

Flaherty David

From: Matt Dow [REDACTED]
Sent: Wednesday, May 11, 2022 1:27 PM
To: Flaherty David
Cc: Bill Wilson; Kathy Phillips
Subject: Re: Natchez

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Here are the answers to your questions:

1. The steam engines on the NATCHEZ are from the CLAIRTON, a steam towboard that was built for the U.S. Steel Corporation in 1925. From records and various tests over the years, we have figured that her engines are rated at between 1,600 and 2,000 hp.
2. The new Caterpillar generator is rated at 565 eKW.
3. We fire the boilers to around 200 psi for normal operation, but do press them to between 325 and 350 psi during our annual hydro test, which is done under the supervision of our local USCG inspector while we are in our usual annual layup in January.

Sincerely,

Matt

Matthew P. Dow

Director of Marine Operations

New Orleans Steamboat Company

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Flaherty David

From: Matt Dow [REDACTED]
Sent: Tuesday, November 8, 2022 4:50 PM
To: Flaherty David
Subject: Re: Natchez Marine Casualty

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Capt. Flaherty,

Good afternoon. I hope all has been well with you, and with the investigation into the fire onboard.

Here are the answers to your questions:

1. The work on the Natchez started in January 2022? No, the work was started in January, 2021.
2. When was the Natchez removed from operation prior to the work beginning? She was operating right up until January, 2021
3. Was the vessel docked at the same place the entire time from when it stopped operating until the fire? Yes, we have been docked at the Morrison Road Wharf since the work started, with the exception of Hurricane Ida, when we had to leave the canal.
4. The work to be completed on the vessel was the overhaul of the passenger space, the installation of new fire tube propulsion boilers and the replacement of the generators and electrical panel? Correct.
5. What was the type and horsepower of the diesel generator that was removed from the vessel? The generator that was removed from the vessel before the fire was a Cummins KT19 DM 6-cylinder engine that drove a Kato 365 kW generator.
6. What was the type and horsepower of the diesel generator that was installed in the vessel prior to the fire? At the time of the fire, we still had one (1) Cummins KT19 DM 6-cylinder engine that drove a Kato 365 kW generator in the area, located roughly midship. We had also just installed a new Caterpillar, Model C18 engine that drove a 565 kW generator on the starboard side of the room.
7. Was there going to be any work done on the propulsion engines? No, there was no work planned for our steam engines.

8. Does your company have any written policy or procedure for hot work being done onboard the vessel? We have always relied on our steel work contractor, Dixie Marine, for their hot work policy to be in place and acted upon.
9. What time did the work begin onboard the vessel the day the fire occurred? Workers arrived there between 7:30 and 8 am that day.
10. What lessons learned has your company determined and/or implemented for future work onboard the vessels owned by your company? We have learned quite a bit because of this incident, and have acted on these lessons to improve the vessel and its overall safety. We have beefed up the structural fire protection in that room, brought all louvers and ventilation up to current regulations, and installed a new, up-to-date CO2 system in the space. We also, as New Orleans Steamboat, keep a much closer eye on hot work operations of our outside contractors, and have learned to better recognize potential hazards that could lead to a similar situation.

Please let me know if you have any further questions I can be of help with.

Sincerely,

Matt

Matthew P. Dow

Director of Marine Operations

New Orleans Steamboat Company

[Redacted signature block]

Flaherty David

From: Matt Dow [REDACTED]
Sent: Friday, November 11, 2022 12:25 PM
To: Flaherty David
Subject: Re: Natchez Marine Casualty

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Capt. Flaherty,

Good morning. Here are the answers to your questions:

Was the deckhand standing the security watch onboard the Natchez required to do rounds of the vessel?

Yes, we tell all of our guards, both our own personnel and the outside security company we use for the overnight watch, to make periodic rounds of the vessel.

If yes, were the times of these rounds of the vessel recorded in a log book?

No, we do not keep a logbook of rounds made.

Sincerely,

Matt

Matthew P. Dow

Director of Marine Operations

New Orleans Steamboat Company

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]