



U.S. COAST GUARD WITNESS STATEMENT FORM

(Please Print Clearly)

Witness Name:	Arthur Anderson	Employer Name:	Dixie Marine, Inc.
Street Address:	[REDACTED]	Employer Address:	[REDACTED]
City/State/Zip:	[REDACTED]	City/State/Zip:	[REDACTED]
Phone No:	[REDACTED]	Phone No:	[REDACTED]
Position:	Project Superintendent	License/Doc. #	[REDACTED]

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I began working for Dixie Marine over 20 years ago. I began as a sandblaster and progressed through the ranks to my current position. I was assigned as Dixie Marine's Project Superintendent on May 3, 2022 supervising a crew working aboard the steamboat Natchez. Given the long business relationship with the Natchez and Dixie Marine, I am very familiar with the steamboat and its crew.

Prior to the date at issue, the Natchez owners decided to replace one of the steamboat's two main generators. Dixie Marine worked to remove the existing starboard generator and replace it with a new Cat generator. The work was performed over a period of three to four weeks.

On May 3, 2022 the electrical contractor hired by the Natchez had completed its portion of the work work in the generator room to remove switch gear and other electrical components. The Natchez requested that Dixie Marine work that day to remove the metal cabinet that had previously contained the now-removed switch gear. I assigned one of Dixie's contract welder / fitter / cutter and a fire watcher to cut out the cabinet. Before work began I used Dixie Marine's sniffer to confirm no combustibles were present and the area was safe for hot work in the area where the cutter would be working. The work began between 8:30 -9:00

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

[REDACTED SIGNATURE]

SIGNATURE

5/31/2022

DATE



U.S. COAST GUARD WITNESS STATEMENT FORM CONTINUATION PAGE

(Please Print Clearly)

AM that morning, continued until a 30 minute lunch break at Noon, and then continued from 12:30 – 3:45 PM. From 3:45 until 4:30, the Dixie workers monitored the work area during a “cool down” period while also cleaning the area and collecting tools and equipment used during their work. At 4:29 PM, the workers left the vessel.

I continued to monitor the work space where the hot work had been performed for another 20 minutes. When I left the Natchez at 4:50 PM, there was no sign of any smoke or fire in the generator room. A generator man was working in the generator room when I left for the day.

At 8:15 PM I received a call from a Natchez crew member, Scott Veagas. Scott advised that there was a fire aboard the Natchez. I was at my house in Slidell. I jumped back into my truck and drove to the Natchez. I arrived at 8:39 PM. While driving I called the Dixie Marine workers to confirm that none had observed any indication of fire or smoke during the cool-down period. All workers confirmed they observed nothing unusual.

[Redacted Signature]

SIGNATURE

5/31/2022
DATE