



16732
27 Mar 2023

MEMORANDUM

From: [REDACTED] RADM
CGD ONE (d)

Date:
2023.03.27
18:14:55 -04'00'

To: [REDACTED] CDR
CGD ONE (dpi)

Subj: FORMAL MARINE CASUALTY INVESTIGATION CONCERNING A FIRE
ONBOARD THE PASSENGER VESSEL (P/V) SPIRIT OF BOSTON (O.N. 954835)
ON 24 MARCH 2023

Ref: (a) Title 46 United States Code, Chapter 63
(b) Title 46 Code of Federal Regulations, Part 4
(c) Marine Safety Manual, Volume V; COMDTINST M16000.10A
(d) CG-545 Policy Letter 5-10

1. Pursuant to the authority contained in references (a) and (b), you are to convene a formal investigation for the marine casualty of the P/V SPIRIT OF BOSTON (O.N. 954835) that occurred on March 24, 2023. In conducting your investigation, you shall follow as closely as possible the policy guidance and operational procedures for Coast Guard Marine Investigations Programs, as found in reference (c).

2. I have assigned the following persons to assist you with your investigation. For purposes of this investigation, the below persons are all designated as investigating officers as defined under reference (b).

- LT [REDACTED] USCG, Assistant Investigating Officer
- Mr. Keith Fawcett, USCG, Recorder
- LCDR [REDACTED] USCG, Legal Counsel
- LCDR [REDACTED] USCG, Subject Matter Expert

3. Upon completion of the investigation, you will issue a Report of Investigation (ROI) to me with the collected evidence, the established facts, conclusions, and recommendation. Conclusions and recommendations concerning commendatory actions or misconduct that would warrant further inquiry shall be referred to me by separate correspondence for consideration and action as appropriate. A weekly summary of significant events shall be transmitted to CGD ONE (dp) while the investigation is in formal session.

4. You will complete and submit your investigation report to me by October 23, 2023. If this deadline cannot be met, you shall submit a written explanation for the delay and notice of the

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expected completion date. You are highly encouraged to submit any interim recommendations intended to prevent similar causalities, if appropriate, at any point in your investigation.

5. The National Transportation Safety Board (NTSB) is also charged with the responsibility of determining the cause or probable cause of this casualty by the Independent Safety Board Act of 1974 (49 U.S.C. § 1901, et. seq.) and has designated Mr. Brian Young to participate in this investigation. Mr. Young may make recommendations regarding the scope of the inquiry, may identify and examine witnesses, and or submit or request additional evidence.

6. CGD ONE (dpi) will furnish such funding and technical assistance as may be required by the investigation when deemed appropriate and within the requirements for the scope of the work.

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Copy: COMDT (CG-INV)
LANTAREA
CGD ONE (dp)(dl)(de)
CG SECTOR Boston
Investigations NCOE