

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL FIRE AND SINKING OF THE  
DREDGE *WAYMON L BOYD* IN CORPUS  
CHRISTI, TEXAS, ON AUGUST 21, 2020

Accident No.: DCA20FM026

\* \* \* \* \*

Interview of: CHRIS BESHHERSE, Pipeline Technician  
Enterprise Products

Via videoconference

Wednesday,  
September 16, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator  
National Transportation Safety Board

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

ROGER EVANS, Pipeline Investigator  
National Transportation Safety Board

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

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

JEFF MORTON, Senior Director of Transportation  
Compliance  
Enterprise Products

NHAN TRUONG, Compliance Manager  
Enterprise Products

GRAHAM KENYON, Vice President of Risk Management  
Orion Marine Group

GLENN SEVAK, Mechanical Engineer  
Orion Marine Group

ALVARO RODRIGUEZ, Accident Investigator  
Pipeline and Hazardous Materials Safety Administration

RON PEREZ, Inspector  
Railroad Commission of Texas

DEVON DOWNS, Attorney  
Farley and Partners  
(On behalf of Mr. Johnson)

TAYLOR KRAFT, Attorney  
Farley and Partners  
(On behalf of Mr. Johnson)

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I N T E R V I E W

(8:05 a.m.)

1  
2  
3 MR. STANCIL: Okay. The recorder is on. I'll go ahead and  
4 get started. So this is Paul Stancil. I am the NTSB hazardous  
5 materials accident investigator and pipeline group chairman for  
6 this investigation.

7 And the investigation of the August 21, 2020, fire and  
8 explosion on the dredge *Waymon L. Boyd* in Corpus Christi, Texas.  
9 This is an interview of Mr. Chris Besherse, who is employed by  
10 Enterprise Products. The NTSB accident reference number is  
11 DCA20FM026.

12 Today is September 16th, 2020, and the time is 8:05 Central  
13 Time. Mr. Besherse is located in a conference room in the Omni  
14 Hotel in Corpus Christi, Texas. The NTSB team and several others  
15 participating in this interview are conducting it over a video  
16 conference call.

17 Mr. Besherse, would you state and spell your name, please?

18 MR. BESHARSE: My name is Christopher Wesley Besherse,  
19 B-e-s-h-e-r-s-e.

20 MR. STANCIL: Okay. Thank you very much. Mr. Besherse, this  
21 interview is being recorded. Do we have your consent to record  
22 this conversation?

23 MR. BESHARSE: Yes, sir.

24 MR. STANCIL: Okay. I would like to remind everyone to speak  
25 loudly and clearly for an accurate recording of this interview,

1 and please let me know if there's any choppiness in our audio.

2       Okay, at this point, I'm going to ask everyone to introduce  
3 themselves. Please state your organization, title, and spell your  
4 last name, and indicate whether you're present in the room with  
5 the witness or on the video conference.

6       Again, this is Paul Stancil. My last name is spelled  
7 S-t-a-n-c-i-l. I'm an accident investigator with the NTSB, and  
8 I'm on the videoconference. And I'll pass on to my colleague,  
9 Drew Ehlers.

10       MR. EHLERS: Good morning. This is Drew Ehlers. I'm the  
11 marine accident investigator with the NTSB and the operations  
12 group chairman for this accident. My last name is spelled  
13 E-h-l-e-r-s.

14       MR. STANCIL: Okay.  
15 Roger Evans?

16       MR. EVANS: This is Roger Evans, last name spelled E-v-a-n-s,  
17 with the NTSB. Pipeline investigator through the -- online today.

18       MR. STANCIL: Thank you, Roger.  
19 Coast Guard?

20       LCDR ██████: Good morning. Lieutenant Commander ██████  
21 ██████. I'm the lead investigator for the Coast Guard. My last  
22 name is spelled, ██████. And I'm in the room at the Omni  
23 Hotel.

24       LT ██████: ██████ ██████, senior investigating officer, and  
25 I'm on Teams. Last name's spelled ██████.

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

2 Enterprise Products?

3 MR. MORTON: This is Jeff Morton, M-o-r-t-o-n, senior  
4 director of transportation compliance, and I'm at the Omni Hotel.

5 MR. TRUONG: This is Nhan Truong, T-r-u-o-n-g. I'm with  
6 Enterprise Products, manager of compliance, and I'm also at the  
7 hotel.

8 MS. DEVON: This is Devon Downs, D-e-v-o-n, Downs, D-o-w-n-s  
9 with Farley & Partners, and I am present in the room.

10 MS. KRAFT: This is Taylor Kraft, K-r-a-f-t. I am also with  
11 Farley & Partners, and I am remote.

12 MR. STANCIL: Okay.

13 Orion Group?

14 MR. KENYON: This is Graham Kenyon. I'm the VP of risk  
15 management. First name Graham, G-r-a-h-a-m, last name Kenyon,  
16 K-e-n-y-o-n. And I'm on Teams.

17 MR. STANCIL: Okay.

18 PHMSA -- I'm sorry. Is there anyone else from Orion?

19 MR. SEVAK: Glenn Sevak (ph.), mechanical engineer with  
20 Orion.

21 MR. STANCIL: Okay, Glenn.

22 PHMSA?

23 MR. RODRIGUEZ: Good morning. My name is Alvaro Rodriguez,  
24 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z. I am an accident  
25 investigator with the Accident Investigation Division of PHMSA,

1 and I am online.

2 MR. STANCIL: Thank you, Alvaro.

3 Railroad Commission of Texas?

4 MR. PEREZ: Good morning. This is Ron Perez, last name is  
5 P-e-r-e-z. I'm the regional lead inspector for Region 7, via  
6 Teams.

7 MR. STANCIL: Okay. Is there anyone else online or in the  
8 room that I have not called?

9 (No response.)

10 MR. STANCIL: Okay. I don't see anyone on online, so I will  
11 go ahead and begin.

12 Mr. Besherse, you're free to have a representative of your  
13 choosing in the room with you, but that person cannot speak for  
14 you or ask questions. Do you understand?

15 MR. BESHARSE: Yes, sir.

16 MR. STANCIL: Okay. And I understand that Ms. Devon Downs is  
17 -- who represents Enterprise Products is in the room. Is this the  
18 person who is representing you today?

19 MR. BESHARSE: Yes, sir.

20 MR. STANCIL: Okay. All right. Mr. Besherse, if any  
21 question is unclear or you don't understand the question, please  
22 ask the questioner to clarify or restate the question. And if you  
23 don't know the answer to any questions, it's okay to tell us that  
24 you don't know. We don't want you to speculate if you don't know  
25 the answer to a question. Do you understand?

1 MR. BESHHERSE: Yes, sir.

2 MR. STANCIL: Thank you. So the sole purpose of this  
3 investigation is to improve safety, not to assign fault, blame, or  
4 liability. Our sole mission is to improve transportation safety  
5 and prevent accidents.

6 As such, the NTSB cannot offer any guarantee of  
7 confidentiality, immunity from any legal proceeding by any other  
8 agency, whether it's local, state, or federal. A transcript of  
9 this interview will be placed in the public docket for this  
10 investigation, which will be available via the NTSB website.

11 Do you understand, Mr. Beshherse?

12 MR. BESHHERSE: Yes, sir.

13 MR. TRUONG: Hey, Paul. Your audio is cutting in and out.

14 MR. STANCIL: Okay. Let me -- okay. Can you hear me now,  
15 Nhan?

16 MR. TRUONG: Yes, sir. I think it's just when you keep  
17 talking and it's buffering or -- we'll keep going. If there's  
18 more issues, I'll let you know.

19 MR. STANCIL: Okay. I'll speak slowly. Is there any part of  
20 what I just said, Mr. Beshherse, that you did not hear?

21 MR. BESHHERSE: No, sir.

22 MR. STANCIL: Okay. All right. I'll start off with the  
23 questions, and then I'll pass to my NTSB colleagues. And then  
24 we'll continue until everyone has had an opportunity to ask  
25 questions. As a reminder, only the designated party spokesperson



1 from each organization may ask questions.

2 Okay. Mr. Besherse, I apologize in advance if any of these  
3 questions seem very basic to you, but please be patient with me.

4 INTERVIEW OF CHRIS BESHARSE

5 BY MR. STANCIL:

6 Q. Please, if you would, give us -- tell us about your  
7 background, beginning with your education, and continue with what  
8 your employment history has been.

9 A. The education is I have my GED. Employment, I've worked on  
10 wind farms. I've worked doing asphalt. I've worked as a  
11 contractor for Phillips 66 doing damage prevention and then  
12 Enterprise doing damage prevention.

13 Q. How long have you been at Enterprise?

14 A. In November, it will be 4 years.

15 Q. And what is your current position there at Enterprise?

16 A. Pipeline technician.

17 Q. Have you held any other positions in the company?

18 A. No, sir.

19 Q. Was that a no?

20 A. No, sir.

21 Q. Okay. Who do you report to at Enterprise?

22 A. Wes Warden.

23 Q. And what is his position?

24 A. Area supervisor.

25 Q. And does anyone review your work?

1 A. Yes, sir.

2 Q. And who would that be?

3 A. Wes Warden.

4 Q. Okay. So Wes is your supervisor, and he reviews all of your  
5 work. Tell us what a pipeline technician does. Describe your  
6 duties and responsibilities for us.

7 A. Damage prevention being the first one. And then pipeline  
8 maintenance, running PIGs and doing (indiscernible) DOTs. That's  
9 the general scope of work for a pipeline technician.

10 Q. Okay. How much of your job involves responding to 811  
11 tickets or one calls?

12 A. Ninety percent.

13 Q. Okay. And in a typical day or week, how many requests for  
14 line markings do you get assigned?

15 A. In a typical day, it could be anywhere from 10 to 15.

16 Q. Okay. Do you -- have you received any specialized training  
17 from Enterprise to -- relating to your job?

18 A. Yes, sir, on multiple occasions.

19 Q. Can you tell us about that?

20 A. We have, to start off, right-of-way college and hazard  
21 welfare and all the training that you have when you first start.  
22 And then, after that, you're in a training mode for a certain  
23 period of time until your training technician decides that you're  
24 available and can do the job properly. And then, every 3 years,  
25 we have a right-of-way college refresher.

1 Q. Is that the only recurrent training that you get, the  
2 right-of-way college, or is there other?

3 A. Yes, sir. There's other.

4 Q. Okay.

5 A. But not to do with line locating.

6 Q. Okay.

7 A. But we get training ongoing. There's lots of it.

8 Q. Tell us about that.

9 A. You got every year hazard welfare. You've got every year  
10 fire extinguisher training. We have monthly safety meetings,  
11 morning tailgate meetings, safety moments. There's a long list of  
12 the trainings. About -- that's four of them. There's a lot of  
13 training.

14 Q. Okay. Are you required to have any professional  
15 certifications in your job?

16 A. Yes, sir, OQ tests.

17 Q. Could you restate that a little more clearly? I'm having  
18 trouble with the audio on this side.

19 A. Operator qualification test, sir.

20 Q. Okay.

21 A. And computer-based training.

22 Q. And is that a company certification or is that a professional  
23 organization outside of Enterprise?

24 A. I'm unsure on that. I know that I had to have OQs to do the  
25 damage prevention for Phillips 66 as well. But I'm unsure

1 whether --

2 Q. Okay. How familiar are you with the company's damage  
3 prevention program? Is that something you would refer to in your  
4 daily work?

5 A. Yes, sir.

6 Q. What is it? Tell me about the damage prevention program. Is  
7 that a set of SOPs or --

8 A. No, it's Section 3000. It tells us how to locate pipelines,  
9 when we're affected, when we're not affected, and how our company  
10 will proceed to handle 811 tickets.

11 Q. Does your work involve the use of any specialized equipment?

12 A. Line locators.

13 Q. Describe for us what those are.

14 A. You hook up to a test lid where they test the CP product, and  
15 it puts a signal onto the pipe, and you use your wand to find that  
16 signal so you make sure that you're on the right pipe. We also  
17 use probe rods to find the depth.

18 Q. Okay. Can you tell me how that works? Is that like a metal  
19 detector, or is that something more sophisticated than that?

20 A. The line locator?

21 Q. The line locator or the probe rod, how do they work?

22 A. Well, the probe rod is just a metal rod that you stick into  
23 the ground to make sure you've hit the pipe, that you located the  
24 pipe right. The line locator sends a certain signal down the  
25 pipe, and that's the signal that the wand looks for. It's got a

1 box with wires connected to the pipe, and then you have a separate  
2 attachment, which is a wand, that you go down the pipe and locate  
3 it with.

4 Q. Understood. So what hours do you work normally?

5 A. From 7:30 to 4:30.

6 Q. And how many days per week?

7 A. Five days a week.

8 Q. Do you often work outside of your normal shift?

9 A. When the work calls for it.

10 Q. How often would something like that happen?

11 A. Not very often since COVID.

12 Q. Okay. And how much of your time is spent working in the  
13 field?

14 A. Most of the time. I go in, in the morning. I get my one  
15 calls that I need to go look at that day, and I go out and look at  
16 them and take care of them one calls. And then I might come back  
17 to the office and check the one calls again, or I could use my  
18 cell phone to check the one calls. But most of my work is  
19 (indiscernible).

20 Q. Okay. Do you work with any contract employees in crude  
21 line-locating services, or are they all your people in-house?

22 A. All in-house people.

23 Q. Okay. And do you normally work alone, or do you have  
24 assistance on certain projects?

25 A. If I need assistance there is assistance to be had. But most

1 of the time, I work alone as far as the one calls are concerned.

2 Q. Got you. Okay. Let's talk about the general process that's  
3 involved in clearing a one call or 811 ticket. How does that  
4 generally work?

5 A. Well, we get the one call, and then we look at the notes that  
6 the one call provided, and we make a phone call. And if it's over  
7 51 feet away from our pipe, then we're able to clear it. As long  
8 as we're in understanding that the work will not encroach us at  
9 all, encroach that 50 foot, we're able to clear it going off the  
10 information off the ticket, plus like GPSs, directions, and then  
11 the verbal conversation that we have with the one call recipient  
12 on the phone.

13 Q. So you're able to clear it if it's greater than 50 feet?

14 A. Yes, sir.

15 Q. Based on a telephone call or on the information that's  
16 provided?

17 A. Yes, sir. Whenever you put a one call in, you have to give  
18 exact driving directions to the location and the work radius that  
19 you're going to be needing to work in. So going (indiscernible)  
20 that information, we make a phone call, and we have Google Earth  
21 pulled up on our computers, and you can see where our lines are  
22 overlaid. We can see where the work area is, and we make a  
23 determination from the phone call and the information provided  
24 whether we're going to be affected or not.

25 Q. Okay. And based on the phone call, do you decide at that

1 point whether to go visit the scene or is that, you know, is that  
2 50-foot distance the determining factor?

3 A. If it's something that -- if they have a wide work area, like  
4 a long work area, then yes, we might go visit the site and speak  
5 with them onsite. But if it's greater than 100 feet away, then  
6 no, we won't go visit the site as long as we feel confident in the  
7 information that was provided.

8 Q. Okay. How do you get assigned to review a ticket?

9 A. It goes -- when the one call's put in, it's put into certain  
10 CDCs, which are call directing code for Enterprise, the agency.  
11 All the pipelines in one area, they all get a one call ticket sent  
12 to wherever. Ours is close to our e-call system in Houston. The  
13 e-call reviews the ticket and sends it to the main CDC of Corpus  
14 Christi. And then I go in there and I look at that ticket, and if  
15 it's an EFP ticket, I pull that ticket and work that ticket, if  
16 it's within my area.

17 Q. Okay. So what happens if there's a potential conflict in  
18 which the excavation is going to occur closer than 50 feet to a  
19 pipeline?

20 A. I get the information of when the job is going to start, what  
21 all the job is going to entail, and then we go to the site and  
22 mark the pipeline.

23 Q. Okay. And how do you mark the pipeline? Is that you have to  
24 install markers or paint, or what do you normally do?

25 A. We set up temporary pin flags and paint, and sometimes stakes

1 with phone numbers and stuff on them. If they're going to be  
2 crossing us, we'll get a depth on the pipe, but if they're just  
3 going to be coming within the 50 feet, we'll just mark it every 20  
4 feet with pin flags and paint.

5 Q. Okay. What conditions are necessary for a positive response  
6 to an excavator? And tell us what a positive response is.

7 A. A positive response is, it sends them an email saying that  
8 we're not clear. We're not clear of the work area. That's what I  
9 believe you're asking. Correct?

10 Q. So a positive response is telling them that they're going to  
11 be interfering in a work -- in a pipeline or they're not going to  
12 be encroaching on a pipeline?

13 A. I'm not understanding the question fully, because a positive  
14 response, if you're talking about a positive response to the  
15 government, which is the top dropdown on our stuff, you have to  
16 click one of those. A positive response could be a positive  
17 response that we're clear, or a positive response could be that  
18 we're affected.

19 Q. Oh, I see. I see. So --

20 (Simultaneous speaking.)

21 A. -- pipeline located, then it sends them an email saying that  
22 we are not clear.

23 Q. I understand. Okay. And what is the minimum distance that  
24 mechanical excavation can occur next to a pipeline?

25 A. Eighteen inches plus half the diameter of the pipe.



1 Q. Okay. Let's talk about dredging projects in particular.  
2 Under what conditions is it mandatory to locate and mark a  
3 pipeline when dredging is occurring?

4 A. If the dredging activity's going to be within 50 feet.

5 Q. And is that in your damage prevention program?

6 A. Yes, sir.

7 Q. Okay. Do you sometimes go out and mark a pipeline even if  
8 the excavation's being done at a greater distance?

9 A. If the information on the one call is unclear, and the  
10 conversation that I have with the excavator does not leave me  
11 feeling satisfied that they know exactly where they're working.

12 Q. So is that what you'd call a courtesy marking?

13 A. No, sir. Those -- on like that, I usually put in locating  
14 status. A courtesy mark is the work is going to be clear. We  
15 know we're going to be clear, and they just want to feel better  
16 about the line being located so everybody knows what it is.  
17 That's what a courtesy mark is.

18 Q. Okay. All right. Let's -- I want to focus now on your  
19 involvement in the EPIC dock project and your interactions with  
20 Orion. Tell us what happened in as much detail as you can  
21 remember, and please take as much time as you need. Walk us  
22 through, help us understand the events that occurred prior to the  
23 beginning of their dredging work.

24 A. First one call that we got was in 2019 for dredging. That  
25 ticket, we put in a meeting status. We didn't know exactly what

1 was going on. But we had a site contact for the EPIC site. It  
2 was an inspector named Michael Foal (ph.), and we met him down  
3 there and asked him what was going on, because if anything that's  
4 going on down there, he knew about. So we got down there and met  
5 with him.

6 He's like, they're going to be far out there, and I'm going  
7 to make them put cane poles. We're putting -- make somebody with  
8 cane poles tomorrow for launch to stay away from it. They're not  
9 going to be anywhere close. I was able to close that ticket, and  
10 that was the last that we heard from Orion as far as that one site  
11 goes.

12 The next ticket came in on June 23rd, and Ashley Stephens is  
13 the one that put that one in. When I first got the ticket, I  
14 called her and asked her what was the work area, what was going to  
15 be going on, what they're going to be doing. And we determined  
16 that the lines were probably going to need to be located. So I  
17 put it in a meeting status and went and talked to my boss about  
18 how we would locate the pipeline in the water. And we were just  
19 trying to figure that out. And she said that she would provide  
20 the boat and the cane poles if we could just show up and go mark  
21 the line. And we set up a meeting to go do that. And I guess  
22 during that time we had a couple of calls back and forth.

23 But most of her crew or half of her team are, whatever, come  
24 down with COVID and was self-isolating and some are quarantined at  
25 the house. And so we wasn't able to go. And so she ended up

1 sending me EPIC's plans for the excavation in an email saying that  
2 look, we're going to be 60 feet away from the shoreline, away from  
3 your pipe; I don't really see a problem in it. And we looked at  
4 the EPIC's plans and saw the prism where she said that we're going  
5 to be working, and it was well offshore. And with the knowledge  
6 that EPIC wanted to put in a bulkhead and fill in our lines with  
7 sand, we knew we were okay with clearing that ticket.

8 And then she called back some time later and said, look,  
9 there might be an anchor close. Can we go ahead and get you to  
10 come out and mark the line? So we set up a meeting and, on the  
11 16th, we went out at 1:30 on her skiff with another driver and  
12 marked our pipeline with cane poles. And there was still original  
13 cane poles left from 2019, and we just filled in the gap. And I  
14 put the cane poles out away from the pipeline just about 5 feet  
15 trying to give us a little bit more of a buffer.

16 And this is not my pipeline. This is the liquid line. I  
17 handle gas. But Wes located the pipeline with the line locator.  
18 We docked onshore and he got out and put paint and flags down. I  
19 tried to put a canepole right there; the ground was too hard  
20 packed. So we took the boat, and we went out a little bit further  
21 off the shoreline, and that's when I was able to put the first  
22 cane pole in. Then, from then on, we went about every 50 feet  
23 trying to put cane poles in whenever there was none.

24 And at the end of it, she asked -- or I asked her, I was  
25 like, will any other work be up here close to this pipeline? And

1 she said, no. And then we went back to where we got on the boat  
2 at, and we said our goodbyes. I told her, if anything changed,  
3 give us a call. And that was the last time I spoke to her.

4 Q. Okay. So I'm going to try to break this down and go back  
5 through it step by step. Okay? Did you, you said, Wes --

6 A. Wes.

7 Q. Wesley -- or Weston has the hazardous liquid pipelines, and  
8 you do the gas pipeline. Correct?

9 A. Yes, sir.

10 Q. Okay. So he was looking at line 219 and -- what is it -- and  
11 yours was 124; is that correct?

12 A. Yes, sir.

13 Q. Okay. And were you two working together on these tickets?

14 A. Yes, sir.

15 Q. Okay. And does Mr. Johnson have the same job description as  
16 you?

17 A. Yes, sir.

18 Q. Okay.

19 A. Just from the liquid side.

20 Q. All right. All right. At this point, I think what I'm going  
21 to do is try to share my screen with you. I want to bring up the  
22 one call detail report for Line 124. Okay. Are you seeing the  
23 detail report now?

24 A. Yes, I am.

25 Q. Okay. So this is the one call ticket detail report number

1 TX2067555147CA which is identified as document ENT-NTSB-PR-000014.  
2 And this appears to be a ticket for hydro excavation work that was  
3 transmitted to Enterprise on June 23rd of this year.

4 Do you recognize this document, Mr. Besherse?

5 A. Not just by the number. If you could go down, I can see the  
6 notes.

7 Q. Okay. I'm scrolling down to the bottom of Page 1 where it  
8 describes the work location.

9 UNIDENTIFIED SPEAKER: Hey, Paul, could you please zoom in a  
10 little bit?

11 MR. BESHARSE: I can see it fine. Thank you.

12 MR. STANCIL: Does that help a little bit?

13 MR. BESHARSE: Yes, sir. Thank you.

14 MR. STANCIL: Okay.

15 BY MR. STANCIL:

16 Q. So I have some highlighted text at the bottom of Page 1. It  
17 goes on to the top of Page 2. And I'm just going to go ahead and  
18 read it so that it makes sense in the record here. So under the  
19 tab work location, there's some GPS coordinates, and the  
20 highlighted text indicates dredging area begins at water's edge,  
21 southeast corner GPS point known and below, and extends north off  
22 the coast 344 feet to the northern boundary of the dredge  
23 template. The length east-west of the template is 1,463 feet.  
24 Are you familiar with that?

25 A. Yes, sir.

1 Q. Okay. Tell us what you did in response to that location  
2 information.

3 A. That's when I called her, and we decided that the pipelines  
4 needed to be located, so -- and we couldn't locate it at the time,  
5 so we had to put it in meeting to figure how we was going to get  
6 out and locate it.

7 Q. So can you go through the steps that you would take or that  
8 you did take to verify whether the locations provided here  
9 conflicted with the pipelines in the area?

10 A. We put the GPS into our Google Earth, and that tells us where  
11 exactly it's at, and we can go from the shoreline out 350 feet,  
12 and we have pipelines in that area.

13 Q. Okay. And what did you find when you put that information in  
14 the Google Earth app?

15 A. Identify they were in the work area.

16 Q. They were in the work area, did you say? I'm sorry. I'm  
17 having trouble hearing you. Did you say they were in or were not  
18 in?

19 A. They were in the work area.

20 Q. Okay. I'm going to scroll down a little bit further, I think  
21 to the bottom of Page 3. And this is under the tab of completion,  
22 and it indicates -- there's some highlighted text that I'm going  
23 to read to you again. It says, cleared by mapping system and  
24 talking to Ashley Stephens; Enterprise line 124 is 60 feet to the  
25 south and will not be affected. So how did you determine that

1 there would be no dredging near the channel shoreline?

2 A. From the email that Ashley had sent me and then on being on  
3 the boat with line clearly marked. And her verbal confirmation  
4 that there will be nothing in the work -- in that area, that she  
5 will stay 60 feet off.

6 Q. But that was different than the initial information they  
7 provided you?

8 A. Yes, sir.

9 Q. And what sort of discussion was there about why the  
10 difference?

11 A. A lot of times, the one call people, when they put the one  
12 call in, they'll ask for a 1,000-foot radius. And they're working  
13 within 25 feet of the GPS. So we go off the information off the  
14 one call, and then once we talk to her people and get the  
15 information from them exactly where they're going to be working at  
16 is how we handle the one call.

17 Q. So is that what was said in this particular case? Did they  
18 explain that, well, we put in extra area just to be safe, or what  
19 was the discussion there?

20 A. I didn't ask about that. I'm not sure why they added the  
21 extra space and stuff. I just went off of what she had emailed me  
22 and what we spoke about in person to put in the one call.

23 Q. And where you referenced the mapping system there, what  
24 mapping system were you referring to?

25 A. Google Earth.

1 Q. Google Earth. And what level of detail do these maps have  
2 where your overlay goes on to Google Earth? Are these very  
3 accurate?

4 A. Yes, sir.

5 Q. Do you know what the level of detail is? Is it -- does it  
6 provide it to the foot, or how closely are these indicating where  
7 the lines are?

8 A. Pretty accurate. The only experience I have with it, exactly  
9 how accurate they are, we run a PIG on one of the pipelines and it  
10 sent the GPS, and then about a month later, they called to ask if  
11 they could move the line on Google Maps to fit the GPS what it  
12 actually is. And we have somebody come into our office and go  
13 over every single pipeline to correct them exactly where they  
14 were. They were fairly close. And, on this instance, you could  
15 see the pipeline in the water from Google Earth.

16 Q. Okay. And then was the location of this pipeline corrected  
17 by that process?

18 A. No, sir.

19 Q. It was already correct; is that what you're saying?

20 A. Yes, sir.

21 Q. Okay. And the statement "60 feet to the south" is in  
22 relation to what? What location?

23 A. Our pipeline is 60 feet to the south of the work area.

24 Q. Of the work area that they talked about verbally or on the  
25 plan?



1 A. Verbally and they --

2 Q. Okay. And what does the term up here, "positive response  
3 clear," mean? Like what does 3-clear reference?

4 A. Three is the code on our core web system whenever you go to  
5 the first -- that positive response is to the state. So you  
6 either have to put locate and clear or locate and delay, a  
7 positive response. And then it sends them an email that we're  
8 clear as well.

9 Q. I understand. Okay. I'm going to zoom out just a little bit  
10 because I'm going to scroll down again. Let's see. No, I think  
11 that was it for this one, so let me go back and un-share that.  
12 Bear with me. Explain -- I was having cursor issues here. All  
13 right. Okay. Let me -- bear with me one second. Okay. You  
14 mentioned that you were dealing with Ashley Stephens with the  
15 Orion Group. Was there anyone else?

16 A. Only the skiff driver.

17 Q. Only --

18 A. And I don't know his name.

19 Q. Okay. And what was the day that you went out there?

20 A. July 16th. We had a meeting scheduled for 1:30 p.m.

21 Q. Okay. But, other than that day, all of your contact has been  
22 through Ms. Stephens?

23 A. Yes, sir.

24 Q. Okay. All right. I'm going to try to share my screen again.

25 Okay. I think you should be seeing an email from Ashley Stephens

1 to you. Are you able to see that?

2 A. Yes, sir.

3 Q. Okay. So this is an email dated June 29th, 2020, 2:57 p.m.,  
4 from Ashley Stephens to you, Mr. Besherse. And it includes dredge  
5 construction plans attached. And this is identified as document  
6 number ENT-NTSB-PR-000025. And I'd like to direct your attention  
7 to the highlighted text. I'll zoom in on it if that helps a  
8 little bit. And I'm going to read that out loud for the record.  
9 Bear with me one second. All right.

10 So it states, it looks as though -- this is Ashley Stephens  
11 writing to you, and she states, it looks as though we will be  
12 about 60 feet off the shoreline and the areas where the shoreline  
13 and pipelines are furthest in the water, parenthesis, closest to  
14 the new template, close parenthesis. We have already completed  
15 dredging to grade where the dock platform is on Page 3, so there  
16 shouldn't be a need for concern. And then she asks you, let me  
17 know what you think.

18 So how did that statement affect your review of the one call  
19 ticket?

20 A. We looked at the plans and saw the prism, what they were  
21 going to be working in. And knowing the knowledge of that they  
22 wanted to put dirt over the top of pipelines, we determined at  
23 that time that the work was going to be that far out from shore  
24 that we was not going to be affected, especially me on my gas  
25 line, since it was closer into shore.

1 Q. And where did the 60 feet come from? Is that -- was that her  
2 statement or did -- or was there some measurement? What -- how  
3 did they know 60 feet?

4 A. I'm unaware about how they measured 60 feet, sir.

5 Q. Well, when you went -- when you met on July 13th, was it  
6 still 60 feet?

7 A. We did not meet on July 13th.

8 Q. I'm sorry. July 16th.

9 A. Yes, sir. On the boat, after we finished marking, I asked  
10 her, is anything going to be anywhere up here close to this  
11 pipeline? And she said, no; we're going to be far enough out  
12 there. And when we went to go mark the pipeline, it was just for  
13 an anchor, no dredging activity. The dredging activity was still  
14 the same as what's written there.

15 Q. So nothing changed from that statement there to the day when  
16 you met on July 16th?

17 A. (No audible response.)

18 Q. I'm sorry. I didn't hear you.

19 A. Yes, sir. Nothing changed.

20 Q. Okay. Yeah, sometimes the audio, you need to speak up very  
21 loudly for it to carry through on the speaker. I apologize for  
22 that.

23 A. No problem. I just don't want to be hollering at you.

24 Q. No, that's fine. I prefer that to not to hear anything. So  
25 let's see, this email message, did you forward that to Mr. Johnson

1 as well?

2 A. Yes, sir, I believe I did.

3 Q. Did, okay. And, in your follow up conversations with  
4 Ms. Stephens, what was said about whether any more dredging would  
5 be done in the area closest to shore? You mentioned that, that  
6 prism was the boundary of the project that -- was there any  
7 discussion about work that would be done close in to shore?

8 A. No, sir.

9 Q. She mentioned that the area in that statement, we've already  
10 completed dredging to grade in the -- I guess she's referring to  
11 areas closer to the shoreline. Did she describe what that meant?

12 A. Well, I believe that was for the dock platform, which was  
13 going to be out past our pipelines anyways.

14 Q. So the dock platform was an encroachment project?

15 A. Yes. Well, the dock platform was not because it's further  
16 out from our pipeline. We haven't seen anything on that except  
17 for just what was asked of us by our encroachment department as  
18 far as depth on our pipelines for them to backfill 5 foot over the  
19 top of it. That's all the information I had on that.

20 Q. So the backfill that was going to go on top of the pipeline  
21 would have been that line that you marked -- that area where you  
22 marked the line?

23 A. Yes, sir.

24 Q. Okay. But that was a different -- are you saying that was a  
25 different project that was separate of what you were doing for the

1 line marking?

2 A. Yes, sir.

3 Q. Okay. What do you know about the type of dredging equipment  
4 that Orion was going to use?

5 A. That it was a sludge dredge.

6 Q. Did they tell you or did you know specifically what -- how  
7 the dredge was configured, what type of head was going to be used  
8 to do the dredging?

9 A. No, sir.

10 Q. Did it get into any of the details at all?

11 A. No, sir.

12 Q. And what did you determine when you went out there on July  
13 16th? What did you determine with respect to the need to mark the  
14 pipeline? Initially, in response to this ticket, you determined  
15 that it was not necessary?

16 A. Yes, sir. We determined that before we went out there to  
17 mark it as far as when we knew the dredging was not supposed to be  
18 anywhere within 60 feet of the shoreline or the pipeline. We went  
19 out to mark for an anchor.

20 Q. Okay. Well, with regard to that one call ticket, was that  
21 your decision that it was not -- marking was not required?

22 A. It was a joint decision between me, Weston, and Ashley.

23 Q. Okay.

24 A. Up top, she said there's going to be no need for concern. On  
25 top, then Weston said, look, if they're going to be 60 feet, there

1 -- we had planned to mark it, but like I said, everything come  
2 down with COVID. So that's when we went a different route to get  
3 the plans to find out where they were going to be working at.

4 And she's the one that said that they were going to be  
5 cleared. And by the prints that we got, from the information that  
6 we got from the EPIC plans, that they were going to be far enough  
7 out in the ship channel to clear the ticket, so that's what we  
8 did.

9 Q. All right, so you originally had planned to meet out there,  
10 but that was -- that plan was cancelled because of the COVID  
11 situation?

12 A. Yes, sir.

13 Q. All right. I'm going to scroll down to this Snyder  
14 Engineering site plan dated June 23rd, which was attached to the  
15 email that we were just discussing. And this is document number  
16 ENT-NTSB-PR-000027. Where on this plan did you understand would  
17 be the limit of dredging activity in relation to the pipeline?  
18 I'll zoom in a little bit if that helps. Maybe you can direct my  
19 cursor. Are we talking --

20 A. Yeah. Where you're at right now.

21 Q. Okay.

22 A. And --

23 Q. We're talking about the -- this prismatic boundary line that  
24 -- let's see if there's a marking here. I don't see it identified  
25 with anything. But this line which is indicated as the southern

1 boundary of a prismatic area on the plan, that was -- is that the  
2 closest, in your understanding, that the dredging was going to  
3 occur?

4 A. Yes, sir.

5 Q. Okay. These blue lines on the plan, are they the pipelines  
6 in question?

7 A. Yes, sir.

8 Q. And which line? The line closest to the boundary, is that  
9 219 or 124?

10 A. 219.

11 Q. And 124 was running parallel inside of that --

12 A. Yes, sir.

13 Q. -- where my cursor is now? Okay. If you had known that, or  
14 if you had any reason to believe that dredging was going to be  
15 done any closer to the pipeline, what if anything would you or the  
16 company had done differently?

17 A. If the one call has a locate, get in contact with them, and  
18 if the dredging was going to be anywhere within that, turn it into  
19 encroachment, because it wasn't supposed to be that way.

20 Q. Would there ever be a circumstance where Enterprise would  
21 have had people on a site like this to monitor their assets to  
22 ensure against damage?

23 A. I'm not sure about that. I don't know about that. I know  
24 that for as far as the one call concern, you stay in contact. You  
25 schedule a plan to meet out there when the work is supposed to be

1 close to you. And that's what you go by.

2 Q. Do you ever go out to a site to watch the work being done to  
3 make sure that it stays away from your line?

4 A. Anything within 12 feet.

5 Q. So, if they say they're working within 12 feet, you have to  
6 be there?

7 A. Absolutely.

8 Q. And how do you communicate that with the excavator?

9 A. Phone calls, mainly. They put in the one call, and they know  
10 what's going on; they know there's pipelines in the area. They'll  
11 generally work with you and schedule a time for you to meet onsite  
12 and the work performed by your pipeline. And it's done what needs  
13 to get done.

14 Q. Okay. In this case, if you had been told that the dredging  
15 was going to be done within 12 feet of that pipeline, you would  
16 have had to be onsite?

17 A. Yes, sir.

18 Q. And did you tell Ashley Stephens that?

19 A. Yes.

20 Q. And when was that?

21 A. When we were on the boat, and before we closed the one call,  
22 because with anything within 50 feet, we need to know about and we  
23 need to be there, is what generally we say. But Enterprise policy  
24 is 12 feet. But on something like that, dredging with what they  
25 were dredging with, we'd have to turn that in to encroachment



1 being that close.

2 Q. Okay. And so, following this one call ticket, which  
3 indicates it was closed out on July 7th, you received a subsequent  
4 communication from Ms. Stephens about the anchor?

5 A. Yes, sir.

6 Q. And tell us what prompted that July 16 meeting.

7 A. She was worried that there might be anchor up close to us, so  
8 she wanted the line located just so they knew exactly where it  
9 was.

10 Q. Did she -- how close to the pipeline were the anchors  
11 supposed to be placed?

12 A. She didn't say exactly, but once we got on the boat and once  
13 we located the line, we asked her, is anything going to be up here  
14 close? And she said, no.

15 Q. Did they point out to you the general location where the  
16 anchors were going to be?

17 A. No, because I don't think she knew, but I can't speculate on  
18 that. But there was already stuff in the water. There was  
19 already a little -- it looked like a telephone pole anchor  
20 sticking up out of the water that were out further past any of our  
21 lines. And I asked, are you going to be around any of that stuff?  
22 And she's like, no.

23 Q. Bear with me one second. Okay. And why wasn't a separate  
24 811 ticket filed for this? Would that have been necessary?

25 A. I'm not sure it wasn't. I don't know if it was necessary or

1 not. I don't know about for anchors.

2 Q. Okay. Fair enough. And you said you were involved; you  
3 personally installed the temporary pipeline markers.

4 A. The cane pole, yes, sir.

5 Q. Okay. And tell us more about that. Were these standard  
6 markers that are typically used to mark pipelines?

7 A. No, sir. They're cane poles.

8 Q. How do they differ from lines that are typically used, or  
9 markers that are typically used?

10 A. Well, for a one call ticket, it's pin flags and paint. If  
11 you're marking the right-of-way, we use galvanized signs, steel  
12 galvanized signs with Enterprise placard signs. But this was in  
13 the water as a courtesy locate, so we just used what people use in  
14 the water, and that's cane poles.

15 Q. Is this -- that something that's typical for pipelines that  
16 are in the water like that, or is there other type of markers that  
17 are typically used?

18 A. I've only seen them use cane poles to mark pipelines in water  
19 before.

20 Q. Yeah. Okay. And that's what they did, you said, in 2019 as  
21 well on this particular job?

22 A. Yes, sir.

23 Q. Okay. I am -- I promise I won't do this to you again, but  
24 I'm going to share my screen one more time. Okay. You should be  
25 seeing the -- an aerial view of the line 219 pipeline markers.

1 This is identified as document number ENT-NTSB-PR-000834. And  
2 overlaying this aerial view is a blue line that represents the  
3 pipeline location along with a number of pipeline marker locations  
4 indicated by flags on the image along with some GPS locations.

5 Where on this diagram did you install the -- or on this  
6 aerial image did you install the cane poles?

7 A. There was pin flag markers and paint installed on the west  
8 side of this, over there close, over that bridge, yes. Dopplers  
9 there in between -- if you can zoom in a little bit more. See  
10 that dark -- it's an oyster reef there, right there by that first  
11 red pin.

12 Q. Okay. There's a red flag on the edge of the shoreline here.

13 A. Yes, sir. If you go a little bit further to the --

14 Q. To the left?

15 A. -- right, other way.

16 Q. To the right. To the east.

17 A. See that dark spot right there? That's an oyster bed. We  
18 docked in between that oyster bed and the rocks to its west side.  
19 We docked right there.

20 Q. Right in here.

21 A. Yes, sir. Weston Johnson got out the boat, used his line  
22 locator, put pin flags and paint on the ground.

23 Q. On the ground here?

24 A. No, sir.

25 Q. Between the red flag and the green flag, or are we talking --

1 A. The sign and the shoreline that was available at the time,  
2 because it changes so much. It's tidal. But there was a beach  
3 there. We docked there, and he marked like 10, 15 feet with paint  
4 and flags until it got back to the water. And then we got back in  
5 the boat and went around that oyster bed. We tried to put a pin  
6 flag in -- or a cane pole in right there real close to the water's  
7 edge, but it was too hard packed, so we went out about 30 more  
8 feet, and I was able to install the first one.

9 Q. Okay. So the pin flags you just discussed were to the right  
10 of the red flag until you got to the water's edge. Correct?

11 A. And there from the riff raff that was already there to the  
12 water's edge.

13 Q. So roughly in the area where my cursor is now?

14 A. Yes, sir.

15 Q. Okay. And then beyond that, you said, cane poles.

16 A. Yes, sir.

17 Q. Okay.

18 A. And whatever was existing, we just kind of filled in the gaps  
19 and tried to do it about every 50 feet all the way to the other  
20 side where it makes landfall, to that section there.

21 Q. All the way to this section here on the east side?

22 A. Yes, sir.

23 Q. We'll call this the east shoreline and this the west  
24 shoreline.

25 A. Yes, sir.

1 Q. So all the way to the east shoreline. Were there any  
2 preexisting cane poles in that area when --

3 A. Yes, sir.

4 Q. -- you started?

5 A. Yes, sir, there was.

6 Q. Okay. How many cane poles would you say are -- were between  
7 the red flag and the blue flag?

8 A. I can't say exactly for sure, but I know there was more on  
9 that side than there was on the other side.

10 Q. You mean on the side closer to the blue flag or the side  
11 closer to the red flag?

12 A. No, the other section where it goes back into the water. If  
13 you go to the east there.

14 Q. Further to the east? All the way --

15 A. Yes, sir.

16 Q. All the way on the right side of this image?

17 A. Yes, sir.

18 Q. So there were poles in this area. What about in this  
19 particular area? How many poles did you see in this area between  
20 the red flag and the blue flag?

21 A. There might have been two or three that was left. I'm not  
22 exactly sure of the number. But I know that, once we were done  
23 working that area, it was every 50 feet, and you could see a clear  
24 line.

25 Q. Okay. Every 50 feet, about how many cane poles would that

1 be? If you don't know, give me a -- is it a dozen, two dozen?

2 How many roughly?

3 A. I might have put six in through there. I'm not exactly sure  
4 exactly how many, or exactly on the footage. It's hard to say  
5 footage on a boat. But we filled in the gap to where we clearly  
6 marked.

7 Q. And you said they were placed channelward of the blue line,  
8 of the pipeline. About how far again channelward were these  
9 poles, I guess?

10 A. The ones I placed, I tried to place them about 5 foot off the  
11 pipeline.

12 Q. About 5 foot. So roughly where my cursor is running along  
13 this side of the line?

14 A. Yes, sir.

15 Q. And you said there were about six of them in there?

16 A. Yes, sir.

17 Q. Now would those markers be recognizable to you as marking a  
18 pipeline?

19 A. They'd be marking stuff to stay away from.

20 Q. If you saw them and hadn't placed them yourselves, would you  
21 know what they were for?

22 A. No, sir.

23 Q. Okay. Was there anything attached to those poles? Were  
24 there any flags or tape or any sign indicating what they were for?

25 A. No, sir.

1 Q. Did anybody -- during your conversation there on the boat  
2 with Ms. Stephens, did anybody mention 20 feet, a 20-foot buffer  
3 zone?

4 A. Not to my recollection, sir. And it might have been for the  
5 anchor, but I don't remember that. I asked her if anything's  
6 going to be in this area -- close to this area, and she said, no.

7 Q. So no one discussed staying 20 feet away from the cane poles  
8 or the pipeline?

9 A. Not to my recollection, sir.

10 Q. And as far as you left it, what was the distance -- and  
11 I'm -- it's a repeat question, so -- what was the distance going  
12 to be from the pipeline to the dredge template?

13 A. It was going to be within 60 feet.

14 Q. Sixty feet. Okay. Let me take this off. Bear with me a  
15 second. Okay. I think that was the last document I wanted to  
16 show you. So were you -- you were present at the -- well, let me  
17 back up. Were you present at this job scene at the time of the  
18 accident occurred?

19 A. No, sir.

20 Q. Did you go back to the scene for any reason?

21 A. I went to the scene when we knew that there was a fire.

22 Q. On that same day?

23 A. Yes, sir.

24 Q. Tell us what you did there.

25 A. I talked to the RTFC main fire chief. And Johnny and Weston

1 was already there, and they were trying to figure out who put the  
2 one call in. So I got on my phone, and I looked up just the  
3 general one call from somebody at Orion and asked -- called that  
4 person and asked for their -- for her number -- for Ashley  
5 Stephens' number, because the RTFC guy wanted it. He says, I'm  
6 driving; I'll text it to you. And he never texted to me, and I  
7 ended up leaving the scene. And then Ashley called me, and I was  
8 like, I just needed your number for a supervisor, and I said that  
9 was it, and I hung up the phone.

10 But we got to the site, and so I tried to discern whose line  
11 it was, or what exactly it was. Because the first information  
12 that I had that it was a ship that was being loaded at the EPIC  
13 dock, and I didn't find out it was something else until I arrived  
14 on scene.

15 Q. And you mentioned Johnny. Who's Johnny?

16 A. He's a pipeline technician for the liquid side.

17 Q. So there was you, Johnny, and Weston --

18 A. Yes, sir.

19 Q. -- were there? About how far -- how long after -- do you  
20 know how long after the incident occurred did you arrive on scene?

21 A. I don't know the exact time that I arrived, sir. I don't  
22 believe it was very long. The fire department hadn't even had a  
23 chance to set up the mobile command yet.

24 Q. Did you receive a call to respond there, or did you  
25 self-deploy?



1 A. I was on a PIGing project at our (indiscernible) plant, and  
2 Jason, which is a pipeline technician on the gas side, got a call  
3 that there was something happen there at the dock, and he sent me  
4 over there to check it out.

5 Q. Okay. And do you have any idea what time you arrived on  
6 scene?

7 A. I do not, sir.

8 Q. Okay. Tell us what you saw at the accident scene itself.

9 A. Basically a barge that was really, really close, and it was  
10 on fire. And just the fire treating crew, just stuff like that.  
11 And granted, the fire started spreading to the grass, and it was  
12 just burning up the grass as well.

13 Q. Were the cane poles still in position at that time, or were  
14 they -- did anything happen to them?

15 A. They were there. I mean, I don't particularly go in and  
16 check on the cane poles, but there's still cane poles there now.

17 Q. And what could you tell with regard to the pipeline?

18 A. Didn't know what it was at first. Just knew there was a  
19 fire.

20 Q. And how close were you able to get to the fire?

21 A. Two hundred yards.

22 Q. And where exactly were you observing from?

23 A. EPIC grain terminal has a road that runs along their fence  
24 line on the top of the hill above the railroad tracks, south of  
25 the railroad tracks, and they have a building there that the

1 conveyor runs off of. I was able to walk past that -- right past  
2 that building. That was as close as I could get and just to see  
3 the area. But, I mean, it was a ball of fire. You couldn't see  
4 anything.

5 Q. Okay. All right. I'm going to move on to some other things.  
6 When you've done marking for other large projects, is identifying  
7 the location of pipelines always done a few days in advance of the  
8 digging, or are there times when this might be done early on  
9 during the project planning?

10 A. We don't mark pipelines until we get the one call, unless our  
11 encroachment department wants us to. But that's rare. But that's  
12 just to try to get a depth for a future crossing. But an 811 call  
13 comes in and we have 48 hours to mark the pipeline from the time  
14 it was installed, 48 business hours. But we try to get them --  
15 get the line located that day or the next day. And if for some  
16 reason we can't, we can put it in meeting. But the pipeline is  
17 always marked before the work starts.

18 Q. Okay. So, if you weren't able to get to it in a particular  
19 timeframe, they still couldn't do any work until after you've done  
20 the marking; is that correct?

21 A. No. They're able to do the work if -- whether our line is  
22 marked or not. That's why we make sure that our line gets marked.  
23 And if for some reason we cannot mark our line, we work something  
24 out with them that they know to stay away from our line. But that  
25 rarely ever happens. The only time that we can't get out there

1 and mark is because they can't get out there and mark either  
2 (indiscernible) because it's so muddy.

3 Q. Okay. So, typically, you'll get the 811 call -- what's the  
4 typical timeframe between the time you get the call and the time  
5 the project is planned to occur?

6 A. They'll always say the work begin date is 48 hours after they  
7 put the ticket in until you find out from them because, I mean,  
8 sometimes people say that they're going to -- not going to work  
9 for a couple of weeks, but the ticket's only good for 2 weeks.  
10 It's got to be sometime within that 2 weeks.

11 Q. Okay. And was there anything unusual to you about the way  
12 this project was handled?

13 A. No, sir.

14 Q. Okay. The cane poles that were put in 2019, did you do those  
15 or was that someone else?

16 A. That was someone else.

17 MR. STANCIL: Okay. I think that's all the questions I have  
18 for right now, Mr. Besherse. I'm going to go ahead and pass on to  
19 my NTSB colleagues, and we'll start with Drew Ehlers.

20 MR. BESHARSE: Yes, sir.

21 MR. EHLERS: Good morning, Mr. Besherse. How are you?

22 MR. BESHARSE: Fine, sir. How are you doing?

23 MR. EHLERS: Good. And we've been going for about an hour  
24 now. Do you need a break or anything before we continue, or are  
25 you okay?

1 MR. BESHHERSE: I'm good. As long as everybody else is good,  
2 I'm good.

3 MR. EHLERS: Okay. All right. Well, thank you again. I'm  
4 going to ask you, to start off, some real basic questions, because  
5 I'm not familiar with pipelines, so you have to bear with me  
6 again. And the first couple of questions are just acronym --  
7 helping me understand acronyms.

8 BY MR. EHLERS:

9 Q. You mentioned, when talking about one call tickets, EF -- I  
10 think you said EFP ticket. What's EFP stand for?

11 A. EFP is the CDC, which is the call directing code, for our  
12 pipelines in the Corpus area that are gas.

13 Q. So that's Enterprise; is that correct?

14 A. That's an Enterprise identifier. And, I mean, on the one  
15 call, too, it'll have the list of the pipeline companies at the  
16 bottom that are affected on the one call, and everybody gets this.  
17 But it'll have their name of the company and their CDC.

18 Q. I see. Okay. And then I think when you talked about  
19 doing -- locating lines, you talked about doing a PIG on a line.  
20 What's a PIG?

21 A. A smart tool, integrity work.

22 Q. Okay. Can you explain that one a little more again?  
23 Remember, I'm not a pipeline guy, so you've got to dumb it down  
24 for me.

25 A. Every 7 years on gas, we have to run a smart tool, which is

1 this big expensive thing with big magnets on the back that does a  
2 bunch of stuff that I truly don't understand. But it'll go  
3 through the pipeline and tell you, you know, if you have any  
4 deficiencies that you need to look at or if the pipeline's still  
5 in good standing.

6 Q. Okay. All right. Does it provide locating data? Is that  
7 part of the PIG process?

8 A. There is some of that, too.

9 Q. Okay. Do you know what the acronym actually is?

10 A. Acronym?

11 Q. PIG, what -- is that short for something or is that --

12 A. No. That's what they call it, they put in the pipeline.

13 It's a manifest --

14 Q. Okay.

15 A. -- smart tool, they call it.

16 Q. Okay.

17 A. The smart tool, and you can -- a PIG can be anything from a  
18 poly PIG, it's just poly brushes, or anything. That's --

19 Q. Okay.

20 A. A PIG, in general, is what they use to run stuff down the  
21 line to clean it.

22 Q. I got you. Okay. Thanks. And, again, please bear with me.  
23 You mentioned, or you talked about your line-locating tools, first  
24 of all the electronic tool, and then like you said a probe rod.  
25 When comparing the readings you get on your electronic tool and

1 then putting a rod in, is that electronic tool really accurate,  
2 fairly accurate? How would you describe the accuracy of that  
3 tool?

4 A. The depth on it, which is not accurate. We don't ever go off  
5 the depth on that. If we need to find the depth, we put the probe  
6 rod to do it. As far as the accuracy goes, it depends on the  
7 situation. If there's overhead powerlines or a lot of  
8 interference or a lot of other pipelines in the way of the  
9 right-of-way, it's a lot less accurate. That's why you have the  
10 probe rod to back it up.

11 Q. I see. Does it work over water?

12 A. Yes, sir.

13 Q. Okay. And does the water affect the accuracy?

14 A. No, sir. Not to my knowledge.

15 Q. Okay.

16 A. I've rarely located over water but, you know, locating in a  
17 ditch, I get the same as I do out of a ditch.

18 Q. I see. Okay. On the day you went out with Ms. Stephens, was  
19 the accuracy pretty good that day? How would you describe the  
20 accuracy?

21 A. Accuracy is really good.

22 Q. Accuracy --

23 A. If you want to know about the site now, that's where it was  
24 on land when you located it.

25 Q. Okay. Could you see the pipeline for its entire length in

1 the water?

2 A. Not it's entire length but most of it.

3 Q. Okay. Where could you not see it? For instance -- and I can  
4 bring up that picture. Let me do that. Let me bring up that plan  
5 from Orion and let me know if you can see that.

6 MR. TRUONG: Hey Drew, this is Nhan. I'm going to move the  
7 computer closer to him so he can see it better. It's --

8 MR. EHLERS: All right. And I will try and increase the size  
9 here to make it as easy as possible.

10 LCDR [REDACTED]: You could move the table.

11 MR. TRUONG: Yeah, let's do that.

12 MR. EHLERS: All right. I'll take a few seconds if you want.

13 MR. TRUONG: Is that a little better, Chris?

14 MR. BESHHERSE: Yeah, a little better.

15 MR. TRUONG: Okay.

16 MR. BESHHERSE: So he was about 60 feet from the east  
17 shoreline where it was under the sand.

18 BY MR. EHLERS:

19 Q. So, on this side, you couldn't see it where I'm -- where my  
20 cursor is signaling or circling?

21 A. Sorry. By the west.

22 Q. The west side.

23 A. Sixty feet from the west shoreline, yes, sir.

24 Q. Okay. And there's two pipelines, 124 and 219. Could you  
25 see, in the visible part, could you see both pipelines, only one

1 pipeline -- which pipeline were you looking at?

2 A. On that west side there, it was just the 219.

3 Q. Okay. All right. So I'm going to try and blow this up a  
4 little bit more. The other picture that Mr. Stancil showed you  
5 looked like a straight length of pipe coming down from the western  
6 side to the eastern side. This diagram here shows a pipeline with  
7 an inflection point and then coming down and staying to waterward.  
8 Is this diagram accurate?

9 A. I have no idea, sir.

10 Q. Okay. But, based on what you marked, is it accurate?

11 A. No, sir.

12 Q. Okay. What's inaccurate about it?

13 A. That inflection point that goes way out into the water.

14 Q. Right there, where I'm circling?

15 A. Yes, sir.

16 Q. That wasn't there?

17 A. Not to my knowledge, sir. We marked on the sand. My  
18 knowledge of the pipeline is it comes up underneath the riff raff  
19 and then PIs, and it's just straight across to the other side of  
20 the land, and that's exactly what the 124 does.

21 Q. Okay. And could you -- did you have accurate locating  
22 information, or you could accurately locate both 124 and 219?

23 A. We didn't locate 124 at this time.

24 Q. Okay.

25 A. His box was tied on to 219, so he wasn't actually injecting a



1 signal on to his pipeline.

2 Q. Okay. So the only pipeline that you were measuring was the  
3 219. Why didn't you measure 124?

4 A. Measure what?

5 Q. Why didn't you locate 124 while you were out there at the  
6 site?

7 A. Because we wasn't locating the pipeline for a one call. We  
8 were doing a courtesy locate to locate the 219 --

9 Q. Okay.

10 A. -- to know exactly where it was.

11 Q. Okay. I understand. And you saw this plan. This was sent  
12 to you directly from Ms. Stephens.

13 A. Yes, sir.

14 Q. And I'm going to scroll down to the next -- or the final page  
15 here. Do you look at these crosscut diagrams at all when you're  
16 looking at the possible encroachment?

17 A. No, sir.

18 Q. Okay. All right. All right. Stand by while I stop sharing  
19 my screen. Do you work with pipelines in water often?

20 A. We do.

21 Q. Okay. And how many times before this had you worked on a  
22 waterborne pipeline or a near water pipeline?

23 A. There's been a few one calls where other dredging activities  
24 going on there. But not very many.

25 Q. Okay. You mentioned that, when you were putting the cane

1 poles in as you were on the one shoreline -- you can correct me if  
2 I understood you incorrectly -- but that you had trouble putting  
3 in because either rocks or whatever under the water, and you went  
4 out a little bit farther. And did I understand that correctly?

5 A. Yes, sir. Where you put the paint and the flags in the  
6 ground, we tried to put one in as soon as -- you know, about 10,  
7 15 feet in the water, but it was too hard packed there. So we  
8 followed the pipeline out a little further until it got soft  
9 enough for me to put one in.

10 Q. Okay. And was that on that western shoreline?

11 A. Yes, sir.

12 Q. Okay. So how far out would you say that first cane pole was  
13 from the shoreline?

14 A. Right around 30 feet, 40 feet at the most.

15 MR. EHLERS: Okay. Let me just check here. That may be my  
16 last question. Okay. That's all I had. I really appreciate your  
17 time. I may have a follow-up question later, but I'll go ahead  
18 and pass it to my colleague, Roger Evans.

19 MR. BESHARSE: Thank you, sir.

20 MR. EVANS: Okay. Thank you, Drew.

21 Yeah. This is Roger Evans, E-v-a-n-s. Thanks again, Chris,  
22 for being here today. I wanted to just ask a couple questions.

23 BY MR. EVANS:

24 Q. Is there a procedure, perhaps even an OQ, for the water part  
25 of your job that you're located over water?

1 A. I'm sorry, I'm not aware of that.

2 Q. Okay. When you've done this in the past, when you've placed  
3 cane poles, how do you actually control -- I mean, I know you have  
4 located the line, and you say you're -- in this case, you were 5  
5 feet to the north of the line. Correct? Is what you were trying  
6 to maintain?

7 A. Yes, sir.

8 Q. How do you control that distance as you're, you know, in a  
9 skiff and, you know, the wind's blowing and all that. How do you  
10 make sure that you are at that 5-foot point?

11 A. I said it was about 5 foot. There's no way to be 100 percent  
12 certain exactly how far away from it was. But after a while,  
13 after about that first 70, 80 feet or whatever it is that was  
14 underground, you could see the pipeline, and I don't know if you  
15 know that I'm not right up there next to it putting the cane  
16 poles. And that was the first time that I put cane poles in the  
17 ground.

18 Q. Okay. As far as the placement of the cane poles, when this  
19 has been done in the past do you place flags typically on the cane  
20 poles, like in blue or pink or something like that with tape, you  
21 know, plastic tape to make them more visible?

22 A. At that time, we did not put any flags on the cane poles  
23 themselves. We just put the cane poles in themselves.

24 Q. But, in the past, have you placed flags on cane poles for  
25 marking pipes?

1 A. I have not done anything like that in the past.

2 Q. You say you have not done anything like that in the past?

3 A. Yes, sir.

4 MR. EVANS: Okay. And that's all I have. But I'm sure I'm  
5 going to have follow up. Thank you.

6 MR. BESHARSE: Yes, sir.

7 MR. STANCIL: Okay. Thank you, Roger.

8 Coast Guard?

9 LCDR ██████: Coast Guard. Hopefully, it doesn't -- I'm  
10 going to try and speak up. If you can't hear me, let me know, and  
11 if it feels like I'm yelling at you --

12 MR. BESHARSE: It's okay.

13 LCDR ██████: -- let me know.

14 BY LCDR ██████:

15 Q. So we've talked a lot about different distances. Do all  
16 those come from an internal SOP or a company policy, or is there  
17 like a Texas code of regulations that you need to follow for  
18 those? So like the 50 feet distance, the one calls and the 50  
19 feet between the poles, where do those numbers come from?

20 A. We have our damage prevention section, our Section 3000, and  
21 that's where we get our information from; that's where we get our  
22 policy from. And, to my belief, that Enterprise is more strict  
23 than the State of Texas, but that's -- you go with whichever one  
24 is stricter. So it's our policy to go 50 feet. I don't know  
25 exactly what the State of Texas is. I don't work for the State of

1 Texas; I work for Enterprise and do it their way, so -- and the 50  
2 feet is just to make a clear marking. But, on a courtesy locate,  
3 it can be up to 200 feet distance between markings, but nothing  
4 greater per our policy.

5 Q. So, because this was a courtesy marking, you could have put  
6 the poles every 200 feet?

7 A. Yes, sir.

8 Q. Okay. And that's per Enterprise's policy?

9 A. Yes.

10 Q. Okay. And do you have familiarity with Texas policies, or do  
11 you just go by what Enterprise has in their policies?

12 A. I go by the Section 3000. But I do know as far as the State  
13 of Texas' policy for how close you can get to a pipeline and the  
14 one call system and stuff like that. But as far as their  
15 markings, no, I do not.

16 Q. Okay. What is Section 3000?

17 A. It's our damage prevention section.

18 Q. Okay.

19 A. That's our policy and procedures on line-locating.

20 Q. Okay. And it sounds like you don't have a lot of experience  
21 with water -- marking water pipelines; is that correct?

22 A. That's correct.

23 Q. Okay. In the times past, do you know what -- if Enterprise  
24 was just marking the pipeline, what would you use to mark the  
25 waterborne pipeline? So what does Enterprise have for you to use

1 while -- to mark waterborne pipelines?

2 A. I've only seen, as far as in my experience here at  
3 Enterprise, that they use PVC. And that's just going across up  
4 the ship channel at the low spots when they have to, but that's  
5 just what I've seen in pictures to talk about. I've never been  
6 involved in marking a line in the water like this.

7 We've had one calls come in where they're going to be doing  
8 dredging in the vicinity, but they've already done a risk  
9 assessment, and they already know what the pipeline is. They're  
10 stand up away from our pipeline. Our pipeline's in the middle of  
11 a bundle and stuff like that. The only other water locates I've  
12 ever done is across a creek, and they had the survey crew come out  
13 and put in cane poles to mark each side of the pipeline, because  
14 we were digging it up.

15 Q. Okay. But your understanding is that, if Enterprise were  
16 marking these pipeline, they would have used PVC pipe instead of  
17 cane poles?

18 A. If they didn't provide the cane poles, then we were going to  
19 have to buy PVC.

20 Q. Okay.

21 A. Because that's the only other thing that it can help stand up  
22 out there. You can put it in the ground similar to cane.

23 Q. Would you -- what would you have done to the PVC pipe? Would  
24 you have put any colors on it?

25 A. Probably yellow paint.

1 Q. Yellow paint. And would you have followed the same, like 50  
2 feet between them? Would you have followed all of the other same  
3 things if you were doing it with PVC?

4 A. On a courtesy locate, I would have followed the code of  
5 courtesy locate policy.

6 Q. Okay.

7 A. On a locate, where we actually located it, it would have been  
8 every 20 feet.

9 Q. Okay.

10 A. Because that's what our policy is.

11 Q. Understood. Okay. So -- sorry, I have notes all over the  
12 places, the ones that I have (indiscernible) about. You talked a  
13 bit about the GPS coordinates and the GPS to submit in the Google  
14 Earth system that you used to locate them.

15 A. It's just Google Earth.

16 Q. Google Earth.

17 A. And the GPS isn't provided on the one calls.

18 Q. Okay. Can you get GPS coordinates from the Google Earth?

19 Like --

20 A. Yes.

21 Q. -- that shows up?

22 A. Yes.

23 Q. Is that something that I could look up right now if I wanted  
24 to on Google Earth?

25 A. Yes.

1 Q. And I could pull GPS coordinates from your pipeline from that  
2 Google Earth image?

3 A. Yes. It says it down at the bottom.

4 Q. Okay. And you said, per your understanding, those Google  
5 Earth coordinates are pretty accurate?

6 A. Yeah. From my experience, if you take a GPS off the Google  
7 Earth and you put it back into Google Earth, it takes you to the  
8 same spot. I mean, that's -- I don't know how else to check it.  
9 You know, I've tried -- we have GPS on our phone. So, if you take  
10 a picture in your phone, it sends your GPS, and you put that in  
11 the Google and submit exactly where you are. But the GPS that are  
12 provided from the work area and the descriptions and stuff, I know  
13 them to be pretty accurate on Google Earth.

14 Q. Okay. You mentioned at one point that Enterprise -- or EPIC,  
15 I'm sorry, was covering your lines with sand for an encroachment?

16 A. Yes, sir -- yes, ma'am.

17 Q. Do you know what they were doing that for?

18 A. To build a second dock there.

19 Q. Okay. And do you know if that was completed?

20 A. No. It hadn't been done yet.

21 Q. It hadn't been done yet?

22 A. No, ma'am.

23 Q. Okay. Do you know if they started it at all?

24 A. They had not.

25 Q. All right. And I believe you mentioned that it might have



1 changed your stance on marking the pipeline versus not if they  
2 were covered? Or would that have changed your actions in any way,  
3 I guess is my question?

4 A. If what was covered?

5 Q. If it's -- EPIC had started covering the pipelines.

6 A. It's -- the pipeline is still there no matter what.

7 Q. Okay.

8 A. It still needs to be located if there's going to be any  
9 digging within 50 feet.

10 Q. Okay. I'm sorry. I have a few more questions here. Oh,  
11 sorry. My last question, were you involved with the shut off of  
12 the pipeline following -- post-accident?

13 A. No.

14 LCDR ████████: I think that's all I have for now. Thank you.

15 MR. STANCIL: Bear with me. Yeah. I'm trying to unmute  
16 here. Okay. Bear with me one second. There we go. Okay.

17 Enterprise Products?

18 MR. MORTON: Okay. Paul, can you hear me?

19 MR. STANCIL: I can, but please speak up.

20 MR. MORTON: All right. I'm going to move. And maybe I'll  
21 put on my mask so I can be properly, socially distant. If I could  
22 have you pull up the dredge plan. It's the Bates number ending in  
23 00027 that Drew referenced.

24 MR. STANCIL: Okay. Stand by. I'll -- okay. Okay. Do you  
25 have it, Drew?

1 MR. EHLERS: I've got it, Paul.

2 MR. STANCIL: Okay.

3 MR. EHLERS: Sorry, I was also muted. What page would you  
4 like to start at?

5 MR. MORTON: It's 00027. It's the page that shows the  
6 pipelines in the water that you referenced.

7 MR. EHLERS: Got you. This here?

8 MR. MORTON: Yes. If you could zoom in, really focus on the  
9 pipelines in the water. And I think you're -- you referenced that  
10 inflection point on the pipeline furthest, right there. Okay.

11 And you don't necessarily need to bring it up, but I'm going  
12 to reference the email from Ashley dated the 29th. And it  
13 clarifies that, you know, she's assuming -- actually, it's not the  
14 email of the 29th. It's when she provided the dredge plan. She  
15 assumed that there's three pipeline lines there and that one of  
16 those are ours. And I just want to clarify your question on  
17 the -- to Chris.

18 BY MR. MORTON:

19 Q. All three pipelines indicated on this drawing are not  
20 Enterprise's; is that correct?

21 A. All three pipelines on this, yeah, there's only two pipelines  
22 that are Enterprise's.

23 Q. Correct. And one is onshore, and one is in the water?

24 A. Correct.

25 Q. So we -- or you can't confirm if there's a pipeline in the

1 water with that inflection point?

2 A. I cannot confirm that.

3 Q. Okay. So the accuracy of the pipeline you talked about when  
4 we run a smart tool, so we -- you can clarify the accuracy of our  
5 pipeline indicated on this drawing but not the other two  
6 pipelines?

7 A. Correct.

8 Q. Okay. So this plan, based on the information you have in the  
9 one call system and our mapping, do you believe the pipeline  
10 furthest out is Enterprise's, or is that another pipeline?

11 A. It was not Enterprise's line.

12 MR. MORTON: Okay. I think that's all I have.

13 MR. STANCIL: Okay. Thank you, Jeff.

14 Orion Group?

15 MR. KENYON: Okay. This is Graham Kenyon. Can we actually  
16 pull up that exactly the same diagram? Sorry to be a pain.

17 MR. EHLERS: Okay.

18 MR. KENYON: Okay.

19 BY MR. KENYON:

20 Q. My first question is, are you in any way used to viewing  
21 these kind of documents?

22 A. No, sir.

23 Q. Okay. So you see the line that you pointed out, which is --  
24 you suggested was the area that was to be dredged offshore?

25 A. Yes, sir.

1 Q. So that bottom line that goes across is actually the tow of  
2 the cut, so the actual -- from that point coming forward, you're  
3 actually going to get the slope coming in towards the pipes in  
4 question. Just so -- that point was as far as the dredge plan  
5 shows that the cut was going to come is inaccurate. So does that  
6 make sense to you?

7 A. Yes.

8 Q. Okay. So, seeing that Orion's cut was going to come closer  
9 to the pipes than previously indicated, let's quickly go back to  
10 the marking of the flags. My understanding is that Ashley  
11 requested GPS coordinates from you, is that correct, for the  
12 pipeline?

13 A. No, sir.

14 Q. So your testimony is that Ashley, at no point, requested GPS?

15 A. No, sir.

16 Q. Okay. Was GPS available?

17 A. If she needed them.

18 Q. So would it -- even if she didn't request it, would it not be  
19 normal procedure to provide GPS?

20 A. No, sir.

21 Q. Okay. Did you, at any point -- obviously, when marking --  
22 well, let's go back and marking the actual pipeline. Obviously,  
23 you're in the skiff. I know Ashley was there. I know there was a  
24 skiff operator. Whose responsibility is it to mark the pipeline?

25 A. Enterprise.

1 Q. Okay. So that's the reason that you were placing the stakes?

2 A. Cane poles.

3 Q. Okay, the cane poles. And you suggested that you placed them  
4 on the outside of your line, or the furthest line out?

5 A. The furthest Enterprise line out.

6 Q. Okay. Have you any idea whether there was a line outside  
7 your line?

8 A. I have no recollection of that. I don't know.

9 Q. Okay. So you didn't see any line outside the Enterprise  
10 line?

11 A. Not on that -- not on the west side.

12 Q. Okay. Can you tell me what the approximate level of water  
13 was down to the top of the pipe in that area where the breach  
14 happened or where the pipe was damaged?

15 A. I believe it was covered with sand.

16 Q. So you believe the pipe in question that was damaged was  
17 covered in sand?

18 A. Yes, sir. I believe so to my recollection. It's not just a  
19 little bit of water, but I remember beaching there.

20 Q. Okay. So, going back to your earlier comment, you said that  
21 you could see the pipe quite clearly from the skiff?

22 A. To the east.

23 Q. Okay. So the area where the pipe was breached, you're  
24 basically saying that, that area of the pipe is -- was under sand?

25 A. Yes, sir.

1 Q. Okay. So there's nothing -- there's no water above it?

2 Well, how much water is above it?

3 A. It was in the sand where there was no water as far as my  
4 recollection of the site goes. I can't tell you exactly, because  
5 I don't have the GPS to find me where exactly it was breached, or  
6 we don't know that.

7 Q. Okay. So have you seen the dive video which shows where the  
8 holes are?

9 A. No, sir.

10 Q. Okay. So would it surprise you to know that the dive video  
11 shows at least 2 foot of water above the pipe and at least 5 foot  
12 of water below the pipe?

13 A. Yes.

14 Q. Okay. Noted. When you were with Ashley on the -- marking  
15 the line, did you, at any point, say to Ashley that we -- that  
16 Orion needed to keep 20 feet off the markers -- the cane poles?

17 A. Not to my recollection. I asked her if things going to be up  
18 here close, anything that's going to affect it? She said, no. It  
19 was good enough for me.

20 Q. Okay. Would it surprise you that Ashley says that --  
21 repeatedly that, that comment was made by you?

22 UNIDENTIFIED SPEAKER: Hey, Graham?

23 MR. KENYON: Yeah.

24 UNIDENTIFIED SPEAKER: "Would it surprise you" is not a  
25 factual question that we need to answer in this forum.

1 MR. KENYON: Okay. Okay.

2 BY MR. KENYON:

3 Q. Ashley basically has commented that the 20-foot distance was  
4 indicated. Your understanding is that, that's not correct?

5 A. Yes.

6 Q. Okay. All righty. Moving on to the pipeline in general. Do  
7 you have any design drawings for the pipeline itself in question  
8 and where the route of that line goes?

9 A. We have as-builts and we have our AIM, which is our asset  
10 management, so we can find any of the as-builts and stuff that we  
11 need to find on the pipelines that we work for.

12 Q. Okay. Do you have any idea whether those drawings have been  
13 provided to the NTSB as of today's date?

14 A. I'm unaware of that.

15 Q. My understanding is that the pipeline diameter was about 16  
16 inches. Is that correct?

17 A. That's what the pipeline is, a 16-inch pipeline.

18 Q. Okay. Do you know what the material's specifications are of  
19 that pipeline and what the thickness is?

20 A. No, sir, I do not.

21 Q. Okay. Do you know anything about the tensile strength?

22 A. No, sir, I do not.

23 Q. Okay. So do you have any idea of who'd be able to provide us  
24 with that information?

25 A. I do not.

1 Q. Okay. Do you know whether there was any coating on the  
2 pipeline?

3 A. No, sir, I do not.

4 Q. Okay. Were you aware that the segment involved that was in  
5 the water had a cement casing?

6 A. No, sir, I do not.

7 Q. Have you any idea why it would have a cement casing?

8 A. No, sir, I do not.

9 Q. Okay. Do you have any information regarding when the line  
10 was being used? Was it being used at the time of the incident?  
11 So was the gas passing through it at the time?

12 A. No. I don't know anything about that pipeline or how it  
13 runs, sir. It's not --

14 Q. Okay.

15 A. -- mine. I just (indiscernible).

16 Q. Okay. So you indicated earlier on that you sort of were  
17 involved with PIGing and stuff like that. Correct?

18 A. Yes, sir.

19 Q. So how often is a pipeline like that PIGed?

20 A. I'm not aware of the liquid side, sir.

21 Q. Okay. So who would be the person to ask that question to?

22 A. (Indiscernible) supervisor.

23 Q. Yes. So would that be your direct supervisor?

24 A. It is at the time being, because we are joined now under one  
25 supervisor, because my boss retired.



1 Q. Okay. And what would that supervisor's name be?

2 A. Wes Warden.

3 Q. All right. Appreciate it. Does Enterprise generally, as a  
4 rule, use any third-party vendors to perform integrity testing on  
5 the pipelines?

6 A. Yes.

7 Q. Can you tell me who those would be?

8 A. There's a long list of everybody. I'm not exactly sure of  
9 all their names.

10 Q. Okay. But if we ask those -- that question to Enterprise,  
11 you'd be able to provide that information to the NTSB, correct?

12 A. Yes, they would be able to.

13 Q. Okay. Do you generally perform hydrostatic testing on the  
14 pipes? Do you know?

15 A. We have in the past.

16 Q. Okay. Any idea roughly how often or frequently that's done?

17 A. Not on liquid lines.

18 Q. Okay. Does Enterprise have any corrosive growth rate  
19 analysis or stress duration cracking growth analysis?

20 A. I have no idea what you're talking about. I mean, what -- I  
21 don't know the specifics on this pipeline.

22 Q. Okay. Let's question someone else obviously. So,  
23 presumably, you don't know whether the pipeline has ever been  
24 moved or relocated?

25 A. Unless I had something to do with it personally, I do not.

1 Q. And you didn't in this case, correct?

2 A. Correct.

3 Q. So you're not aware of any movement of that pipeline that's  
4 happened recently?

5 A. Nothing in the last 5 years that I've been here, sir.

6 Q. Okay. Appreciate it. Okay. Were you aware of any other  
7 incidents involving that pipeline while you've been employed?

8 A. No, sir.

9 Q. Are you aware of any maintenance or cleaning or stuff that's  
10 been done on that pipeline since you've been employed?

11 A. No, sir.

12 Q. Okay. If there was any work done, would you have been aware  
13 of it?

14 A. Maybe in passing, but no, probably not.

15 Q. Okay. Who would be the person I should ask that question to?

16 A. Wes Warden.

17 MR. KENYON: Same person. Okay. Appreciate it. Okay. I  
18 think that's good for me for the first round. I appreciate it.  
19 Thank you for your cooperation.

20 MR. BESHESSE: Thank you, sir.

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

22 PHMSA?

23 MR. RODRIGUEZ: Thank you, Paul.

24 And, Chris, good morning. Thank you for your time. And  
25 before I ask the questions, and there's something that I want to

1 say about the PIG. So the PIG is that device used for internal  
2 pipe inspection, and it's called a PIG due to the noise that it  
3 makes when it travels through the pipe, just to make sure Andrew  
4 knew about it.

5 MR. EHLERS: Thank you very much, Alvaro.

6 MR. STANCIL: And it's on the record.

7 BY MR. RODRIGUEZ:

8 Q. And my question is, one of them, how different a one call is  
9 treated if you have a liquid versus having a gas pipeline?

10 A. There is no difference.

11 Q. Okay. And could you explain your understanding of dredging  
12 operations and the distance referenced by Orion?

13 A. I have very little as far as dredging goes. I know a little  
14 about that. I just know they remove material. And the distance  
15 was going to be 60 feet away from the 219 line.

16 Q. And, in other words, what was in your mind when they  
17 mentioned 60 feet away from the pipeline?

18 A. That any work would stay 60 feet away from our pipeline. Any  
19 dredging activities would be 60 feet away from our pipeline.

20 MR. RODRIGUEZ: Okay. Thank you. For now, that's everything  
21 that I have. Thank you.

22 MR. STANCIL: Thank you, Alvaro.

23 Next up, Railroad Commission of Texas.

24 MR. PEREZ: Good morning, sir. Again, thank you for your  
25 time. The questions that I have today are just going to be

1 follow-up questions to answers you've already given to Coast Guard  
2 and NTSB as well.

3 BY MR. PEREZ:

4 Q. You mentioned that you follow Enterprise's policy when it  
5 comes down to line-locating. When you receive this line locate,  
6 do you consider this a clear or a courtesy or a line required to  
7 be marked?

8 A. When I first received it, I put it into meeting status  
9 because, from the description on the thing and from what Ashley  
10 had said, that we were going to need to locate it, so it was going  
11 to be a mark and a project.

12 Q. Okay. And when you met onsite with Orion, and they were  
13 providing the cane poles, what was the decision factor that you  
14 guys decided to use their equipment and not your own equipment to  
15 mark the line?

16 A. Because they were providing it.

17 Q. And to clarify, you did not paint or mark or identify those  
18 lines. You just used cane poles; is that correct?

19 A. Yes, sir.

20 Q. And you didn't put any information on these cane poles, tags  
21 or markings of any kind?

22 A. No, sir.

23 Q. And the 50-foot determination that you guys did to spread  
24 them apart, 50 feet was based on what again?

25 A. Approximate.

1 Q. Approximate. And then the 5 foot off the centerline of pipe  
2 decision was made based on what?

3 A. Just to give us a buffer.

4 Q. A buffer. Okay. Let's see here. Do you have a process,  
5 once you complete a ticket, of documenting, photographing, or  
6 communicating any other detailed information to the excavator as a  
7 part of your process?

8 A. If it is a locate, yes. We take pictures of the case --

9 Q. Do you --

10 A. -- and we keep in contact with the contractors to figure out  
11 when they're going to be working and what they're going to be  
12 doing and when do we need to be there.

13 Q. Did you take pictures of this one and document it?

14 A. No, sir. This was not a locate. We had already cleared the  
15 ticket by the time we went out there to do a courtesy locate.

16 Q. Okay. But the previous time it was considered more -- is it  
17 a courtesy or a mark?

18 A. That was the -- upon the first information that we got, and  
19 that's why we set up the meeting to go locate the pipeline.

20 Q. Okay.

21 A. Because that pipeline was going to -- a pipeline was going to  
22 be affected. But, from the information that we got after the  
23 meeting was canceled due to the COVID stuff and the emails that we  
24 got from her, we made that determination then that we were going  
25 to be at clear, so that's when we cleared the ticket as not

1 affected. The call was put in later from Ashley to say, look,  
2 there might be an anchor up close; can we get the line located  
3 just so we know where it's at? But, at that point, that was a  
4 courtesy locate, that the ticket had already been closed.

5 MR. PEREZ: Got you. All right. No further questions.  
6 Thank you for your time.

7 MR. BESHHERSE: You're welcome, sir.

8 MR. STANCIL: Okay. Thank you, Mr. Perez. I appreciate  
9 that.

10 Before we go on to any second-round questions, Mr. Beshherse,  
11 do you need a break or --

12 MR. BESHHERSE: Yes, sir. That'd be helpful.

13 MR. STANCIL: Okay. Let's take 5 minutes, and we'll go back  
14 to the second round. The second round probably won't take that  
15 much longer, but we'll go ahead and take that break now. We'll be  
16 back at 9:55. Okay?

17 MR. BESHHERSE: Thank you.

18 (Off the record at 9:50 a.m.)

19 (On the record at 9:55 a.m.)

20 MR. STANCIL: Okay. This is Paul Stancil again. We're  
21 resuming the interview of Mr. Beshherse after a short break. And I  
22 will continue with a couple of additional questions, and then  
23 we'll pass it through for round two, and we'll wrap it up.

24 BY MR. STANCIL:

25 Q. So there's been a lot of discussion about this plan that was

1 shown to you, and I'm going to bring it up one more time. Okay.  
2 I have zoomed in on the location. Are you able to see that,  
3 Mr. Besherse? This is document number ENT-NTSB-PR-00027, the plan  
4 of the project. So I have zoomed in on the area in question where  
5 we have some pipeline markers indicated by a blue line. There was  
6 a lot of discussion about this line that has the bend in it, the  
7 line that's marked with a W. Is that one of Enterprise's  
8 pipelines?

9 A. No, sir. Is there an index stating what the different --  
10 what the W and then the two asterisk marks there, is there an  
11 index on there saying what they are?

12 Q. Unfortunately, I do not see one. So there, I see four blue  
13 lines in this general area.

14 A. Yes, sir.

15 Q. The one marked W is the furthest channelward, and it has a  
16 bend in the line. The other three lines run parallel and are  
17 indicated with hash marks. Which of these lines is line 219?  
18 Which of the lines is 124?

19 A. The one south of the line with the W is the 219. And then,  
20 if you skip one, not that one, that one is the 124.

21 Q. So 124 is the most landward pipeline in this drawing; 219 is  
22 the one between the W line and the middle pipeline indicated here,  
23 correct?

24 A. Yes, sir.

25 Q. Okay. All right. I think that solves my question there.

1 I'm going to go back to the screen. So you said that this was a  
2 courtesy locate. Why wasn't the courtesy policy for 20-foot  
3 intervals followed when you put the cane poles in?

4 A. There's not a policy stating that the courtesy locates has to  
5 be within 20 foot. That is a marked locate. The policy is that  
6 every 200 feet you can put -- no greater than 200 feet on a  
7 company policy is Enterprise standard. You can put them as close  
8 together as you want, but for a courtesy, it only has to be 200  
9 feet.

10 MR. STANCIL: Oh, understood. Okay. I think that's all that  
11 I have. I'm going to probably wrap up with a final question, but  
12 I'll pass on to my colleague, Drew.

13 MR. EHLERS: And good morning again, sir. I just have two  
14 follow-up questions I think here. Well, sorry, it's going to be  
15 more than that, but it will be all related.

16 BY MR. EHLERS:

17 Q. Do you handle all tickets for the pipelines in your area of  
18 responsibility for that area?

19 A. Most of them.

20 Q. Okay.

21 A. Not all of them. There is other people that help out with  
22 the gas one calls.

23 Q. Okay. Over this past summer, do you remember any other one  
24 call tickets for this area, around this pipeline and the area near  
25 the accident site?



1 A. In 2019, yes, sir.

2 Q. Okay. And do you remember what the organization that  
3 submitted that ticket for?

4 A. I don't remember, no.

5 Q. Okay. Was there any other companies that submitted one calls  
6 for that area that you recall?

7 A. Orion had sent -- had submitted one for the grain terminal  
8 dock to do dredging there. But, other than that, I don't remember  
9 anybody else.

10 Q. Okay. Do you remember any tickets relating to boring samples  
11 or anything like that?

12 A. So boring samples, nothing that I can recall, sir. There's a  
13 lot of tickets that come in.

14 Q. Okay. And do you remember any tickets from a company called  
15 Terracon?

16 A. Yes. I mean, for that exact location, no. I don't remember  
17 it.

18 MR. EHLERS: Okay. All right. That's all I have. Thank you  
19 very much.

20 MR. STANCIL: Thank you, Drew.

21 Roger?

22 MR. EVANS: Yes, Roger Evans. Just a couple of questions  
23 here.

24 BY MR. EVANS:

25 Q. You mentioned early in the interview that you have been with

1 Enterprise 4 years. Could you perhaps review your training on,  
2 you know, how many times you've actually had, you know, individual  
3 training on locate and then if there were separate training  
4 classes related to courtesy locates?

5 A. I'll answer the second question first. There's not a  
6 separate training for courtesy locates. It's all in the damage  
7 prevention, that Section 3000. When I first hired on, we had all  
8 the initial training that you do. You had to go to right-of-way  
9 college. That's -- maybe it's a week class. It takes a week in  
10 Mont Belvieu is where I went to it.

11 And I went through that training there where they train you  
12 how to use a locator. They train you how to take care of one  
13 calls and what different one calls mean and how to take care of  
14 them. That's where the courtesy locate comes in as well. They  
15 just go through the Section 3000 page for page and go over  
16 everything. And then, once you come back to your work area, which  
17 I did, I still wasn't able to do one calls right away. You're put  
18 into an apprenticeship-type thing where I'm doing one calls with  
19 the guidance of someone that is OQ'd to do that task.

20 I don't get my OQs right away. They have to be PV'd, which  
21 is different from an OQ test; it's a performance-evaluating test.  
22 So they have to PV me on doing one calls before I can be cleared  
23 to do it. Okay. And that took about 6 to 7 months. I'm not  
24 exactly sure how long after the right-of-way college before I  
25 started doing one calls by myself.

1           And then, every 3 years, we go to a right-of-way refresher,  
2 which I went to one last year, I believe.

3 Q.    Okay.  And as far as the training, is there a separate  
4 certification for -- or OQ for the courtesy section, or is it all  
5 in one?

6 A.    It's all in one.  And they tell you, on a locate, this is how  
7 much, this is how far away, how many flags, or how long of a  
8 locate and how big of an area to locate.  On a PI, they tell you  
9 every 5 feet has to be marked on that point of intersection just  
10 so they can see the pipeline turning.  And then you have to -- and  
11 in the turn, you keep going 20 feet.

12           And then there's another section in there saying on a  
13 courtesy locate, because sometimes this is going to happen, you  
14 can locate every 200 feet or anything in between until you feel  
15 comfortable and the person that asked for the courtesy locate  
16 feels comfortable with that, and the pipeline is sufficiently  
17 marked.

18 Q.    And part of your OQ is -- are water locates covered?

19 A.    I'm not sure about that.

20 Q.    I mean, is there a class that you have that says, this is  
21 what we have to do if we have to do a locate for a line that's  
22 underwater?

23 A.    No, sir.

24 Q.    Okay.  Just a second here.  Just curious about one thing.

25 When Mr. Kenyon mentioned that there was 2 feet of water above the

1 pipe and 5 foot of water below to the soil, was that your  
2 understanding of what -- where the breach was? Is that your  
3 understanding of the location of the line with respect to the  
4 water and the surface of the land?

5 MR. TRUONG: Excuse me, Roger. There's a lot of background  
6 noise. Someone's in a car or somewhere there's big noise.

7 MR. EVANS: Yeah. I'm sorry. I can't do anything about  
8 that. The furnace just kicked on in this room. I'm sorry about  
9 that. I'm going to try and speak louder.

10 BY MR. EVANS:

11 Q. Mr. Kenyon made a comment regarding the water distance above  
12 the pipe and the base of the shore below the pipe, and he made the  
13 comment that it was 2 feet of water above the pipe, and from the  
14 bottom of the pipe to the land was 5 feet. Was that your  
15 understanding of where -- and this is where the breach occurred.  
16 Was that your understanding of where the pipe was located with  
17 regard to the soil?

18 A. No, sir. Not to my knowledge. I'm not exact --

19 Q. What was your understanding?

20 A. In that area, it was covered up with sand. On the west side  
21 of that project at the riff raff, it was covered with sand, is my  
22 recollection.

23 Q. And do you have any idea what the depth of cover was?

24 A. No, sir.

25 Q. No?

1 A. I had not probed that line, sir. No.

2 MR. EVANS: Okay. That's all I have. Thank you very much.

3 MR. BESHHERSE: You're welcome, sir.

4 MR. STANCIL: Okay. Thank you, Roger.

5 Coast Guard?

6 BY LCDR [REDACTED]:

7 Q. Yeah. So our understanding is that it was a courtesy locate.  
8 Can you say no to doing a courtesy locate?

9 A. We generally wouldn't.

10 Q. Okay.

11 A. I mean, you can. Quite -- Enterprise standards, like you  
12 don't have to go out and locate it, but I mean, if someone's  
13 asking for a pipeline to be located, you go locate it.

14 Q. Okay. Do you know if you have to follow the same, outside of  
15 the SOP, like if you have to follow Texas code requirements for a  
16 courtesy locate?

17 A. I'm not sure about that one.

18 Q. Okay.

19 A. As far as I know, if it's within the 50 feet then, you know,  
20 it's our response to the Texas 811 and say, yes, it's going to be  
21 a locate. But if it's not a locate, it's either clear or going to  
22 be put into delayed meeting. There's no response on that click  
23 down to say it was a courtesy locate.

24 Q. Okay. So a courtesy locate is sort of an internal term?

25 A. Yes. Yes.

1 Q. Okay. Did you explain to Ashley or anybody when you were out  
2 saying the difference between a courtesy locate and kind of the  
3 services you would normally provide with follow up and things like  
4 that?

5 A. Yeah. Because, at that time, we had already cleared the  
6 ticket, so she received the email that the ticket was cleared.  
7 And what we were going to locate for was not any dredging  
8 activities; it was going to be for the anchor.

9 Q. Okay. Did Ashley or anybody else request that you place any  
10 other markings for the pipeline other than the cane poles?

11 A. No.

12 Q. In your experience with marking pipelines, how visible do you  
13 think those cane poles would have been from like halfway across  
14 the channel or from altitude? Were they fairly visible? Or  
15 how --

16 A. I don't know. (Indiscernible), but from what I've seen from  
17 the site, they were visible from where they were.

18 Q. Oh. And have you ever -- do you ever light any of the  
19 markings? Do you ever put a light on them?

20 A. No.

21 Q. Okay. Do all the markings that you use, do you assume that  
22 they'd be visible in both night and day?

23 A. Are you talking about water or land?

24 Q. I guess water.

25 A. And this is the first time that I've marked in the water like

1 that.

2 Q. Okay.

3 A. I mean, other than that -- other than crossing a ditch or  
4 anything, but no putting the lines on. If they're visible at  
5 night or not, I don't know.

6 LCDR ████████: Okay. Okay. I think that's all I have. Thank  
7 you.

8 MR. STANCIL: Thank you very much.

9 Enterprise?

10 MR. MORTON: Okay. This is Jeff. I've got just a couple of  
11 follow up questions.

12 BY MR. MORTON:

13 Q. Chris, you talked earlier that it's Enterprise's policy that  
14 we locate the pipeline within 48 hours of the one call tickets and  
15 that the ticket is only good for 2 weeks. Can you clarify, the  
16 ticket's only good for 2 weeks?

17 A. Fourteen business days.

18 Q. And that's based on?

19 A. Texas law.

20 Q. Okay. So 14 days the ticket is valid. To your knowledge,  
21 did Orion submit an update one call ticket for the dredging  
22 activity on the day of the accident?

23 A. No, sir.

24 Q. Okay. There's been a couple of questions regarding the water  
25 depth after the fact and the fact that the pipe is really not

1 suspended but there is a gap between the bottom of the pipe and  
2 the bottom of the channel. Is it your understanding, prior to the  
3 accident, that the pipe had cover under it and it was only exposed  
4 partially on the top?

5 A. Yes.

6 Q. Okay. And do you also -- as to your knowledge, this is an  
7 onshore pipeline; it is not an offshore, nor is it a water cross  
8 pipeline.

9 A. Yes, sir.

10 MR. MORTON: And that's all the questions I have. I don't  
11 have a question for Graham, but I do want to clarify. Some of the  
12 requests for him that you made about pipe date and pipe specs,  
13 that has been requested by NTSB and either has been or will be  
14 uploaded to the NTSB site, so a lot of your questions may be  
15 answered based on the NTSB request that's already outstanding.  
16 That's all I have.

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

18 Orion Group.

19 MR. KENYON: Yeah. I just have a couple. First of all,  
20 thank you to Enterprise for clarifying that. I'll look forward to  
21 seeing those when they're uploaded to the NTSB site.

22 BY MR. KENYON:

23 Q. Just quickly back to the dredge plans. Obviously,  
24 Ms. Stephens forwarded you a copy of the dredge plans, correct?

25 A. Yes.



1 Q. And I think we had already established that you're not  
2 particularly familiar with reviewing such plans?

3 A. Yes.

4 Q. Apart from yourself, would those plans pass to anybody else  
5 who reviewed them?

6 A. Weston Johnson.

7 Q. Do you know if he has experience reviewing those type of  
8 plans?

9 A. I have no idea.

10 Q. Okay. To your knowledge, did anyone do any calculations  
11 based on the dredging plans provided as to how close the dredge  
12 cut would come towards the pipe?

13 A. Ashley Stephens, to my knowledge.

14 Q. No. But did anybody from Enterprise do that based on the  
15 plans that were provided?

16 A. No, sir.

17 MR. KENYON: Okay. I appreciate. Can we just quickly bring  
18 up the ENT-NTSB-PR-00053?

19 MR. STANCIL: Graham, do you know which one that is, offhand?

20 MR. KENYON: It's the hand drawing by Enterprise.

21 MR. STANCIL: Okay. It's going to take me a second to  
22 locate. Bear with me a second. Feel free to continue with your  
23 questions, Graham, if you have anything else, and I'll continue  
24 looking.

25 MR. KENYON: All right.

1 BY MR. KENYON:

2 Q. So hopefully this is pretty much going to be my final  
3 question. The drawing that's going to come up is basically a hand  
4 drawing done by Enterprise which basically shows where the pipe  
5 was, where the breach in the pipe is, and the level of water above  
6 and below the pipe post-event.

7 That pipe below is not only at the actual site but, as you're  
8 aware, through the water for a significant distance before it goes  
9 back into the land. My final question really for you was going to  
10 be was, based on your earlier statement that you believe the pipe  
11 was in the sand, even though some of it was basically slightly  
12 above, do you know of any legal requirement to have pipe that's in  
13 water covered by any particular amount of soil or substance?

14 A. No, sir, I do not.

15 Q. So you don't know any requirement, or you don't believe that  
16 it is required?

17 A. I don't know of any requirement.

18 MR. KENYON: Okay. I think that'll do it for me. I think we  
19 can do without the drawing, but I appreciate you attempting to  
20 pull it up.

21 MR. STANCIL: I have it if you need it.

22 MR. KENYON: No, it's good. And it was really just a sort of  
23 kind of slightly apologize to Roger because, according to that  
24 drawing, there's 3 foot of water on top and 6 foot below.

25 MR. STANCIL: Okay.

1 MR. KENYON: And I think I said 2 and 5 earlier on.

2 MR. STANCIL: Okay, Mr. Kenyon. Thank you.

3 All right. PHMSA?

4 MR. RODRIGUEZ: One question. When there are two adjacent  
5 pipelines close to a one call location, how many tickets would you  
6 receive?

7 MR. BESHARSE: I do -- we get one for each PVC. On this  
8 particular case, we got one ticket with the exact same number,  
9 just different letters for the gas side and one ticket for the  
10 liquid side.

11 MR. RODRIGUEZ: Oh, okay. Thank you for clarifying that. I  
12 don't have any other questions. Thank you.

13 MR. STANCIL: Okay.

14 Railroad Commission of Texas.

15 MR. PEREZ: Yes, sir. Just a few follow-up questions.

16 BY MR. PEREZ:

17 Q. I keep hearing gas and a separation on line-locating. Do you  
18 just mark gas lines only or did you mark the liquid line and the  
19 gas line?

20 A. I generally only mark the gas lines. In this instance, I was  
21 helping Weston out, because it's really hard to hold a locator and  
22 stick the cane pole in. But he located the line. I just stuck in  
23 the cane poles where he told me.

24 Q. Okay. And when you say, he located the line and then you  
25 stuck in the cane poles, on which line did you guys mark with

1 5 foot off center?

2 A. The 219.

3 Q. 219. Did you guys mark the other line?

4 A. No, sir.

5 Q. Okay. And then you said earlier, you strictly follow the  
6 3000 protocol for Enterprise; is that correct?

7 A. Yes, sir.

8 Q. You are unfamiliar with the Texas code and expectations?

9 A. I know that if any work's done that you need to locate it,  
10 and I know the distance away from people actually digging with  
11 mechanical excavation and stuff like that.

12 Q. Well, that's fair. And are you familiar with 192 and 195  
13 damage prevention protocols on the federal level?

14 A. No, sir.

15 Q. Okay. That's fair. And when you -- and the federal rule  
16 talks about excavation activity and marking and notification to  
17 the operators, and I know you're not familiar with it, but what do  
18 you consider as a line locator excavation activity?

19 A. Any digging, any removing -- for the State of Texas, any --  
20 removing anything more than 16 inches.

21 Q. And you separated dredging and you mentioned anchor, laying  
22 an anchor. Did you consider laying an anchor excavation activity?

23 A. No, sir.

24 MR. PEREZ: All right. No further questions.

25 MR. STANCIL: Okay. Thank you, Mr. Perez.

1 Before I continue with the final couple of wrap-up questions,  
2 does anyone else have any questions?

3 MR. TRUONG: We have one. Jeff is coming.

4 MR. MORTON: Hello, this is Jeff. And I don't, no, I don't  
5 have a question. I'm going to make a comment, and hopefully it's  
6 appropriate and I don't get my hand slapped.

7 But, to clarify a couple of the questions, Enterprise's  
8 operating procedures is what the technicians follow. Our  
9 operating procedures review the state and federal requirements and  
10 put them in a procedure for the technicians to follow. So when  
11 you ask the techs, are they aware of the federal code and state  
12 code, we don't look for them to be familiar with the code. We  
13 manage that in our SOPs and operating procedures.

14 MR. STANCIL: Okay, Jeff. If we have any further discussion  
15 on that, we can do that outside of the interview. Okay?

16 MR. MORTON: Fair.

17 MR. STANCIL: All right. All right. Well, I do have one or  
18 two final questions for you, Mr. Besherse.

19 BY MR. STANCIL:

20 Q. On the day you were out there on July 17th with Ashley in the  
21 skiff, how many tickets did you look at that day?

22 A. I don't recall the exact number. You can look that up on our  
23 core web system.

24 Q. Did you have other work to do that day?

25 A. I'm sure I did, sir.

1 Q. Okay. And how much time did you spend out there on that --  
2 during that meeting?

3 A. I believe we met there 1:30 and we were back at the dock by  
4 3, I believe.

5 Q. So less than 2 hours?

6 A. Yes, sir.

7 Q. All right. Well, that sort of wraps it up. I do have one  
8 last final question for you, Mr. Besherse. Is there anything else  
9 that I have not or anyone else has not asked you that you feel  
10 might be important for us to understand, whether it be about this  
11 one call or any other matter associated with this incident?

12 A. No, sir.

13 MR. STANCIL: Okay. Well, I thank you for your valuable help  
14 and patience with this process, Mr. Besherse. We very much  
15 appreciate your time today.

16 It is now 10:20 a.m. Central Time, and this interview is  
17 terminated. We'll cancel the recording at this time. Thank you.

18 (Whereupon, at 10:20 a.m., the interview was concluded.)  
19  
20  
21  
22  
23  
24  
25

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 Chris Besherse

ACCIDENT NO.: DCA20FM026

PLACE: Via videoconference

DATE: September 16, 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.



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Romona Phillips  
Transcriber



# National Transportation Safety Board

Washington, D.C. 20594

## Transcript Errata

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: CHRIS BESHENSE  
RECORDED ON SEPTEMBER 16, 2020

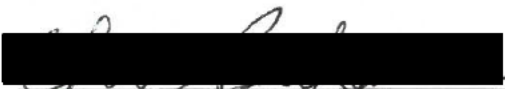
PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
10	20-21	hazard welfare	HAZWOPER
11	9	hazard welfare	HAZWOPER
11	12	four of them	some of them
12	14	"ld" "CP Product"	lead ; cathodic protection
13	19	(indiscernible)	in the field
15	12	close	sent
17	16	what	where
18	8	tomorrow for launch	unknown - this makes no sense
18	10	one site	One Call
19	17	Wes	Weston
20	6	Wes	Weston
29	5	sludge dredge	spud dredge
48	25	wasn't	was
64	15	(indiscernible)	I just handle gas
83	7	PVC	CDC

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

*Chris Beshense*

Printed Name of Person providing the above information

  
Signature of Person providing the above information

10-22-2020  
Date