

Summary of interview with Arthur Anderson, 25May2022, approximately 1100 EST

In attendance: LTJG [REDACTED] USCG, Walter P. Maestri, Duetsch Kerrigan LLP, lawyer representing Dixie Marine.

Mr. Anderson declined to allow the interview to be recorded.

Position: Project Superintendent for Dixie Marine during the replacement of the generators onboard the Natchez.

Had worked for Dixie Marine for over 20 years, had work in vessel construction and repair for 40 years.

Work in generator room was initiated three weeks, about mid-March, prior to the casualty, and it involved the removal of the two old generators, piping and exhaust so the two new generators could be installed.

On 03MAY22, the electrical panel (located on the Port side) was ready for removal.

Prior to hot work starting on 03MAY22 he evaluated the space for safety including ensuring there was no flammable environment with a sniffer, no oil on the deck, and that there was no combustibile next to the area of the hot work. Was concerned about fumes and the oil filters on the newly installed on the engines. Not concerned about the carboard boxes in the generator space they were far enough away. Placed a piece of sheet metal over the newly installed generator that was located next to the electrical panel and the hot work so sparks would not hit it. No interaction with the vessel's crew during the work. Hot work had been conducted in the space numerous times during this project.

Had cleaned the space of flammable liquids several times during the project. There were drip pans under the transformers located above the hot work.

Had blowers blowing towards the area of the hot work.

No additional boxes were places in the space during the work. All of the boxes seen in the photo were present during the hot work.

Hot work started in the stern, removing the cabinet in small sections and carried them out of the engine room and then move to them to the deck.

Company required a fire watch to be present. A bucket of water, charged fire hose and a CO2 extinguisher were provided to put out fire.

Hot work was completed at ten minutes to 4.

Usually stop hot work about an hour before departing. Will shut off valves to tanks, bleed the gas out of the hose, clean up the tools.

The company did not have a policy on minimum distance from the hot work to combustibile material. The Project Supervisor utilized his 40 years of experience when determining the distance between the hot work and combustibile material.

Project Supervisor checked the space prior to departure. Departed vessel around 1645.

Interview concluded.

Sign [REDACTED] / 25MAY22
Date