

| U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CGHQ-5133 (Rev. 6-04) | MEETING OR TELEPHONE SUMMARY | FILE NO. IIA# 5974636 | | | | | | | | | | | | | | | |
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| | | DATE 10/06/2016 | TIME 1000 | | | | | | | | | | | | | | |
| SUBJECT Phone interview with John Shaw, Owner of Advanced Marine Services | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th data-bbox="71 384 529 415">ATTENDING</th> <th data-bbox="529 384 1016 415">REPRESENTING</th> <th data-bbox="1016 384 1489 415">REFERENCE (Phone No. etc.)</th> </tr> </thead> <tbody> <tr> <td data-bbox="71 415 529 464">1. CWO [REDACTED]</td> <td data-bbox="529 415 1016 464">USCG</td> <td data-bbox="1016 415 1489 464">[REDACTED]</td> </tr> <tr> <td data-bbox="71 464 529 512">2. John Shaw</td> <td data-bbox="529 464 1016 512">Advanced Marine Services</td> <td data-bbox="1016 464 1489 512">[REDACTED]</td> </tr> <tr> <td data-bbox="71 512 529 560">3.</td> <td data-bbox="529 512 1016 560"></td> <td data-bbox="1016 512 1489 560"></td> </tr> <tr> <td data-bbox="71 560 529 594">4.</td> <td data-bbox="529 560 1016 594"></td> <td data-bbox="1016 560 1489 594"></td> </tr> </tbody> </table> | ATTENDING | REPRESENTING | REFERENCE (Phone No. etc.) | 1. CWO [REDACTED] | USCG | [REDACTED] | 2. John Shaw | Advanced Marine Services | [REDACTED] | 3. | | | 4. | | | | |
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| 4. | | | | | | | | | | | | | | | | | |
| COMMENTS <p>On October 6, 2016, at approximately 1000 local time, I, Paul Taylor, conducted an interview of Mr. John Shaw, Owner, Advanced Marine Services. The interview was regarding the fire that occurred on the TAHOE QUEEN on August 16, 2016. Here is the summary of my interview: Advanced Marine was onboard the vessel on the day of the casualty as part of an ongoing project involving the re-powering of the vessel's propulsion plant and the replacement of some wasted metal and other materials in various places onboard the vessel. The structural repair portion of the project started towards the end of 2015-beginning of 2016. Mr. Shaw stated that they would begin repairing a section of steel on a deck or frame and find new problems that required repair while doing so. He stated that he felt as though they were "chasing their tails" as far as the repairs went. His crew had replaced a steel deck on the starboard side of the upper deck and had started welding and repair work on the port side of the upper deck shortly before the date of the fire. Mr. Shaw was providing the owner of the vessel, Aramark, target dates versus deadlines because of the nature of the work and the trend of ongoing items needing repairs as they progressed through the project. Mr. Shaw stated that he gave a target date of steel repair completion of September 2, 2016. Mr. Shaw stated that the project was a "time and materials" project as it was taking longer than had been initially expected by all parties. Mr. Shaw said that he was forced to issue numerous "change orders" in response to the discovery of new items needing repairs as his crew conducted work. Mr. Shaw said that he primarily dealt with Darryl Dennis, a "Fleet Manager" with Aramark, regarding the tactical aspects of the project and daily safety related issues. He stated that he primarily dealt with the "controller" for Aramark for project cost subjects. The day of the fire, Mr. Shaw stated that the GM for Aramark, Maggie Garcia-Nook and the Controller were out of town on business related travel. Mr. Shaw stated that he constantly reminded his crew of workers that a fire watch was needed during hotwork and also relayed the importance of safety while working onboard the TAHOE QUEEN. Mr. Shaw stated that he did not hold a parking lot safety meeting prior to commencing work on the vessel on August 16, 2016, the day of the fire. He also stated that he confirmed that the welder that was conducting the welding and hot work over the area of fire origin did not ensure that a fire watch was posted prior to starting hot work. Mr. Shaw did state that he had many meetings at the job site and expressed his concern regarding the fact that his welders and another painting contractor were working on the vessel at the same time. He stated that he brought these concerns up to Darryl Dennis who seemed to be "stuck in the middle" of the vessel's owners priorities for completion of the project and the contractors concerns regarding site safety and logistical issues relating to two contractors onboard at the same time.</p> | | | | | | | | | | | | | | | | | |
| ACTION OR FOLLOW-UP REQUIRED | | | | | | | | | | | | | | | | | |
| SIGNATURE [REDACTED] | DATE 27 OCT 16 | | | | | | | | | | | | | | | | |
| INFORMATION | | | | | | | | | | | | | | | | | |

**MEETING OR TELEPHONE SUMMARY
(Continuation Sheet)**

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SUBJECT
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COMMENTS

Mr. Shaw stated that Darryl Dennis, during one of the site safety meetings approximately two weeks before the September 2 deadline, said something to the affect that "I know it isn't right, but we have to work through it". Mr. Shaw stated that he was "working with what he had" as far as staffing a fire watch position. He stated that he had limited crew that all had skill sets needed in different areas of the project and it was hard for him to cut one of them off to fulfill the role of firewatch when needed. He stated that he approached Aramark regarding using one of their employees for fire watch, but they declined to do so. Mr. Shaw stated that it was his understanding that Mr. John Betherum, another Advanced Marine Services employee, was supposed to be the fire watch on the day of the fire. Mr. Shaw stated that following the incident, he has made policy changes to include a "permit" style checklist that his workers have to fill out and submit to him or the job foreman prior to conducting hotwork. Mr. Shaw stated that the welder that was conducting the hot work above the area of origin, Garrett Burger, and Mr. Betherum would have more information regarding the use of fire blankets below the hot work site.

The interview was concluded at approximately 1100 local time.



[REDACTED] CWO, USCG