

## NARRATIVE STATUS

### FIRE INVESTIGATION UNIT

INCIDENT: 23/20267      DATE: 3/24/23      ADDRESS: 200 Seaport Blvd

Report is made that on 3/24/23 at about 2319 hours the K-6 Unit with Lieutenant Kevin McCarthy, Investigator Hacmoni Cuevas, Investigator John Mannion with K9 Rio and K-7 Investigator Christopher Morrison responded on the 2<sup>nd</sup> alarm to 200 Seaport Blvd. Weather at the time of the fire was 53 degrees and mostly cloudy, with winds from West at 16 mph.

Upon arrival, the Fire Investigation Unit (FIU), reported to Deputy Fire Chief Lonergan and District Fire Chief Powers on the pier next to the Spirit of Boston passenger vessel. The Spirit of Boston vessel is approximately 192 feet in length, 35 feet wide and a height of 39 feet. The construction material of the ship is steel. The Spirit of Boston was built in 1990 and has a passenger capacity of 600 people.

The FIU went aboard the vessel and using the prescribed method moving from least to most amount of fire damage were directed to the galley area of the ship. The galley area is made up of metal walls and has a metal drop ceiling enclosing the plenum area. The galley is located at the aft of the ship along the port side. There is a main kitchen of the galley approximately 16' x 20' and a smaller area 4' x 10', separated by a metal wall. The main section of the galley had ovens and cook tops as well as prep tables and refrigerating units. The galley had cardboard food boxes on the counter area that were not burnt. There were trays of cookies wrapped in plastic in this area that were not burnt.

The fire area of origin was in the smaller galley. The smaller galley room had a metal storage rack as well as metal sink and metal counter area. There was a box of Sterno cans used for chafing pans, that was located on the windowsill, near the metal storage rack. The sterno cans were in a cardboard box that was burned on the top with the bottom of the box remaining. The Sterno cans had exterior heat damage but none of the cans were split open or showed signs of

**B.L.E.V.E( Boiling liquid expanding vapor explosion). There was a coffee filter storage vessel made of metal on the middle shelf of the storage rack. The coffee filters were burned and had some unburned area at the bottom of filter storage vessel. There was a metal paper towel dispenser located on the wall above the sink. The paper towels were burned around the opening where the towels are extracted. The remaining towels inside the dispenser were not burned. There was heavy fire damage inside the wall cavity in the galley and in the ceiling/plenum area, where the metal structural deck was warped due to the high heat activity. There were metal joists in the ceiling/plenum area that were warped and twisted due to the high heat activity. There were numerous wiring harnesses that ran throughout the wall cavity and ceiling/plenum space that had heavy fire damage. Some of the wires ran from the stern to the bow of the ship. There was a long storage bin that ran along the ceiling area of the adjacent dining room that had life preservers stored. There were multiple life preservers that were completely consumed with just the buckles remaining.**

**The high heat activity in the ceiling/plenum space that caused the warping of the metal deck, caused the composite floor of the dining area located above the galley to buckle. There was a large area on the above deck, where the composite flooring was cracked and buckled.**

**The FIU spoke with Cassandra Griffin, who is the restaurant manager for the Spirit of Boston. Ms. Griffin stated that they approximately 400 passengers on board for the evening and had been docked for approximately one hour before the fire was discovered. Ms. Griffin stated that all of the passengers had disembarked and that there were 8-10 workers still onboard. Ms. Griffin stated that the kitchen staff had disembarked the ship when it pulled up to the dock. Ms. Griffin stated that the some of the workers who remained onboard were vacuuming the dining areas and cleaning. Ms. Griffin stated that some of the workers were setting up tables, rearranging table settings, and putting on fresh tablecloths. Ms. Griffin stated that the workers were getting the ship ready for the next days events. Ms. Griffin stated that she was alerted to the fire by Sharon Bell.**

**The FIU spoke with Ms. Bell who is a server/assistant on the ship. Ms. Bell stated that she was in the dining area adjacent to the galley when she smelled**

something burning. Ms. Bell stated that she followed the smell of something burning and walked through the dining area towards the galley. Ms. Bell stated she saw smoke coming from the galley area and went to the stairs, near an open area near the galley to investigate. Ms. Bell stated that she saw smoke and and could see fire in the galley. Ms. Bell was asked if she could tell what was burning and she stated "no". Ms. Bell stated that it looked like the flame was coming from the wall by the wire rack. Ms. Bell stated that she ran to tell Ms. Griffin. Ms. Bell stated that when she showed Ms. Griffin the fire Ms. Griffin told her to tell everyone to get off the ship. Ms. Griffin was asked if that is what she recalled and she stated "yes".

The FIU spoke with Mr. Thayer Harris who is the Director of Marine Operations for City Cruises. Mr. Harris stated that upon pulling up to the pier the ship was connected to power from a land power line.

The FIU was unable to definitively put a cause to this fire. This fire is "undetermined". Damage was estimated by Deputy Chief Lonergan at 1,000,000.00 dollars. All digital photos were taken by Investigator Chris Morrison.

Respectfully Submitted

  
Lt. Kevin McCarthy CFI/CFEI