any motorized valves, no.

12 Q. Okay. Okay. Thank you. When you got the call from your
13 supervisor, was there any sense of urgency or was it a routine
14 call? From his voice, did you depict any sort of excitement or
15 anything like that?

16 A. No, just that I figured if he was calling me telling me to go
17 do it, I needed to go do it.

18 Q. Okay. And then back to the training issue, the -- do you
19 have some sort of valve sheets or something or guides that
20 basically give you lineups, like a lineup for a certain situation,
21 that document tells you exactly what to open, what to close? Do
22 you have something like that that you work to?

23 A. No, sir. We have the drawings there but --

24 Q. Do you refer to the drawings, though, when you do this or do
25 you know it by memory, you don't need the drawings?

1 A. Well, when I went to close the mainline block valves, I took
2 the drawing of that station with me. (Indiscernible) with it. I
3 just wanted to take that drawing with me to just have it on me.

4 Q. Okay. And then as far as your training -- well, let me ask
5 this question. How long have you been associated with this part
6 of the -- your job, that portion of the pipeline? How many years
7 have you been on that?

8 A. I don't recall when they put that pipeline --

9 Q. No, I mean is it 5 years, a year, 10 years?

10 A. (Indiscernible) 20 years at Origin Station, but I don't
11 recall when we got that pipeline coming through, what year it was
12 that, that pipeline came into service for us at this place.

13 Q. Well, whenever they put the pipeline in, did you receive some
14 sort of training at that time where they talked you through -- I
15 mean, you obviously had valve numbers and line numbers and all
16 that.

17 A. Yeah. Yeah, we do it when they drew all of that, yes.

18 Q. And do you have checklists that you work with for this
19 operation?

20 A. No. Those valves generally stayed -- the pipeline valves
21 generally stayed open.

22 Q. Okay.

23 A. Stayed open. They're not something we --

24 Q. Right. Okay. And then as far as closing the valves when you
25 are required to close valves, do you have some sort of checklist

1 or any sort of a -- besides the drawings that you've seen since
2 you've been, you know --

3 A. No.

4 Q. Nothing like that?

5 A. No.

6 Q. Okay. So an 8-inch valve and a 4-inch valve, closing those I
7 can imagine it's just minutes, so there was no issues at all with
8 the operators as far as the valves closing --

9 A. No.

10 Q. -- easily and all that?

11 A. No.

12 MR. EVANS: Okay. That's all I have then. Thank you very
13 much. Appreciate it.

14 MR. STANCIL: Thank you, Roger.

15 PHMSA, Alvaro?

16 MR. RODRIGUEZ: I don't have any questions now.

17 MR. STANCIL: Okay. Thank you, Alvaro.

18 Railroad Commission of Texas, Ron?

19 MR. PEREZ: Yes, sir. Thank you.

20 BY MR. PEREZ:

21 Q. Good morning, Mr. Goldsmith. Thank you for taking the time
22 to speak with us today. I want to go back to the beginning when
23 you talked about your training at Enterprise. Are you familiar
24 with Operator Qualifications or Covered Task?

25 A. Yes.

1 Q. Do you have any Operator Qualifications or Covered Task
2 training (indiscernible)?

3 A. Yes.

4 Q. Okay. And are those up to date?

5 A. Yes.

6 Q. Okay. So when you responded and you went to Viola -- or you
7 went to, I think it was Cantwell.

8 A. Yeah. I went to Cantwell.

9 Q. When you went to Cantwell, you closed two valves. Was that
10 on a track, a receiver track?

11 A. The -- no, it was the valve that came off the line.

12 Q. Okay. But the one -- the station where you closed two
13 valves, were those a bypass and a mainline or what were those?

14 A. Well, it was -- they were both valves leading off the 219.

15 Q. Okay.

16 A. (Indiscernible) --

17 Q. Okay. And to follow up with another question: you didn't
18 have any issues seating those valves when you closed them; is that
19 correct?

20 A. No.

21 Q. And you've been an operator at Origin Station for how long?

22 A. Twenty years.

23 Q. And you're familiar with that lineup on that particular line?

24 A. Yes.

25 Q. Other than the three valves that you were responsible for

1 closing that day, how many other valves are tied into that line?

2 A. I do not know.

3 Q. Okay.

4 A. Offhand.

5 Q. And the response calls that you got, received from the
6 control center and the ones that you received from Stan, they were
7 just standard go close valve orders. You didn't have a sense of
8 urgency and you were unaware of the situation. Is that correct?

9 A. That -- yes.

10 Q. And you weren't familiar with any (indiscernible)
11 preparation, procedures for that line segment in the event you
12 have an emergency -- or did you not know you guys were in an
13 emergency? Let me rephrase that.

14 A. I did not know it was in an emergency.

15 MR. PEREZ: Okay. That's all I have for you. Thank you,
16 sir.

17 MR. STANCIL: Thank you, Mr. Perez.

18 Coast Guard?

19 LT [REDACTED]: Thanks, Paul.

20 BY LT [REDACTED]:

21 Q. Hey, Michael. Good afternoon, sir. A couple questions. So
22 can you explain the difference between the meter valve at Origin
23 Station and the valves that you closed, the other two valves? Can
24 you explain the difference between them?

25 A. I guess I don't know what you're asking.

1 Q. I'm just trying to understand what's the difference, so that
2 was -- was it a meter valve at the Origin Station?

3 A. The meter -- the valve is on the meter at the Origin Station,
4 and the two valves at Cantwell where the line goes from Cantwell
5 to Origin Station comes off the 219.

6 Q. Okay. So the meter, is that just checking the flow and how
7 much is going out?

8 A. How much is coming in. That's the meter that will receive it
9 at the station at the check meter for the one that's at Viola.

10 Q. Okay. And is it normal to close the meter first before the
11 actual line valves or have you done this in the past?

12 A. I -- as I said, when my dispatcher called me and told me to
13 go block 345 meter end, and I blocked it.

14 Q. Okay. Based on your training and experience, if there was,
15 let's say, some sort of a pipeline malfunction, would it be better
16 to close, you know, the main valves first and skip the meter?

17 A. I did not know -- I cannot answer that. I don't know.

18 Q. Okay. Based on your training and experience with operations,
19 do you know, is somebody watching the pressure of that 219 line at
20 all times?

21 A. I imagine it's being recorded somewhere.

22 Q. Do you know where it would be recorded? Is it at Origin
23 Station or another station?

24 A. No. I do not know.

25 Q. Okay. Were you aware of any preexisting conditions or issues

1 with that 219 line?

2 A. No.

3 Q. Are there -- do you know of any alarms or shutdowns that
4 happen if pressure somehow is escaping the line? Would an alarm
5 go off anywhere?

6 A. I do not know.

7 LT [REDACTED]: I think that's all I have right now. Thanks,
8 Mike. Appreciate it.

9 MR. STANCIL: Thank you, [REDACTED].

10 We'll go to the Orion Group next.

11 BY MR. KENYON:

12 Q. Hey, good afternoon, Mr. Goldsmith. Thank you for your time
13 today. I've just a couple of questions, some of them are fairly
14 basic, hopefully not too repetitive. The first one is obviously
15 the line we're talking about is the propane line. Do you know
16 whether there is any odor added to the propane in that line at
17 that time or is the odor added later?

18 A. I do not know.

19 Q. Okay. I think the Coast Guard just asked about an alarm
20 being triggered, in which case you said basically one might have
21 been, but you weren't aware of it. It wouldn't have been
22 activated in your location. Is that correct?

23 A. (No audible response.)

24 Q. So if you lose pressure on the line, no alarm goes off where
25 you work?

1 A. Not to my knowledge.

2 Q. Okay. The first call you got from your supervisor, Stanley
3 Wilson, can you confirm what time that was?

4 A. 8:45.

5 Q. So that was the first call you got, 8:45, and that was to
6 block in the valve at the Origin site. Correct?

7 A. No, that was for blocking the valve at Cantwell. Origin was
8 blocked in at 8:30 --

9 Q. Okay, so 8:30 was the Origin, and then a follow-up call at
10 8:45 to block in the one at Cantwell. Correct?

11 A. Right.

12 Q. Okay. With regards to the incident itself, do you know,
13 roughly, how far you are away from the actual -- the explosion?

14 A. No.

15 Q. Did you hear or feel anything at the time?

16 A. No.

17 Q. Okay. Last question for the time being: can you tell me, do
18 you have any, like, safety drills or safety training of what to do
19 in case of an emergency such as this?

20 A. Yeah, that's -- I'm not sure I understand the question.

21 Q. So do you -- are there situations where you do practice
22 drills on how you would handle a situation where there was an
23 emergency? Kind of like a fire drill but in relation to something
24 happening with the pipes?

25 A. We have -- on occasion, we have meetings, yes. I'm not sure

1 I'm understanding what you're trying to ask me.

2 Q. My question is basically, sort of, do you have, like sort of
3 run-throughs of what you would do as a group in an emergency
4 situation? So do you do practice as like, if these things were to
5 happen, what would you do? Is there any formalized training in
6 relation to that?

7 A. I don't know what to say.

8 MR. KENYON: Okay. No further questions for the time being.

9 MR. STANCIL: Okay. Thank you, Graham.

10 And finally, Enterprise Products?

11 BY MR. MORTON:

12 Q. Good afternoon, Michael. This is Jeff Morton with
13 Enterprise. Appreciate your time, and I appreciate the fact that
14 you'd probably rather be anywhere else than where you are
15 currently. So I want to kind of walk you back through some of the
16 questions and get some clarification.

17 Earlier, Paul with NTSB requested any outside training that
18 you'd received, and you clarified that you don't receive outside
19 training. Do you receive substantial training internal to
20 Enterprise Products through the training group and/or ongoing
21 operator qualification recertification?

22 A. Yes. Yeah.

23 Q. Do you know, off the top of your head, or can you estimate
24 the number of -- and types of training you've received through
25 Enterprise training department?

1 A. No.

2 Q. So they talked about, if a valve or any equipment does not
3 operate, do you include that in your log; are you aware of how
4 Enterprise tracks and manages maintenance on equipment if it's
5 identified not to operate properly?

6 A. Yes. If it doesn't operate properly, it's reported. I don't
7 -- I was confused of what you were trying to tell me -- ask me, I
8 guess. No. In the logbook I had there at the office and write it
9 down, but it's logged and turned in if it's not operating so it
10 can be corrected.

11 Q. So it's logged in a internal tracking system to ensure that
12 it's repaired appropriately --

13 A. Right.

14 Q. -- is that correct?

15 A. Yes.

16 Q. Off the top of your head, do you know what that system is
17 referred to?

18 A. It's gone out of my head. I'm sorry.

19 Q. Okay. Understand. So there's some discussions about the
20 valves, the meter valve versus the mainline valve. Is it correct
21 that both valves are considered isolation valves on the pipeline?

22 A. To the best of my knowledge, yes.

23 Q. So closing the meter valve first, that isolates the pipeline.

24 A. Correct.

25 Q. Okay. And I think Paul mentioned closing subsequent valves

1 after the fact is just out of due diligence to ensure the pipeline
2 is isolated.

3 A. Yes.

4 Q. And to Graham's question about any training on emergency
5 response, I don't think Graham is meaning specific any training to
6 respond to this type of emergency, but the training that you
7 mentioned earlier through internal Enterprise training, as well as
8 outside. Are you aware of HAZWOPER training?

9 A. Yes. I'm -- like I said, I was confused. I couldn't
10 remember everything.

11 Q. That's all right.

12 A. (Indiscernible) --

13 Q. How often do you receive HAZWOPER training?

14 A. I believe it's yearly.

15 Q. Okay. Can you tell us, high level, what does HAZWOPER
16 training include?

17 A. Now, you've got me confused. I'm not thinking clearly.

18 Q. Well, just in your own words, when you do HAZWOPER training,
19 just high level, what does that training include? We don't need
20 specific syllabus, so just high level, in your own words, what
21 does that training include?

22 A. How to handle emergencies and how to handle everything
23 safely.

24 Q. Okay. So HAZWOPER training is not specific to an event, but
25 it's overall awareness of how to respond to an emergency. Is that

1 correct?

2 A. Yes.

3 MR. MORTON: All right. Thank you, Michael. I have no
4 further questions at this time.

5 MR. STANCIL: Okay. Thank you, Mr. Morton.

6 So we're going to do a round two of questions if anyone has
7 any lingering issues that they want to have clarified. I just
8 have a few questions, Mr. Goldsmith.

9 BY MR. STANCIL:

10 Q. First of all, did you write any of these times down, the
11 8:30, 8:45? Did you record any notes?

12 A. Yes.

13 Q. And where are these notes? Are they in a notebook or in a
14 log?

15 A. They're in the logbook at Origin Station.

16 Q. Okay. And what sort of things would you -- if we were to
17 look at the logbook, what would we see in there?

18 A. Well, just what we do. They -- OCC calls us to go sample a
19 tank or anything, any lineup changes we make or whatever is
20 written in there.

21 Q. Okay. I apologize (indiscernible). The -- when you were
22 talking about the meter, the 345 meter, is that recording what is
23 coming in or going out to the pipeline?

24 A. It's recording what's coming into Origin Station from the
25 pipeline.

1 Q. Okay. And what is immediately downstream of a meter? Is
2 there a tank or is there other facilities?

3 A. It's a tank. It's going into tanks.

4 Q. So this valve that you shut initially at 8:30 was shutting
5 the flow of propane into a tank.

6 A. Yes.

7 Q. And then the line 219 is fed off of that tank. Is that
8 accurate?

9 A. It's coming into that tank. It's not -- the 219 was coming
10 into 345 meter to go into our tanks.

11 Q. Oh. Okay. So you were closing the downstream end of the
12 pipeline. Is that right?

13 A. Yes. Yes.

14 Q. Okay. I misunderstood. I thought when you said -- I guess
15 the discussion of Origin made me think that this was the upstream
16 end of the pipeline. I'm glad we clarified that.

17 MR. STANCIL: All right. I'm going to go ahead and pass it
18 on to my colleagues. Luke?

19 MR. WISNIEWSKI: Yes, Luke again, NTSB. Just have a couple.

20 BY MR. WISNIEWSKI:

21 Q. Now I'm going to ask you to go back. You indicated you were
22 on a four/three, you know, four on, three off. Back on August
23 21st, what day of that rotation, if you can recall back to notes
24 you have in front of you or anything that's available to you, what
25 day was that in your rotation?

1 A. I was on days, and I'm not sure if it's -- what day of the
2 week was it? I forget what day of the week it was.

3 Q. August 21st was a Friday.

4 A. I was working days.

5 Q. So you're on days.

6 A. Yes.

7 Q. Okay. And when's your normal rotation start? What would
8 you --

9 A. Well, if I was covering vacation relief, I would have to go
10 back and look at the schedule at that time to see what -- if I was
11 on my shift I was just coming on that day.

12 Q. Did you work the day before on Thursday?

13 A. I do not recall. I didn't know (indiscernible). I think I
14 started days on Friday. I would have to look at the schedule.

15 Q. Okay. We'll ask for a copy of that. That's fine. Thank
16 you. And with -- if you can recall back on that morning of the
17 21st, that Friday, was there any other taskers that you were asked
18 to do from the control that morning that you were working on prior
19 to these calls that came in at 8:30 --

20 A. That was really about the first thing. At 7:00, I was
21 getting out my morning reports and stuff, and he was -- that was
22 the first call, I guess, for me to do anything other than my
23 normal duties around there.

24 Q. And these morning reports, are they entered via email or into
25 some computer system?

1 A. It's in my computer, and I send off emails to various people.

2 Q. And what are those showing? Just the tank levels, what
3 (indiscernible)?

4 A. Yes. The over and short from the day before, closed out at
5 0700.

6 Q. Okay. So they're closed at 0700 in the morning and it's a
7 24-hour?

8 A. Yes.

9 MR. WISNIEWSKI: Okay. That's all I have. Thank you.

10 MR. STANCIL: Thank you.

11 Mr. Evans?

12 BY MR. EVANS:

13 Q. Yes, Roger Evans, again. Michael, just a few other
14 questions. First off, is all of the communication directions that
15 you have from individuals out there, is it just your supervisor
16 that communicates with you primarily, or do you ever take calls
17 from, like, the SCADA Center or anything like that?

18 A. No.

19 Q. Just your supervisor?

20 A. Oh. (Indiscernible.)

21 Q. Okay. Thank you.

22 A. (Indiscernible) the dispatcher.

23 Q. The dispatcher. Okay. Thank you. Are there any alarms on
24 any of the equipment out there? Have you ever heard an alarm on
25 that -- where you work and in those areas, are there any alarms at

1 all?

2 A. I guess there's alarms on the stuff there at the station,
3 yes.

4 Q. Okay. And what are the reactions? I mean, just a typical
5 alarm, what's your reaction to that? Do you have to call somebody
6 and say hey, I have an alarm at blah blah blah, or what are your
7 actions for alarms?

8 A. All depends on what it is. If it's one that I can clear and
9 I know what it is, if I need to call someone, I do.

10 Q. Okay. So there are alarms out there and there are actions.
11 Now, do you have training on what the reactions are to alarms? Is
12 that part of your training?

13 A. I don't know.

14 Q. Okay. That's fine.

15 MR. EVANS: Paul, just as a note while we're talking, I would
16 like to make sure that we get a copy of the drawings with the
17 valves noted and where the valves are on the drawings and with the
18 times, if we can get that from -- as a doc request so that we have
19 the same information that Mr. Goldsmith had on the night of the
20 accident or the morning of the accident.

21 BY MR. EVANS:

22 Q. The other thing I wanted to ask was, are you familiar with
23 the operating conditions of the pipelines -- of all the lines out
24 there, the pressures and flow rates and things like that? Is that
25 part of your training?

1 A. No.

2 Q. Okay. Are there specific tags -- are certain valves tagged
3 such that, you know, these are key valves for, like, an emergency
4 situation where, like, an emergency shutdown type affair, are
5 those valves in this area, are they tagged as such?

6 A. I do not know. I don't think so. I'm not aware of anything
7 like that.

8 Q. You haven't seen any valves tagged like that?

9 A. No.

10 MR. EVANS: Okay. Okay. That's all I have. Thank you.
11 Appreciate it.

12 MR. STANCIL: Thank you.

13 PHMSA, Mr. Rodriguez?

14 MR. RODRIGUEZ: Thank you, Paul. I don't have any questions.

15 MR. STANCIL: Okay. Thank you.

16 Texas Railroad Commission, Mr. Perez?

17 BY MR. PEREZ:

18 Q. Yeah, so just one follow-up question. Do you do valve
19 inspections and document them on a book or electronic device,
20 either Maximo or SAP?

21 A. Yes.

22 Q. And do you do the valve inspections for valves in your area
23 that you operated that day?

24 A. Yes.

25 MR. PEREZ: Okay. That's all I have. Thank you.

1 MR. STANCIL: Okay. Thank you, sir.

2 Coast Guard, Lieutenant [REDACTED]?

3 BY LT [REDACTED]:

4 Q. Yeah, just a couple follow ups. Sir, you said you received a
5 call at 8:45 to close the Cantwell valves, and you said it took
6 about 20 minutes. So is 9:05 an approximate time of when those
7 valves were closed?

8 A. Yes.

9 LT [REDACTED]: Okay. I do not have any more questions. Thank
10 you.

11 MR. STANCIL: Thank you, sir.

12 Orion Group?

13 BY MR. KENYON:

14 Q. Hey, I've just got a couple of quick follow-up questions. We
15 talked about -- earlier on about HAZWOPER training. Can you tell
16 me if your training is as a responder or a technician?

17 A. A technician, I hope.

18 Q. Okay. And (indiscernible) specific about my original
19 question is, do you have any specific drills as part of that
20 HAZWOPER training of what to do when there is a breach of a pipe
21 like in this incident?

22 A. We have the tabletop drills, I believe, yearly.

23 Q. Sorry. Can you repeat that? You were breaking up a little.

24 A. We have tabletop drills, yearly, I believe.

25 Q. Okay. All righty. Appreciate it. I think you also said

1 right at the start that one of your tasks or one of your duties
2 was also to sample tanks. Is that correct?

3 A. Yes.

4 Q. Did you do any pipeline or tank sampling of the propane
5 pre- or post-accident that you're aware of?

6 A. No, I did not. I do not know.

7 Q. And finally, last question, were you aware of whether there
8 was any transfers through that particular pipe that morning? So
9 was any product being transferred through the pipe?

10 A. Well, we were receiving pipe -- we were receiving propane.

11 Q. On a constant basis?

12 A. Not constant, no.

13 Q. So on that morning, was there a batch that came through?

14 A. I don't know.

15 MR. KENYON: Okay. I appreciate it. Thank you very much for
16 your time.

17 MR. STANCIL: Thank you, Mr. Kenyon.

18 And finally, Enterprise Products, Mr. Morton?

19 MR. MORTON: Michael, this is Jeff again with Enterprise.

20 Again, I appreciate your time, and I have no further questions at
21 this time.

22 MR. STANCIL: Thank you, Mr. Morton.

23 Well, I think that brings us to the end, and I do have one
24 final question for you, Mr. Goldsmith. Is there anything else
25 about this incident that you think would be important for us to

1 know?

2 MR. GOLDSMITH: No, sir.

3 MR. STANCIL: Okay. Well, appreciate your help -- we all do
4 -- and your patience and diligence with this process. We very
5 much appreciate your time today.

6 And so it is now 2:10 p.m. -- I'm sorry, 1:10 p.m. Central
7 Time, and this interview is terminated. Thank you, again, and I
8 will stop the recording.

9 (Whereupon, at 1:10 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL FIRE AND SINKING OF THE
DREDGE *WAYMON L BOYD* IN CORPUS
CHRISTI, TEXAS, ON AUGUST 21, 2020
Interview of Michael Goldsmith

ACCIDENT NO.: DCA20FM026

PLACE: Via telephone

DATE: October 20, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Beverly A. Lano
Transcriber



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: MICHAEL GOLDSMITH
RECORDED ON OCTOBER 20, 2020

Table with 4 columns: PAGE NUMBER, LINE NUMBER, CURRENT WORDING, CORRECTED WORDING. Row 1: 13, 12, weight, rate.

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. _____
Initials

Michael R. Goldsmith

Printed Name of Person providing the above information

[Redacted Signature]
Signature of Person providing the above information

11/18/2020
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