

On October 17, 2016, at approximately 1400 local time, I conducted an interview via phone of Mr. Darryl Dennis, Fleet Manager for Aramark Services in Zephyr Cove, Nevada. Mr. Dennis was in charge of project management for the repair project on the TAHOE QUEEN leading up to the fire that occurred on August 16, 2016. He is also in charge of overseeing the resort's fleet of snow-mobiles, boat rentals, and other passenger vessels including the MS DIXIE II.

Mr. Dennis stated that the steel repair project being conducted on the TAHOE QUEEN was started in February of 2016. This is when work on the bow and deck were commenced by Advanced Marine Services. Mr. Dennis stated that Mr. John Shaw stated around that time frame, that the project should be completed around May of 2016 with a total estimated cost of \$600,000. Mr. Dennis stated that Aramark planned a passenger for hire cruise the first week of June, 2016. Mr. Dennis stated that he told Aramark management, in early May, that the vessel would not be ready for that particular voyage due to the ongoing project. He stated that new conversations were commenced between Aramark and Advanced as to the updated project costs and estimated completion dates. Mr. Dennis stated that he re-enforced to Mr. Shaw that he should not be concerned with the cost of the project rather the deadlines and completion. Mr. Dennis stated that the deadline was postponed into August, 2016 passing an important operating date (4<sup>th</sup> of July, 2016). The new deadline discussed by all parties was August 18, 2016. As the project went on, Mr. Dennis stated that the new problems and areas to repair kept occurring and that the deadline in August was looking less and less realistic. Mr. Dennis then approached Aramark management to tell them to expect a more realistic date of December 8, 2016 as the new deadline; the statement to management was not "well received". Mr. Dennis stated that this is the time at which the General Manager at Aramark, Maggie Garcia-Nook, took a more active role in the project and started attending meetings and discussions with Advanced Marine Services and the painting contractors, PCI. He stated that prior to this timeframe, Mr. Joao Rodriguez, the Water Operations Manager for Aramark was the primary point of contact for the project. He also stated that Jeff Barnes, "controller" for Aramark, was the "money guy" and was the individual taking all estimates and change orders from Advanced Marine Services. Mr. Dennis stated that Mr. Shaw attempted to share information and updates with all parties through an online builder's application called BuilderTrend. Mr. Dennis stated that it was not as useful as Mr. Shaw had hoped because Aramark only had limited access to the program.

Mr. Dennis stated that the painting contractors had been working on the TAHOE QUEEN, concurrently with Advanced Marine Services since around December 2015. He stated that they were working primarily on the interior spaces of the vessel, conducting upgrades to the current painting and coating on passenger spaces. He stated that the painting contractors would "come and go" for different jobs around the local area.

Mr. Dennis stated that Mr. Shaw would conduct daily meetings in the parking lot of the marina that included personnel from Advanced Marine Services, Aramark, and sometimes PCI when they were present. Mr. Shaw would bring concerns up regarding the painters being in the way of his welders and other employees and requested that

Advanced Marine Services be allowed to finish their repair work prior to painting contractors being onboard. Mr. Dennis stated that he then discussed a better way for the two contractors to co-exist on the vessel concurrently because the painting of certain repaired metal needed to be done before it rusted or got dirty. Mr. Dennis stated that the painters were working on the upper deck railing in particular at the time of the casualty. The owner of PCI painting Mike Schneeweis and Mr. Shaw had numerous conversations about onboard logistics but that the painting contractors stayed on the project while Advanced Marine Services conducted steel repairs. Mr. Dennis stated that it was common practice for the painters to leave their painting supplies, that included flammable liquids, on the Texas Deck of the TAHOE QUEEN, and that he and Mr. Schneeweis would move the flammable liquids around based on where the hotwork or repair work was being conducted by Advanced Marine Services to avoid having them near flame or heat. He stated that the last movement of the flammable liquids was from the starboard side of the vessel to the port side and to his knowledge, that is where they remained. When asked who's responsibility it was to maintain a fire watch for hot work operations, Mr. Dennis stated that it was Mr. Shaw's overall responsibility. He also stated that it was always Advanced Marine Services employees that would act as fire watch.