

**TELEPHONE INTERVIEW SUMMARY OF KYLE SEELE  
TAKEN ON May 23, 2006  
THE TREMONT HOTEL IN GALVESTON, TEXAS**

On May 23, 2006, the Management Accountability Team conducted a telephone interview with William Kyle Seele, Engineer, Operations, Planning & Scheduling (NA Gas South), at the Tremont Hotel in Galveston, Texas. The participating team members were Rudy Blyweert, Stephanie Moore and Jeff Heller. Mr. Heller was the primary interviewer. The interview lasted approximately 45 minutes. Margene Westlund took minutes of the interview. Margene Westlund prepared the interview summary. Mr. Seele has not reviewed this summary.

Mr. Heller informed Mr. Seele that this interview was confidential, but not privileged.

**BACKGROUND**

Mr. Seele received a BS in Chemistry from Texas A&M. BP hired Mr. Seele in 1998 as a part-time employee in rotating equipment. He became a full time employee in 1999 in Asset Reliability as an Engineer. Mr. Seele worked TARs on the East Side of the plant. He also was an Asset Engineer in Oil Movements. Before that, he worked in the Crude Unit. In 2002, because of his experience, he was a TAR planning engineer. He worked for Jorge Mata and Mike Mayes. He also was loaned out to Mike Gibson as a Step-up Interim Superintendent in the SRU from November 2004 to March/April 2005. Mr. Seele had no involvement at the time of the March 2005 incident. He went back to Jerry Jordan in April 2005 as a TAR engineer. Mr. Seele has been in upstream in Wilburton, Oklahoma since August 2005.

In September 2004, Mr. Seele was responsible for planning TARS, which included managing the Capital Value Process ("CVP") developing a work scope plan and talking to contractors in preparation for the outage and planning for final peer reviews. Mr. Seele was primarily on the East Side of the plant and starting to look at planning. He was still reporting to Mr. Mayes. They had three TAR superintendents. For the first quarter 2005, they had several big TARs, along with some smaller ones. Mr. Seele was asked to manage the SRU TAR vis a' vis CVP, but reporting to Mr. Gibson.

Also during this time, there was a major motorization project going on at the ULC, along with other outages. Mr. Seele was not intimately involved in the ULC outage because he was working on the SRU TAR. Mr. Seele was asked to manage the CVP for these projects from an execution standpoint. The team had to work together, which included Mr. Risinger and Andy McWilliams.

**PLACEMENT OF TRAILERS**

On Thursday, Mr. McWilliams asked Mr. Seele to lead the MOC process for the placement of trailers for his capital project at ULC. Mr. Seele was available and held a meeting the next

week. An e-mail addressed to Ray Hawkins, superintendents and all other attendees was prepared summarizing the meeting and what action items needed to be completed. There were six or seven action items that needed to be completed to finalize the MOC. The actions were identified as either safety, environmental or operational. Mr. Seele then handed the paperwork to the PHA clerk who enters the MOC into their database and notifies those individuals as to what action items need to be completed. If an action item is completed, the superintendent has to agree to close it out in the database. Mr. Seele believes that Bill Ralph was the process safety representative who was responsible for closing out the MOC.

Mr. McWilliams asked Mr. Seele to conduct the MOC meeting because he was doing the actual work. The requestor typically initiates the MOC and pushes it through. But, the project team was trying to move forward with the project. Typically, the Asset Superintendent has to approve the action and put the MOC in service. The superintendent probably gets an e-mail when the action items are completed. Mr. Seele states that Mr. Hawkins would have approved the trailer location after the action items were closed and then Mr. McWilliams could occupy the trailer. Mr. Seele thought Mr. Hawkins was responsible for signing off.

### **MOC MEETING**

Mr. Seele brought plot plans along with a checklist for siting trailers. Eight people attended this meeting. Mr. Seele needed an explanation as to the scope of what they were trying to process, asked for scenarios and any concerns, got their reactions, and then went through the checklist process. Placing a trailer 350 feet from the process unit required going through a more formal checklist. This involves the layout of the area, which would be in the trailer, the evacuation routes, etc. There was definitely a comfort level because the trailers had been placed in that location before. There are probably a hundred trailers within 350 feet of process units.

### **MOC PROCESS AND CULTURE**

Culturally, the MOC processes were there. In hindsight, trained MOC leaders were put in unfair positions. BP should have had specific people approving specific items. Mr. Seele felt good about what he did, but the controls on closing open items were not good. Further, expectations from management were also not good. Mr. Seele further reports that not all MOC leaders were qualified. BP found 6-12 trailers that MOCs had not been completed.

Mr. Seele is not sure who Andy reported to on the Major Capital Project, maybe Mr. Wundrow.

### **INTERVIEW CONCLUDED**