

2 NUCLEAR REGULATORY COMMISSION

3 INVESTIGATIVE INTERVIEW

4 OF

5 ARVILL (J. R.) DILLINGHAM, JR.

6
7
8 Courtroom 2nd Floor
9 The Courthouse
10 Somervell County
11 Glen Rose, Texas

12 Wednesday, August 24, 1983

13 The interview commenced, pursuant to notice,
14 at 1:40 p.m.

15 PARTIES PRESENT:

16 On Behalf of the NRC Office of Investigation:

17 RICHARD K. HERR, Investigator
18 H. BROOKS GRIFFIN, Investigator
19 Office of Investigation, Region IV
20 U. S. Nuclear Regulatory Commission
21 611 Ryan Plaza Drive
22 Suite 1000
23 Arlington, Texas 76011

24 On behalf of Citizens Association for Sound Energy:

25 JUANITA ELLIS, President
26 JERRY ELLIS
27 1426 S. Polk
28 Dallas, Texas 75224

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P R O C E E D I N G S

1
2 whereupon,

3 ARVILL (J. R.) DILLINGHAM, JR.

4 having been first duly sworn by Investigator Herr, was
5 examined and testified as follows:

6 MR. GRIFFIN: For the record, this is an
7 interview of Arvill Dillingham, Jr.

8 You are not presently employed, are you, J.R.?

9 MR. DILLINGHAM: No.

10 MR. GRIFFIN: The location of this interview is
11 the courtroom of the Somervell County Courthouse in Glen
12 Rose, Texas.

13 Present at this interview are R. K. Herr,
14 H. Brooks Griffin, Arvill Dillingham, Mrs. Juanita Ellis
15 and Mrs. Ellis' husband, Jerry Ellis.

16 The subject of this interview concerns the
17 area of intimidation. Our questions today that we are
18 going to direct to you, J. R., will be as relates to your
19 previous employment at Comanche Peak on the subject of
20 intimidation. I know you provided affidavits to CASE and
21 everything like that and I know that some of these things
22 have already been addressed by the NRC.

23 MR. DILLINGHAM: Right, and I also want to
24 bring some other stuff up, too, that hasn't been brought
25 up.

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MR. GRIFFIN: New stuff?

MR. DILLINGHAM: Oh, yes, new stuff.

MR. GRIFFIN: Okay. Well, we will make time for that.

J. R., when did you start work for Brown and Root?

MR. DILLINGHAM: It must have been somewhere in the neighborhood of 1970.

MR. GRIFFIN: And your job title?

MR. DILLINGHAM: I was a boilermaker.

MR. GRIFFIN: Who was your supervisor?

MR. DILLINGHAM: Dale Owens.

MR. GRIFFIN: When did you leave your employment with Brown and Root?

MR. DILLINGHAM: Well, I left once before in between time. I started to work with Brown and Root at the Sutton Plant in North Carolina and then as the job went on down I went to work with Southport on the Midford job. I just transferred right over.

MR. GRIFFIN: When did you come to Comanche Peak?

MR. DILLINGHAM: '75 I think it was.

MR. GRIFFIN: As a boilermaker?

MR. DILLINGHAM: Right.

MR. GRIFFIN: And when did you leave Brown and

1 Root?

2 MR. DILLINGHAM: Eleven months ago. I think it
3 was September 1st, '82, somewhere in that neighborhood. It
4 was seven weeks after this letter here -- (Indicating.)

5 MR. GRIFFIN: Were you terminated or did you
6 leave of your own accord?

7 MR. DILLINGHAM: I left of my own accord. I was
8 gave a choice either to go in another craft on my tools,
9 which I knew nothing about the craft, or take a ROF,
10 reduction of force. They said since I went to Houston and
11 brought all that stuff up they don't need me no more in
12 the boilermaking department or the millwright department.

13 MR. GRIFFIN: Tell me briefly, if you would,
14 about the letter that you took to Houston. What were the
15 nature of your concerns?

16 MR. DILLINGHAM: Well, it was people working
17 out of procedures and people being unexperienced, like ten
18 years ago they was doing stuff that was very dangerous on
19 the North Carolina job because they didn't know anything
20 about any type of construction work, much less nuclear,
21 and I thought after ten years they should learn a little
22 better and they come on this job here doing the same type
23 of stuff.

24 MR. GRIFFIN: So your letter was to ---

25 MR. DILLINGHAM: My letter was to -- it got to

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1 MR. DILLINGHAM: Mr. Tanley continuously told
2 me if I wouldn't do a certain job he would get somebody
3 that would. Like, for instance, this swipe test. You come
4 in the room and you clean the whole room. It is supposed
5 to be a certain class, like Class A, and then you get the
6 swipe test to come in there and your QC to come in there
7 and he picks out these three areas and he will check those
8 three areas and if they all check out good the whole room
9 is good, for instance.

10 well, Tanley called me in his office and he
11 said, J. R., between me and you and that wall there I have
12 learned a little trick about this swipe test. he said the
13 first thing you do is you find out what three areas they
14 are going to check and you clean those three areas and
15 don't worry about the rest of it. I said if we are going
16 to do it that damn way, why do it at all. Let's just say
17 it is good. He said if you can't handle it I will get
18 somebody else that will.

19 It is like he says, like the false
20 documentation, you know, on the liner. He told me I had
21 better have that liner by the first of the year or else
22 hit the gate if I am not through by January 1st. well,
23 here come Mickey Gerig and he says there ain't no way you
24 are going to do it. we have 850 travelers that is screwed
25 up.

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1 So I went and seen Tanley and I said Tanley,
2 we have got all these travelers messed up and we can't do
3 it. He said you get your ass out in the field with these
4 people and we will take care of this paperwork. Well, in
5 order to take care of the paperwork I had to do the rework
6 where we had hold points jump where the fitup and cleanup
7 weren't bought off and all kind of stuff weren't did. I
8 did very little rework. In other woras, the 850 or 550 all
9 at once became good and I just imagine it was false
10 signatures of QC because some QC personnel is no longer on
11 the job that was down there when the fitup was made and it
12 was already welded out.

13 MR. GRIFFIN: were you there when this work was
14 accepted?

15 MR. DILLINGHAM: Right.

16 MR. GRIFFIN: In other words, it has been
17 bought off finally?

18 MR. DILLINGHAM: Well, I keep going back and
19 they are not doing very much work. They are trying to
20 audit it and are trying to find paperwork that they can't
21 find. They are trying to find weld numbers and just all
22 kind of stuff.

23 MR. GRIFFIN: You mean they have been doing
24 this since you left?

25 MR. DILLINGHAM: Yes.

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1 MR. GRIFFIN: Did you get this information from
2 people that are still working out there?

3 MR. DILLINGHAM: Craig Flowes. He is my
4 foreman.

5 MR. GRIFFIN: Flowes told you this?

6 MR. DILLINGHAM: I asked him. I said are you
7 all still working on the liner and he said no, not very
8 much. We did this or we did that. There are some X-rays
9 that was not made on a certain part of the liner in the
10 transfer canal where your gate landings go in. It us under
11 concrete now, but all at once they forgot about them.

12 Ronnie Webb, he still works out there. He
13 worked for TUGCO. He was the foreman over that, the
14 general foreman. When I took over he come told me. He said
15 we have got a big mess-up down there and we have got some
16 X-rays that haven't been made and it has already been
17 poured. Well, I was going to get into it and they shut
18 down all the liner. So they moved on to a different job.
19 So there are X-rays that still have not been made. You
20 have got hollow places in the concrete behind the liner
21 walls.

22 MR. GRIFFIN: Let's go back to intimidation for
23 a minute.

24 MR. DILLINGHAM: Okay.

25 MR. GRIFFIN: Besides Tanley and Carnes, did

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1 (The reporter noticed a drawing on the back
2 side of Exhibit 5 and brought it to Mr. Dillingham's
3 attention.)

4 MR. DILLINGHAM: (Referring to Exhibit 5B) Oh,
5 this is the expansion joint I was talking about with the
6 fillet welds. It is a real small stainless steel 1/8th
7 expansion joint and it has got two small, little fillet
8 welds there.

9 MR. GRIFFIN: Okay. I think we have got that
10 down in the testimony.

11 MR. DILLINGHAM: We put several, several, I
12 think two or three hundred tons against it.

13 Okay, stainless steel liners. This is like the
14 reactor building and the fuel building. We are supposed to
15 have a gap in here on our fit-ups. This is not in there.

16 MR. GRIFFIN: This is something new?

17 MR. DILLINGHAM: Yes.

18 MR. GRIFFIN: Okay.

19 MR. DILLINGHAM: We are supposed to have a gap
20 in here no less than 3/16ths and no more than 3/8ths.

21 MR. HERR: Where is it? For the record,
22 describe what it is.

23 MR. DILLINGHAM: This is a stainless steel
24 liner. This is an embed floor plate to angle on the bottom
25 and side plate to angle. I don't know exactly where, but

1 somewheres in there. I can tell you a person that probably
2 does know.

3 MR. HERR: Unit 1 or Unit 2?

4 MR. DILLINGHAM: Well, on the fuel building you
5 have just gone one, and for all I know it might be both
6 liners, but I can tell you the person's name that could
7 probably tell you because he is the one that did it.

8 MR. HERR: Who is that?

9 MR. DILLINGHAM: Bert' Loefling.

10 Okay, when I made general foreman he comes
11 over and I asked how is everything going and he started
12 talking. He goes man, they have us welding. Instead of
13 putting a gap in there, they had it jammed together and
14 just together and just laid a heli-arc wire over it and
15 welded it out, you know, in other words, not make a full
16 pin weld. I said who in the hell had you do that, and he
17 said Bert Everett. He was the general foreman I replaced.

18 So I went and seen Bert, and I said, Bert, I
19 said I know you all didn't do it, but that welder said you
20 all laid heli-arc wire in there and welded it over because
21 your gap wasn't big enough. He goes well, J. R., we did. I
22 see it was on the top angle and that is below the water
23 level, and he goes, no, it was on the bottom, and I go
24 goddamn. He goes, I swear it won't nappen again. I promise
25 you it won't nappen again. I said well, I can guarantee it

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1 won't happen again.

2 So I started to go to Tanley and then I
3 realized in North Carolina if I did I would probably have
4 gotten run off, and then I just wanted to see how far
5 these people was going. In North Carolina I thought
6 somebody would come along behind and straighten everything
7 out with little white gloves on and stuff, but that isn't
8 the way it worked. We was the ones doing it. So I just
9 wanted to see how far they would go and stuff.

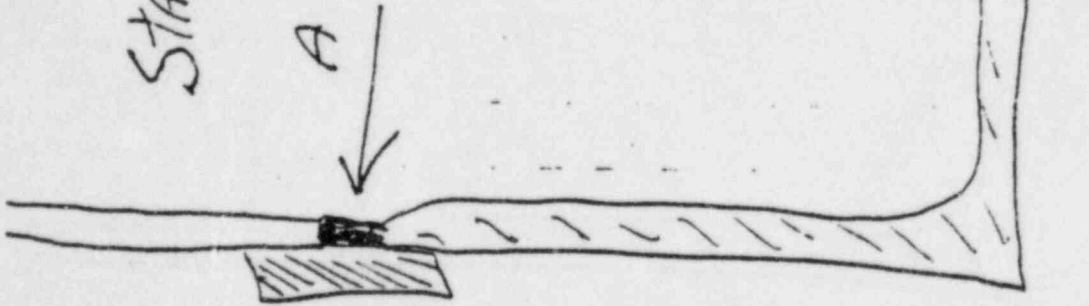
10 So what you need to do is take a little UT
11 test and run along there and find the thickness of your
12 weld.

13 We also had a welder in there. He was a real
14 bad welder. He would cold lap it. He wouldn't let it
15 penetrate. Then when you weld it over, you could grind it
16 off and run your test on it and everything is great, but
17 it might not be as thick as a piece of paper. As a matter
18 of fact, I heard that Whalen Daniels went along behind us
19 and took a straight pin and stuck holes in it. He is still
20 there. I don't know whether he did or not, but his name is
21 Whalen Daniels.

22 MR. HERR: Why don't you draw an arrow where
23 the problem is on there.

24 (Dillingham Exhibit 7 follow:)
25

Stainless steel Liners



3/16
3/8
GAP
Then
Then
NO MORE
NO MORE

"

1 MR. DILLINGHAM: I got one drawn out here.

2 Here is the problem right here. You are
3 supposed to have a gap like this one right here. You are
4 supposed to come in here and you are supposed to weld it.
5 You tack it and then you come back and you weld it here
6 and here and eventually you weld it until you weld it all
7 the way out and make one solid weld out of it and this is
8 just as strong as the rest of it.

9 MS. ELLIS: Why don't you put a little arrow
10 with an "A" or something like that.

11 MR. GRIFFIN: This is welding done on the
12 liner, right?

13 MR. DILLINGHAM: Right, the stainless steel
14 liner.

15 This is Item A. That is where it is supposed
16 to have been, which a lot of it is, but at certain places
17 it did like that. You have got you a little butt weld
18 there and you lay a little heli-arc wire along there and
19 you weld over it. Of course, when you weld over it you
20 get a little lump and then you grind it back off flush and
21 then you have got as thick as your fingernail, for
22 instance, and you can snap it.

23 That weld there you could take bulldozer and
24 hook the two together and you couldn't pull them in two.
25 This you could take and snap it with your finger, or just

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1 the temperature of summer and winter will crack that.

2 MS. ELLIS: Why don't you make that "B".

3 MR. DILLINGHAM: "B", okay. Now Bert Loeffling
4 can tell you where it is. Now you might want to check with
5 Whalen Daniels because after I left I checked with a guy
6 and he said Whalen come along behind us. He always carried
7 a straight pin in his cigarette and stuck holes in his
8 filter and smoked it. He said he took a little straight
9 pin after we run all our tests on it and, the LPs and the
10 vacuum box, and he come along behind us and he stuck holes
11 in the weld with that little pin. That is called a cold
12 lap right here.

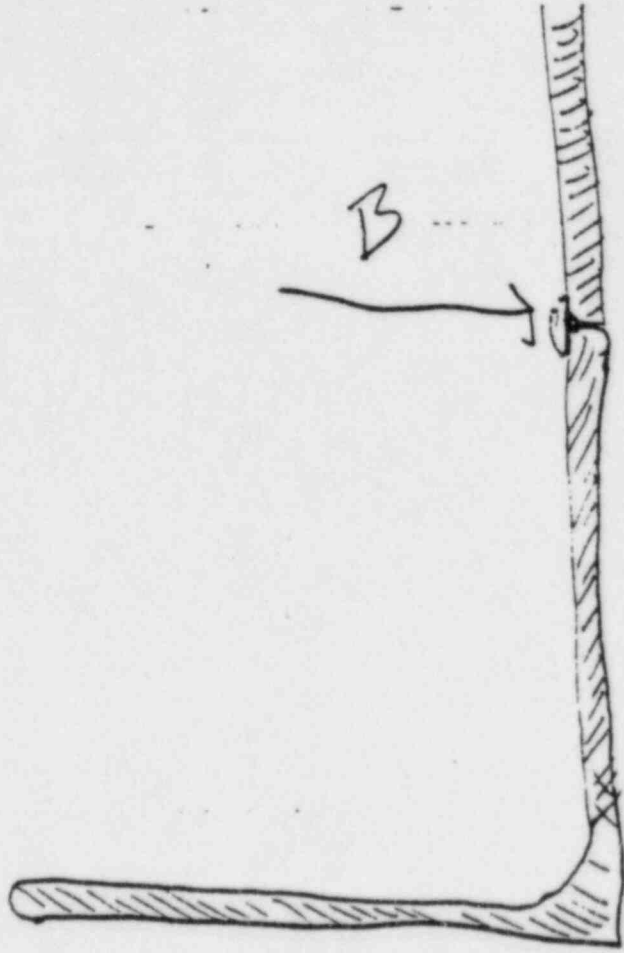
13 (Dillingham Exhibit No. 8 follows:)

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Welder
NAME
ALVAREZ

COLD
LAP



stainless
steel
liners

1 MR. GRIFFIN: was this work performed by
2 members of your crew?

3 MR. DILLINGHAM: This was performed before I
4 took over. I was running the condenser, and this is the
5 liner. When they let Everett Clemming go I took over the
6 stainless steel liner.

7 MR. HERR: What year was this?

8 MR. DILLINGHAM: Maybe '80. Well, Bert, he is
9 still out there, Bert Loeffling is.

10 Then I found out we got a welder down there,
11 and all the welders complained about this guy, two of
12 them.. They are cold lapping and not tying it in.

13 MR. HERR: What are the welders' names?

14 MR. DILLINGHAM: Avez is one of them. I don't
15 know the other one's name. I think his name is Jonnson.

16 Well, Avez, he wanted to go in the pipe
17 department. Well, he also went down on the condenser and
18 he cut a hole that big -- (indicating) -- and he stuck a
19 piece of iron in there and welded it over. That is a
20 no-no.

21 I seen the work he was doing and I went and
22 asked the school how in the hell did he ever get out of
23 school and I wanted him re-evaluated. I wanted them to
24 check him out and he couldn't get it to pull all of his
25 certifications. So they put him in there and they checked

1 him out and they agreed that he couldn't handle it. So
2 they was going to pull all his certification.

3 The superintendent told them, or the general
4 superintendent, if that man didn't have his certification
5 by the end of the week that their butts was gone.

6 MR. HERR: What is the name of the
7 superintendent?

8 MR. DILLINGHAM: You would have to check with
9 Golden or Fred Nichols, but I think the man's name was
10 James Callicut. Now this is what they told me. You can
11 check with Fred Nichols over at the school or the guy
12 called Golden because they agreed that the guy couldn't
13 weld and they was going to pull his certs.

14 In other words, he was certified to do
15 construction work and that is what we did. In order for
16 them to do pipe work they had to take a pipe test, which
17 is a little stricter test, and it had to be X-rayed. So he
18 couldn't even hardly do our work which was construction.

19 MR. HERR: So the superintendent ---

20 MR. DILLINGHAM: The general superintendent,
21 according to Fred Nichols or Golden, told them if that man
22 didn't have his certification for pipe by the end of the
23 week that they ass was gone.

24 MR. HERR: And they were the training people?

25 MR. DILLINGHAM: They were instructors at the

1 school, yes.

2 MR. HERR: What happened?

3 MR. DILLINGHAM: They gave him his
4 certification.

5 This is just one of my welders complained
6 after the job was did to me. His name is Mike Ratliff.
7 This is a transfer tube in the canal. It goes from the
8 canal fuel building to the reactor building.

9 In that tube you have got some welds in there
10 that is full pin welds. You are supposed to purge it, and
11 the full pin weld, it supposed to dip in a little right in
12 here. That is what it is supposed to look like. "A No. 2".

13 But as they started welding it sucked in on
14 them real bad. So they end up making a partial pin weld
15 out of it.

16 MR. GRIFFIN: How can we find these?

17 MR. DILLINGHAM: They only have got two of
18 them. You have got a penetration through the reactor going
19 into the fuel building. It is just a round transfer tube
20 is all it is and that is where your fuel leaves the
21 reactor and lays down and goes through that tube. You go
22 to your stainless steel liner.

23 MS. ELLIS: Is that Unit 1?

24 MR. DILLINGHAM: Unit 1 and Unit 2.

25 MR. HERR: Is that Q?

1 MR. DILLINGHAM: Q, yes.

2 (Dillingham Exhibit 9 follows:)

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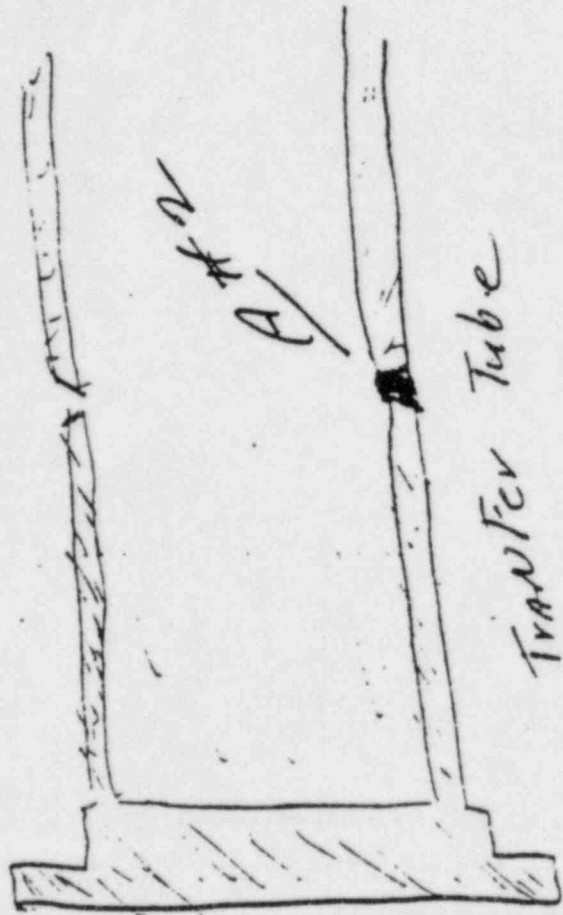
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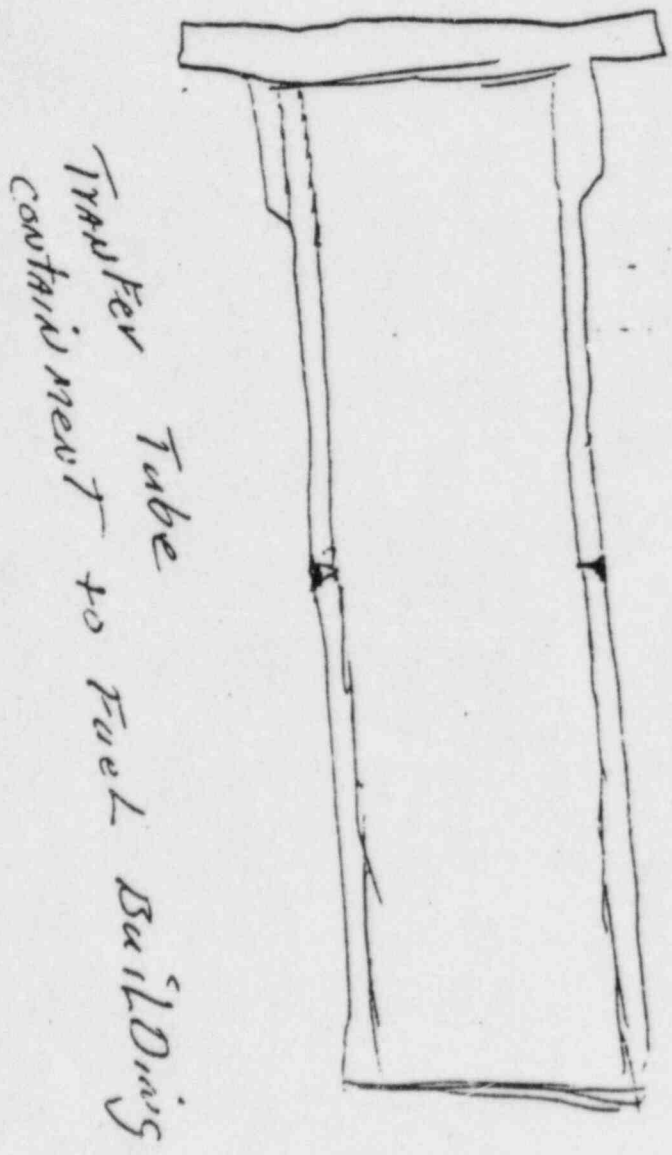
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MR. DILLINGHAM: Okay, this is your liner and
everything. Right here. This is a good one here.
(Dillingham Exhibit No. 10 follows:)

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Transfer Tube
contains next to Fuel Building

1 MR. DILLINGHAM: Okay, here is one here. This
2 is kind of funny. My foreman, Craig Flowes, when he was
3 working on his tools like three or four years ago, he
4 loaned a pipe fitter a crowbar and the pipe fitter dropped
5 it down in a pipe in the reactor core. Well, I tried for
6 two years to get it out, and they always said well, we
7 will have a pipe journeyman down there and you show him
8 where it is at. I would get down there and well, J. R., we
9 are really busy today, and this went on for a couple of
10 years.

11 So I finally told them, and they sent me to
12 Westinghouse and Westinghouse said well, in the end we are
13 going to send a little TV camera down in there and we are
14 going to look all around. So that solved that problem.

15 Okay, the stainless steel liner hollow places.
16 We was making a pour and I was down there making sure
17 nobody stepped on the embed, and this is around the
18 reactor core and the floor and everything and the
19 stainless steel liner. I had a hammer in my belt and I
20 just pulled it off and laid it up on the cracing, the
21 stiffeners in there and when it hit the wall it is real
22 hollow in there. So I tapped and they had already poured
23 the concrete above this area.

24 So I called Tanley and told him we have got a
25 problem, that we have got a hollow place in the concrete

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1 wall. well, he brought I think Billie Ward down there.
2 well, they send this colored guy, Picket, down there, the
3 general foreman over concrete and he sends the foreman
4 down there. well, they tell me you stay with them until
5 you get the problem solved, or if I can help them in any
6 way to do it.

7 So Picket tells this foreman, he says, now I
8 am going to go up there and we are going to vibrate this
9 area for 45 minutes and they are still pouring and it is
10 still wet and you don't say what it is. Just say either it
11 is there or it is not there.

12 So he goes and boy they vibrate and they
13 vibrate and they vibrate. So he says now is it, and he
14 says no, still there. So he says we are going to do it 45
15 more minutes. So this goes on again, and of course your
16 concrete, they are getting higher up and it is getting
17 harder.

18 So he hollers down there again now is it, and
19 he says no, it is still there. Well, he says we are going
20 to do it for an hour. So they did it for an hour. He
21 hollered down and said now is it? He said it is still
22 there. So he says well, it is that old Japanese metal,
23 that is what it is, you know. So that solved that problem.

24 MR. HERR: what year is this?

25 MR. DILLINGHAM: You can look at the concrete

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1 pour. This is in Unit 1 I think, the liner, the year when
2 they made the next pour from the floor up I think it was.
3 You know, you made it up to a floor and you would let it
4 cure and then you made your next pour and then a next.

5 MS. ELLIS: This was Unit 1 around the reactor?

6 MR. DILLINGHAM: I think it was Unit 1. I have
7 got the area here marked out where it was at.

8 (Pause while Mr. Dillingham looks through his
9 papers.)

10 MR. DILLINGHAM: Well, it was right over here
11 on the wall anyway. I guess it is probably six foot off
12 the floor. You can mark it right in this area here. Put
13 Unit 1. I am pretty sure it was Unit 1. You have got the
14 elevation. Well, I have got it marked right here.

15 See, you have got the little round end down
16 there. That is at a certain elevation. Then this is your
17 core area where your reactor sits down here. Then your
18 next drop down where like your lower internals go in here.
19 It is in that area, right up there on the wall. But you
20 can take a hammer and tap on the wall until you find a
21 hollow place. I am pretty sure that is the one it was.

22 MR. HERR: The elevation?

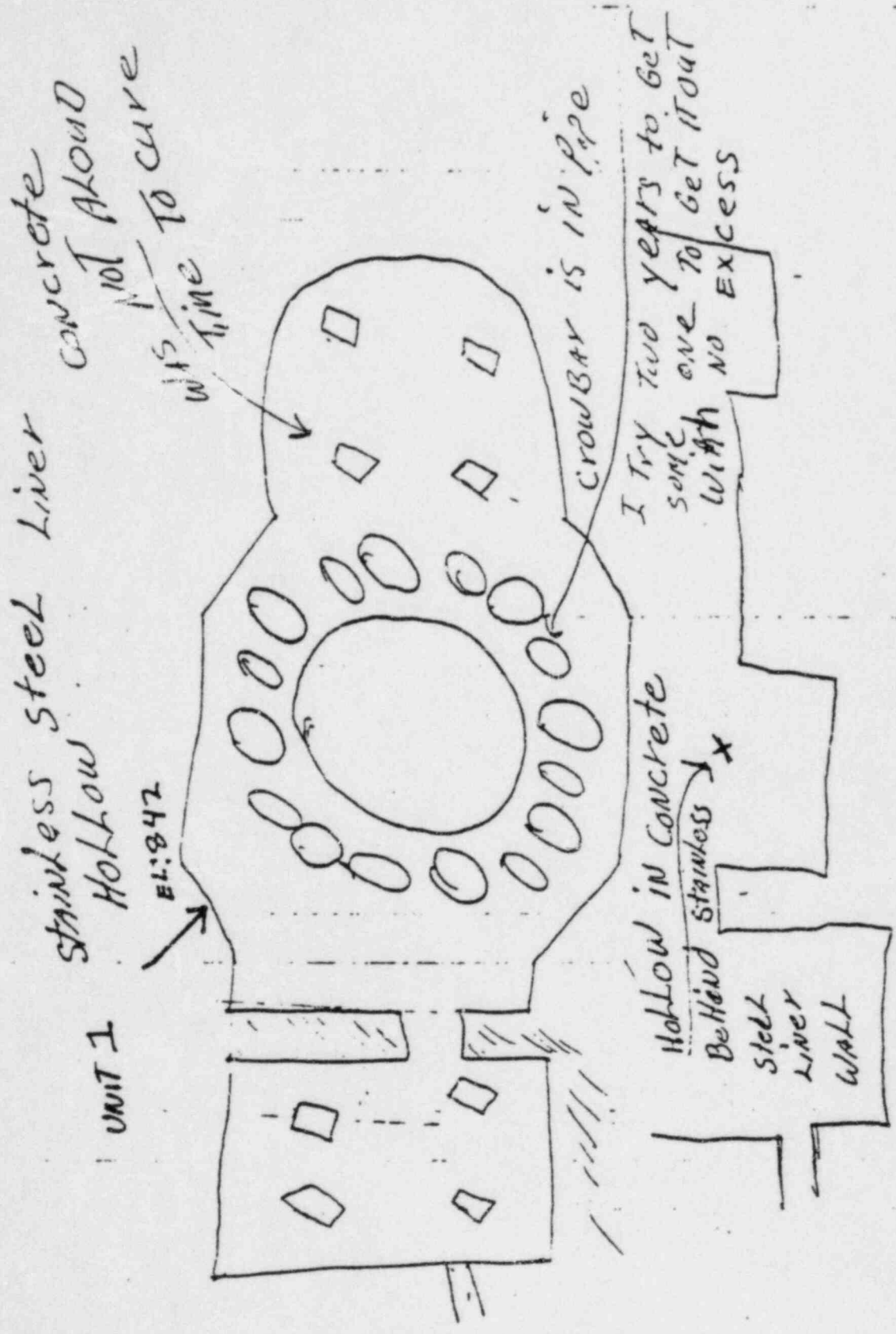
23 MR. DILLINGHAM: It is 834 and add 8 to that,
24 842. Let's just go with 842 for the neck of it.

25 I was standing up on the bracing and I could

1 reach it. So when you are standing on the floor it should
2 be from the shoulder up, somewhere along that area. but
3 it is real hollow and you can find it.

4 (Dillingham Exhibit 13 follows:)
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1 MS. ELLIS: If they had trouble finding
2 something like that, could you show them where it is?

3 MR. DILLINGHAM: On, yes.

4 Now here is another deal I put in here about
5 the concrete, you know, where we set equipment on concrete
6 where it wasn't allowed the correct time for curing and
7 stuff like that. Right here, and I believe it is where
8 your lower internals go. You upper one end and you lower
9 the other.

10 Well, when we took that framework out and we
11 started to put our floor down, one of these embeds here
12 where your upper or lower set was had a real bad hollow
13 place in it. You know, most of the time they kind of patch
14 it up with some kind of stuff. This was real deep so they
15 put concrete in there. Well, it is supposed to have a
16 certain amount of time for that concrete to set, and they
17 also got some type of paste they put on there on the floor
18 where the line goes. The paint department put it on there.
19 It looks kind of like paint, but it is not paint. It is
20 what the paint department puts on there to kind of build
21 it up so many mils.

22 Well, this right here, the upper and lower
23 internals was coming in. They didn't want to store them in
24 the warehouse any more. They wanted to get them off the
25 train or truck and get them in the hole now.

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1 So I went and told Bubba George. He was the
2 general foreman over the contract. I said, damn, you know
3 now Tanley is. I said that idiot is wanting us to put the
4 floor plate down. I said you have got a curing time on
5 that. He says well, you know, J. R., QC let us get away
6 with a lot of stuff. He said wait until everybody leaves
7 and then we will go ahead with it. So we went ahead with
8 it.

9 MR. GRIFFIN: when was this?

10 MR. DILLINGHAM: well, you can check the pour
11 or you can check the weld cards on when we put this floor
12 down on the liner. That is probably now you can do it.
13 They might not have even used the pour card, but you can
14 check the time that this was poured or repaired here and
15 the time we welded. We sign our weld cards and they sign
16 their pour cards and you can see how many days in between
17 that was.

18 we had some floor plates that buckled inside
19 the fuel building with some of that stuff stuck to it. I
20 think I put in there that we put some of that floor plate
21 down without correct time for curing time, you know. But
22 it is very easy to check. All you have to do is check the
23 pour cards and check the weld cards when we welded it.

24 Okay, rebar. Everett, that was the general
25 foreman who got busted back, and I had him setting a piece

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1 of equipment. I told him, I said make sure you get some
2 shim and come off your concrete floor and shim it level.
3 He goes, we will just weld off the rebar. I said weld off
4 the rebar, you have got to be kidding. That is a no-no
5 welding rebar. He goes ah, we did it all the time when we
6 were on the liner, and he was the general foreman over it.

7 Now this is just a for instance, but you might
8 check with Mr. Cobb, Harold Cobb, the welder and he might
9 know of people welding on rebar which that strictly is a
10 no-no. He was working with Everett down there when Everett
11 set it. I asked Cobb about it and he kind of laughed like
12 he either had been doing it or knowed somebody who had
13 been doing it. But the ex-general foreman just told me
14 they did it all the time, you know, like bracing off of
15 rebar or welding something do it.

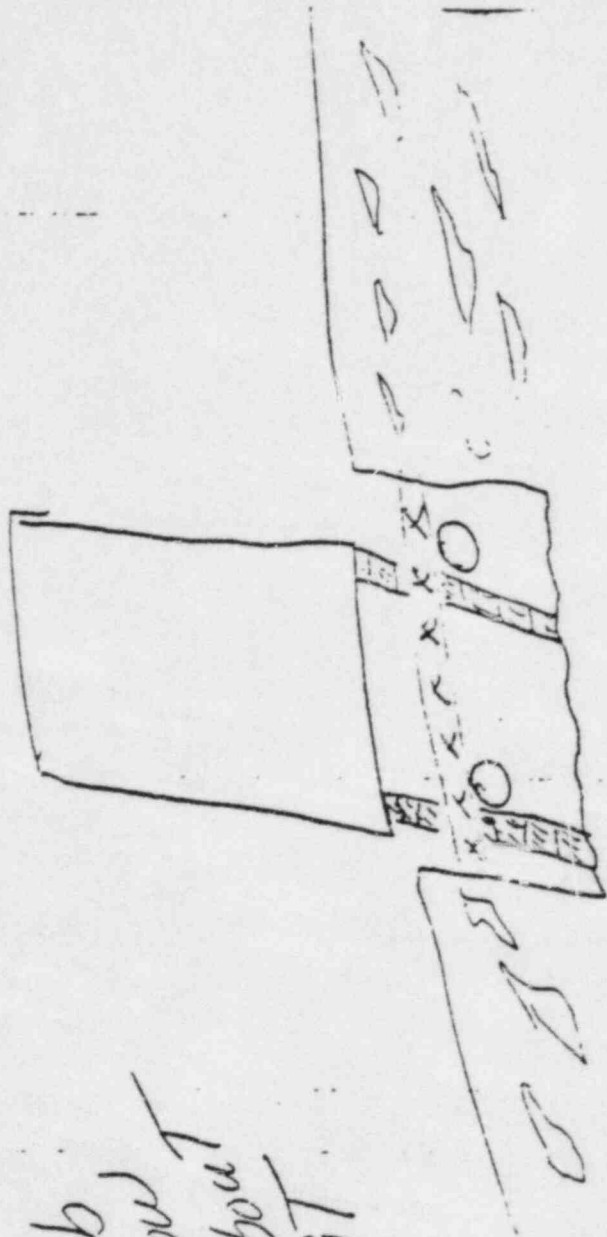
16 I just wanted to thow that in there.

17 (Dillingham Exhibit 14 follows:)

18
19
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Welding
To ReBAR
Cobb
KNOW
ABOUT
IT



1 MS. ELLIS: He said they were doing it where?

2 MR. DILLINGHAM: Over on the stainless steel
3 liner area inside of the containment. He said we do it all
4 the time over there, you know.

5 Let's see. I guess that is about it.

6 Now I know a lot more. I believe it was me and
7 Mr. Flowes, you see, I knew I was going to Houston quite a
8 time before I left, but one day we decided we would just
9 jot down some mistakes, you know, little mistakes like
10 this and we were just going to make a little list to see
11 how many we could think of right offhand. So this just
12 consists of the millwright department, which is the
13 millwrights and boilermakers, and the concrete department.
14 We either come up with 29, 59 or 79. I am not for sure. My
15 list was in my desk and he might know where it is at, but
16 we was just going to make up some things that we thought
17 was strictly against the rules so I could bring that up
18 later.

19 I kind of felt like that Houston might handle
20 it the way they did. That is the reason I just sent them
21 that little letter there or carried it to them. I put some
22 stuff in there like the gray tape around the shims, you
23 know. I didn't actually see that, but the guy brought it
24 up in our class, they was giving a class and everything,
25 and everybody laughed about it, you know.

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