

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

FIRE ABOARD THE *SPIRIT OF BOSTON* *

NEAR THE BOSTON SPORTS DISTRICT * Accident No.: DCA23FM022

IN BOSTON, MASSACHUSETTS, *

ON MARCH 24, 2023 *

* * * * *

Interview of: JONATHAN MORNEAU, Mate
Spirit of Boston

Boston, Massachusetts

Wednesday,
April 5, 2023

APPEARANCES:

██████████ ██████████ Lieutenant Commander
First District Formal Investigation Team
United States Coast Guard

BRIAN YOUNG, Investigator
National Transportation Safety Board

KEITH FAWCETT, Marine Accident Investigator
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ERIC DENLEY, Counsel
City Cruises

STEPHANIE CHESNEY, Counsel
(On behalf of Jonathan Morneau)

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I N T E R V I E W

1
2 LT [REDACTED] All right. Good afternoon. First and foremost,
3 thank you for joining us today.

4 MR. MORNEAU: Thank you.

5 LT [REDACTED] Do you have any questions before we begin?

6 MR. MORNEAU: No, sir.

7 LT [REDACTED] Okay. So I'm going to ask to make sure everybody
8 to please silence your cell phones.

9 And I know in the marine industry, we use a lot of acronyms.
10 If you can please explain those acronyms after you use it or try
11 to refrain from using acronyms, that would be great.

12 MR. MORNEAU: Sure.

13 LT [REDACTED] Can you -- I'd like for you to officially
14 acknowledge that we are recording this interview. Would you
15 please acknowledge that for me?

16 MR. MORNEAU: I understand this is being recorded. Thank
17 you.

18 LT [REDACTED] This is a joint U.S. Coast Guard/NTSB
19 investigation. The Coast Guard is the lead agency, and we're
20 conducting this interview under the applicable Coast Guard
21 regulations.

22 First, we're going to go around the room on the Coast Guard
23 and NTSB side to introduce ourselves. After you introduce
24 yourself, please spell your last name. I'll go first. I'm
25 Lieutenant [REDACTED] [REDACTED] [REDACTED], with the First Coast Guard

1 District, Investigations Division.

2 LCDR [REDACTED] This is Lieutenant Commander [REDACTED] [REDACTED] [REDACTED]
3 [REDACTED], and I'm with the First District Formal Investigations
4 Team.

5 MR. YOUNG: Yeah, I'm Brian Young. I'm with the National
6 Transportation Safety Board. Y-o-u-n-g.

7 MR. FAWCETT: Good afternoon. My name is Keith Fawcett. I'm
8 a civilian marine accident investigation [sic] for the U.S. Coast
9 Guard, and I'm part of this District Formal Investigation Team.
10 My last name is F-a-w-c-e-t-t.

11 LCDR [REDACTED] Good afternoon. Lieutenant Commander [REDACTED]
12 [REDACTED] [REDACTED], and I'm the legal advisor to the
13 investigation. We do have a legal intern in the room, too, which
14 we probably want to acknowledge for the record.

15 LT [REDACTED] Yes.

16 MS. MARTINEZ: Hi. My name is [REDACTED] [REDACTED]
17 [REDACTED], and I'm the legal intern.

18 LT [REDACTED] Thank you. And now parties in interest.

19 UNIDENTIFIED SPEAKER: I don't know if you want to grab the
20 Commander.

21 LT [REDACTED] Oh, Commander [REDACTED] on the line or any persons
22 on the line.

23 CMDR [REDACTED] Commander [REDACTED] [REDACTED] [REDACTED]

24 MR. DENLEY: Yeah, I'm Eric Denley, D-e-n-l-e-y, counsel for
25 City Cruises.

1 LT [REDACTED] We are conducting an interview to examine the
2 events surrounding the fire aboard the excursion vessel, *Spirit of*
3 *Boston* which occurred on March 24th, 2023, in the Boston Harbor.

4 If you can now please introduce yourself and spell your last
5 name for me?

6 MR. MORNEAU: My name is Jonathan Morneau. Last name is M-o-
7 r-n-e-a-u, and I am a full-time captain for Hornblower City
8 Cruises, Boston City Experiences.

9 LT [REDACTED] And are you represented by counsel?

10 MR. MORNEAU: Yes.

11 LT [REDACTED] And, ma'am.

12 MS. CHESNEY: Yes. Stephanie Chesney on behalf of the
13 captains. C-h-e-s-n-e-y.

14 LT [REDACTED] And, Captain, I'll just make notification to you.
15 You may change, modify anything you say in this interview. If you
16 recall things at a later time, would you please let your counsel
17 know and we will -- we can modify the --

18 MR. MORNEAU: Understood.

19 LT [REDACTED] You may also appeal the final results of any
20 report of investigation that may result from this interview. For
21 information about the Coast Guard Marine Casualty and
22 Investigations process, you can basically go on the internet and
23 find its Marine Safety Manuel, Volume V, and that will provide
24 guidance on Coast Guard and Marine Casualty and Investigations
25 process.

1 MR. MORNEAU: Okay.

2 LT [REDACTED] And we're going to go ahead and being the
3 interview at this time. Mr. Fawcett.

4 INTERVIEW OF JONATHAN MORNEAU

5 BY MR. FAWCETT:

6 Q. Good afternoon again.

7 A. Good afternoon.

8 Q. So for the purposes of clarity, I fully respect your license
9 and credential as captain, but in the accident voyage, you were
10 serving as mate. Is that correct?

11 A. Yeah, mate, and I was on there learning that boat. So
12 Hornblower assigns people off on their vessel before they can run
13 them on their own without the supervision of another captain, and
14 I was there working under Dan to be signed off on the vessel,
15 acting as mate.

16 Q. Okay. So I'm going to refer to you just for the record as
17 Mister in this capacity, okay.

18 A. Understood.

19 Q. No disrespect intended.

20 A. Totally understand.

21 Q. So if you would, just take your time and tell us about your
22 marine background, what vessels you worked on in what capacity.
23 Give me the approximate dates. That's -- approximate dates are
24 fine.

25 A. So I have had my 100 ton near coastal license since early in

1 2018. I have run some scuba diving charters, fishing charters. I
2 have operated vessels in marine construction but not as a
3 passenger carrying captain but just operating around the Boston
4 Harbor, and I have predominantly run vessel *Odyssey* for
5 Hornblower.

6 Q. And then when did you go to work for what I'll just call
7 Hornblower only because of the --

8 A. You can call it City Cruises.

9 Q. All right. When did you go to work for City Cruises?

10 A. In May of 2022.

11 Q. And then your credential itself, you have which one?

12 A. 100 ton near coastal.

13 Q. All right. So is there -- just to be clear, is there any
14 differentiation between the term mate on the *Spirit of Boston* as
15 opposed to first mate?

16 A. Not that I understand.

17 Q. Despite the fact that you're fully certified to operate the
18 vessel as master, is there some kind of qualification program to
19 become a mate?

20 A. At Hornblower?

21 Q. City Cruises.

22 A. At City Cruises.

23 Q. Yeah.

24 A. So there -- yeah, there's a checklist for each vessel.

25 Q. So an individual, if it was a deckhand, based on your

1 knowledge, they would complete a checklist to become a mate?

2 A. Correct.

3 Q. And a deckhand could be a mate?

4 A. A deckhand has the opportunity to progress to a mate, but
5 they're not interchangeable. So -- let me rephrase that. A mate
6 could serve as a deckhand but I've not seen a mate just magically
7 -- I've not seen a deckhand magically become a mate without going
8 through that checklist.

9 UNIDENTIFIED SPEAKER: I'm going to object for the record
10 based on relevance, but you can continue.

11 MR. MORNEAU: I'm done answering that.

12 MR. FAWCETT: I understand. Thank you.

13 BY MR. FAWCETT:

14 Q. But a deckhand could be a mate. That's all I'm saying.

15 UNIDENTIFIED SPEAKER: I'm following up with his objection.

16 UNIDENTIFIED SPEAKER: No, no, you can't. That's not how it
17 works.

18 UNIDENTIFIED SPEAKER: Yeah, you can answer the question.

19 MR. MORNEAU: Okay.

20 UNIDENTIFIED SPEAKER: I'm just -- I'm putting the objection
21 on the record.

22 UNIDENTIFIED SPEAKER: Oh, okay. All right. I'm sorry.

23 UNIDENTIFIED SPEAKER: You can answer it.

24 UNIDENTIFIED SPEAKER: That's one more that I apologize.

25 BY MR. FAWCETT:

1 Q. So a deckhand, you know, a deckhand employed by City Cruises
2 could follow the checklist and become a mate. They don't need a
3 credential from the United States Coast Guard.

4 A. My understanding is they do not.

5 Q. And then, there's an issue here about firefighting. What
6 type of firefighting training have you had from City Cruises?

7 A. What type of firefighting training? I have been made aware
8 of how the firefighting equipment works on the vessels that I work
9 on. So I'm made aware of where the fire extinguishers are and how
10 to start the fire pumps and stuff like that, but outside of the
11 equipment on each vessel, I haven't been trained on how to put
12 fires out by Hornblower or City Experiences.

13 Q. And then within the organization, serving as mate, who do you
14 report to directly?

15 A. In that instance, Dan.

16 Q. Dan would be the captain?

17 A. Correct.

18 Q. So looking at your experience, when did you witness the last
19 fire drill?

20 A. Not -- within 7 days of that, on that vessel, Dan conducted a
21 fire drill pre-cruise. I don't remember the exact crewmembers
22 that were there, but Dan's a very thorough captain. I'm sure it's
23 in the logbook.

24 Q. But you witnessed the fire drill and participated in it?

25 A. 100 percent.

1 Q. And talk me through the fire drill. Just take your time. I
2 know it was a period of time ago. So sit there quietly and just
3 tell me what the fire drill was like. What happened?

4 A. So Dan gives a verbal rundown of some hypothetical situation
5 that can arise on the boat. This particular fire drill took place
6 on the stern of the second deck. He ran through the crew of
7 flaking out, flaking the fire hose and getting the fire pumps
8 getting and checking them for appropriate pressures and all that
9 stuff and running the pumps and (indiscernible) between the main
10 pumps and auxiliary pumps and all those -- it was super normal
11 fire drill. It went great.

12 Q. How long was it? Just approximate is fine.

13 A. Approximate 15 to 30 minutes.

14 Q. And this would be before passengers boarded?

15 A. The vessel, correct.

16 Q. Have you witnessed a fire drill or fire related training that
17 was -- and I'll use the term hospitality crew to cover anybody
18 that's employed by City Cruises other than the marine crew?

19 A. Have I witnessed it?

20 Q. Yeah, have you ever seen anything like that?

21 A. No.

22 Q. So the vessel has a station bill?

23 A. Yes.

24 Q. And who would I find listed on the station bill?

25 A. The marine crew.

1 Q. Okay. Would I find out what they were supposed to do in a
2 fire?

3 A. Yes.

4 Q. Would the station bill contain any duties for the hospitality
5 crew?

6 A. I honestly don't know.

7 Q. So there's a company document called a vessel emergency
8 response plan that Captain Spillane has described as being in the
9 wheelhouse. Have you see that?

10 A. Yes, but I couldn't recite it from memory.

11 Q. I know, but you've seen it?

12 A. Yes.

13 Q. And are you required to understand what's contained in the
14 emergency response plan?

15 MS. CHESNEY: Objection. To the extent of your knowledge,
16 you can answer that.

17 MR. MORNEAU: Ask that question one more time.

18 BY MR. FAWCETT:

19 Q. Yeah. Are you required by City Cruises to understand the
20 contents of the emergency response plan?

21 MS. CHESNEY: Objection. You can answer to the extent of
22 what you know. Do you know if you are required to know that?

23 MR. MORNEAU: I don't know.

24 BY MR. FAWCETT:

25 Q. And I might have missed this, but have you like actually

1 opened response plan and read through it or looked at it?

2 A. Yes.

3 Q. Do you recall if it had any content that described the duties
4 of the restaurant manager?

5 A. I don't recall.

6 UNIDENTIFIED SPEAKER: Objection. Relevance.

7 UNIDENTIFIED SPEAKER: He already answered.

8 BY MR. FAWCETT:

9 Q. So are you familiar with the new hire orientation for
10 employees?

11 A. I need more information. What's the orientation you're
12 talking about?

13 Q. In other words, when you go to work for the company, were you
14 -- did someone ask you to come into the office or on the vessel
15 and look at an orientation program. It might be a PowerPoint.
16 I'll describe it as multi-slide PowerPoint about your duties.

17 A. Yeah, yeah.

18 Q. Do you recall any content of that new hire orientation that
19 contained information about fire fighting and what an employee was
20 supposed to do in the event of a fire?

21 MS. CHESNEY: Objection. You can answer.

22 MR. MORNEAU: I only recall marine specific training that
23 I've received about firefighting equipment on vessels that I work
24 on.

25 BY MR. FAWCETT:

1 Q. Have you ever witnessed the hospitality staff getting a
2 demonstration of the use of a fire extinguisher?

3 MS. CHESNEY: Objection. On the *Spirit of Boston*?

4 MR. FAWCETT: Yeah.

5 MR. MORNEAU: Ask that one more time.

6 BY MR. FAWCETT:

7 Q. Have you ever witnessed the hospitality staff being given a
8 training or demonstration of the use of a portable fire
9 extinguisher?

10 A. Not that I remember.

11 Q. So back in the galley area, and I'll just say that's aft of
12 the first deck, includes interior and exterior spaces where
13 there's a sort of dividing bulkhead and you enter what I'll just
14 call the galley.

15 A. Okay.

16 Q. There's a fire blanket back there. Has it ever been part of
17 training for you as a crew person on the vessel?

18 A. No. I've been made aware that it was there but --

19 Q. And when was that?

20 A. Well, when I first got to the boat, Dan was giving me a run
21 through of the boat. So that was probably like 10 or 14 days
22 prior to the date of the incident, but when I first got to the
23 boat, Dan walked me through all safety equipment on board.

24 Q. And what did he tell you that it was to be used for?

25 A. He didn't.

1 Q. Do you know what a fire blanket is used for?

2 MS. CHESNEY: Objection. You can answer. I'm expressing
3 concerns about relevancy to the actual fire, but you may answer
4 that question.

5 MR. MORNEAU: A fire blanket is used to put out small fires.

6 BY MR. FAWCETT:

7 Q. Do you know if -- this is sort of safety related. Do you
8 know if the Port of Boston, and by that I mean City Cruises within
9 the Port of Boston has a port safety officer?

10 A. Yeah -- yes, they do.

11 Q. And who is that?

12 A. I'm not sure. They have -- we have -- I'm not sure, but
13 there's a list on board the wheelhouses that have names and phone
14 numbers of anybody that we would need to contact if there was an
15 issue.

16 Q. So I want to turn your attention to a potential fire source
17 and that is smoking of cigarettes, pipes, cigars, vaping,
18 electronic vaping. What is the policy on the vessel for smoking
19 for passengers?

20 A. Non-smoking.

21 Q. How about for crew?

22 A. I'm aware of that company policy.

23 Q. Have you witness crew persons smoking on board?

24 A. Yes.

25 Q. And where would they smoke?

1 A. On the *Spirit*, I'm not sure.

2 Q. Well, on board, I'm directly talking about the *Spirit*.

3 A. I have not seen crew smoke on board the *Spirit*.

4 Q. Have you witnessed -- say a new hospitality person that comes
5 to the vessel, have you witnessed that person getting an
6 orientation to -- and by that, I'll characterize it as walking
7 around the vessel, describing the decks, saying here are the fire
8 extinguishers, here are the exits, here's the, you know, the
9 different safety equipment on the vessel, like here's the man
10 overboard station, here's the man overboard equipment. Have you
11 ever witnessed that taking place for hospitality?

12 A. Yes, but -- yes. I would say not quite as thorough as you
13 just described that I personally witness but yes.

14 Q. Have you ever taken them on an orientation of the vessel?

15 A. Not on the *Spirit*, no.

16 Q. Would you know as mate if there were any new hospitality
17 workers on board the vessel on the accident voyage itself?

18 A. I would not know that, no.

19 Q. How about --

20 UNIDENTIFIED SPEAKER: I'm going to object to the
21 characterization of the voyage as the accident voyage.

22 UNIDENTIFIED SPEAKER: That's what we call it professionally.

23 UNIDENTIFIED SPEAKER: I'm sorry.

24 UNIDENTIFIED SPEAKER: We call that event -- I know the
25 accident didn't occur on there, but the accident voyage preceded

1 the fire event.

2 UNIDENTIFIED SPEAKER: Okay. I just want to be clear that
3 the record reflects that the vessel was not underway. The vessel
4 was not on a voyage when the accident --

5 UNIDENTIFIED SPEAKER: This was on her way.

6 UNIDENTIFIED SPEAKER: Yeah.

7 UNIDENTIFIED SPEAKER: Yeah, a matter of semantics. This is
8 what start to finish is called.

9 UNIDENTIFIED SPEAKER: Thank you.

10 BY MR. FAWCETT:

11 Q. Sir, you've been very helpful, and I appreciate that. And my
12 colleagues will have more questions, but now what I'd like you to
13 do is just take a minute and just think for a minute. And just in
14 general terms, just very generally, I'd like you to talk about the
15 accident voyage, the actual voyage. Just talk about a little what
16 went on, and then I'm going to ask you to shift over and talk
17 about the vessel is docked, passengers are beginning to go off the
18 vessel, and I want you to, in as complete detail as possible, with
19 -- nobody's going to interrupt you, tell us what you did until you
20 stepped off the foot of the gangway onto the shore at the pier.

21 A. Okay.

22 MS. CHESNEY: Objection to the form of the question,
23 compound. Go right ahead.

24 MR. MORNEAU: I can't repeat what you just said. So can we
25 break that down a little bit.

1 BY MR. FAWCETT:

2 Q. Just tell me about the voyage itself in general. General
3 details.

4 A. All right. So, we boarded passengers around 6 o'clock. It
5 was largely a high school group. We departed Dock 7. We operated
6 the vessel from the confines the COI. We have the -- acting as
7 the mate, I will take orders from Dan. I spent most of the time
8 in the wheelhouse with him. With other crewmembers, we make
9 occasional rounds to check the engine room for any abnormalities,
10 make sure the passengers are in passenger designated areas.

11 MS. CHESNEY: So down just a little bit. You're going
12 (indiscernible).

13 MR. MORNEAU: Make sure the passengers are in passenger
14 designated areas. I'm big on sound. So I always make sure
15 everything sounds right when I walk around areas of the boat, the
16 motors or near generators or anything like that. There was no
17 alarms in my, you know, personal senses. We approached the
18 document generally 10 or 15 minutes prior to the end of the
19 cruise, tie the boat off and thank everybody for coming and give
20 everybody a smile on the way out.

21 BY MR. FAWCETT:

22 Q. And then what happened?

23 A. We shut the boat down. So I typically make a sweep which I
24 did that night. So I walked the boat top to bottom to make sure
25 there's no passengers left or that there's no bags left behind or

1 a jacket somewhere or a wallet on one of the tables. The
2 restaurant crew will typically make that sweep with us. I was
3 tasked with shutting down the engine room. So I went to the
4 engine room after that with someone -- another crewmember, Alisa
5 McDonough (ph.). That boat is -- we're all water keels. Sorry.
6 Yeah, they're post (indiscernible) water pools. So we shut down
7 the sea chests. We have to make sure all the motors are off.
8 Make sure like the vents are closed, and we're on shore power and
9 just make sure everything's normal, you know. So I have been
10 doing that exact exercise for days prior, getting to know the boat
11 and absolutely nothing stood out to me. So.

12 Q. So, we you the person -- so, you had Captain Dan, and then
13 you have you.

14 A. Yes.

15 Q. And then there's a -- was there another mate?

16 A. I'm not sure of the exact responsibility that Dan assigned
17 that evening, but Alisa McDonough is oftentimes a mate on that
18 vessel.

19 Q. And there were a few deckhands.

20 A. Correct.

21 Q. So, how was the trash collected? And what happened with the
22 trash that was collected aboard the vessel?

23 A. How as the trash collected. So the marine crew typically
24 collects the trash from the bathrooms, and I have heard Dan
25 instruct crewmembers to get trash from the serving stations as

1 well. I don't know if the -- Dan instructs them to collect trash
2 from the serving stations as well. So as we were tying up to the
3 dock, Dan was giving his normal end of cruise orders to get the
4 trash from the bathrooms and the serving stations.

5 Q. And do you know what happens to the trash? On that day, what
6 happened to the trash?

7 A. I do not know with certainty what happened to the trash after
8 Dan asked people to follow through those orders.

9 Q. And typically is it offloaded ashore?

10 A. Typically it's put in carts, carted off the vessel and
11 brought to a dumpster.

12 Q. Did you make or instruct anybody to make like a final sweep
13 of the vessel to make sure the vessel was safe as the vessel was
14 being ready to get the marine crew -- so the marine's crew all
15 leaving?

16 A. Yes.

17 Q. You're going to leave the hospitality staff aboard. Do you
18 or -- either do it or do you tell a deckhand or deckhands to go
19 around and make sure the vessel's completely secure inside before
20 you leave?

21 A. I personally did not give any of those orders that evening.
22 Yeah, I didn't personally give those orders that evening.

23 Q. Does the marine crew ever handle the inside? On the tables,
24 they've got, and this is this voyage I'm talking about, the little
25 lit candles, the oil fired. Do you guys ever touch those?

1 A. No.

2 Q. How about Sterno? Have you ever touched Sterno cans on
3 board?

4 A. No.

5 Q. And just before I finish, have you ever seen a fire drill and
6 the place of the fire drill was in the galley? And I'm talking
7 about that big area that I call the galley.

8 A. Not on the *Spirit of Boston*, but again I have only been on
9 there for approximately 2 weeks learning that boat.

10 Q. All right. Thank you, sir.

11 LT [REDACTED] Ms. [REDACTED]

12 BY LCDR [REDACTED]

13 Q. Just a few questions. Just going back to your -- you said
14 you were training that evening under the captain?

15 A. Correct.

16 Q. Typically can you kind of bring us through that? Like what
17 is -- how long do you train under the captain for a certain
18 vessel? How long have you been or --

19 A. I can only compare that to my experience on the *Odyssey*. So
20 I've worked for this company for a little over 10 months now. So
21 I haven't -- other than my experience on the *Odyssey*, I can't say
22 what the company norm is.

23 Q. But what personally were you doing? Like how long have you
24 been training on that vessel?

25 MS. CHESNEY: On the *Spirit*.

1 LCDR [REDACTED] On the *Spirit*. I'm sorry.

2 BY LCDR [REDACTED]

3 Q. On the *Spirit*.

4 A. I would say approximately 2 weeks.

5 Q. Was there an expectation? Like did you have more training
6 like to go or was 2 weeks your (indiscernible)? Like what's the
7 training period?

8 MR. DENLEY: Objection. Relevance.

9 MR. MORNEAU: I don't know.

10 MR. DENLEY: You can answer.

11 MR. MORNEAU: I don't know. I don't know when they were
12 planning on letting me lose or what their -- I don't know what
13 their plans were after that night. We didn't -- the opportunity
14 has existed past that night. So.

15 BY LCDR [REDACTED]

16 Q. No, I'm just trying to establish like what a captain, when
17 they're, you know, on a vessel, the *Spirit of Boston*, like what is
18 the expectation --

19 A. Yeah, that's decision has never been up to me. So I don't
20 know what their exact criteria is for that vessel.

21 Q. And what kind of -- were you always in the wheelhouse with
22 the captain? I mean I know you were doing, you know, rounds but
23 like can you just kind of explain? Is it just like on board
24 familiarization with everything during your training? Like can
25 you just kind of just run us through what that training?

1 MS. CHESNEY: During that 2 week period --

2 LCDR ██████ Correct.

3 MS. CHESNEY: -- leading up to it.

4 MR. MORNEAU: So, what's super important to me personally is
5 knowing how the safety equipment functions on the boat because
6 it's really very boat specific. So I spent a fair amount of time
7 with Dan on what we would call a maintenance shift, going through
8 all the safety equipment on the boat. So that is when Dan pointed
9 out to me where the fire extinguishers were, the fire stations on
10 each level, how to use all the various fire pumps on board and how
11 their manifold is and all that stuff. I've got a lot of
12 experience handling that size boat from the *Odyssey*. So that was
13 not my concern, was learning how to drive the boat. I was -- I
14 wanted to make sure I was familiar with all the vessel specific
15 safety equipment. So, Dan and I spent a measurable amount of one-
16 on-one time getting me familiar with the emergency bilge pumps,
17 the fire systems, and anything that was peculiar to that boat that
18 he thought I should know.

19 BY LCDR ██████

20 Q. Can you kind of talk to us about like specifically on the
21 date of March 24th, like you said you report to the captain. Does
22 anyone report to you? How does that structure work? Like do you
23 -- does he give you orders and then you give someone else orders?
24 Like kind of take us through that.

25 A. I'm going to describe myself as having kind of unique

1 floating position. I was training. So a lot of the mates that
2 were on there recognized me from captaining the *Odyssey*. So
3 everyone was taking orders from Dan. Now, I'm sure if I was on
4 the deck and Dan was not present, something happened, I have no
5 doubt that one of them would have listened to me, but there was no
6 issue that would constitute me circumventing what Dan wanted
7 anybody to do.

8 Q. Can you kind of -- in the last interview we did with the
9 captain, he mentioned that mates can also run fire drills.

10 A. Yes.

11 Q. As a mate, have you ever ran a fire drill?

12 MS. CHESNEY: On the *Spirit of Boston*.

13 BY LCDR [REDACTED]

14 Q. On the *Spirit of Boston*.

15 A. I have not run one personally as a mate, no. But I would
16 highlight that Dan very thoroughly taught me the systems. Him and
17 I together did essentially fire drills, just me and him, getting
18 the pumps going and knowing how to move water through the pumps
19 and sea chests and all that stuff. So I have not run one like
20 with the crew on board personally, but as I had mentioned to Mr.
21 Fawcett, I witnessed one that Dan was orchestrating days prior and
22 Dan, hands on, with me went through how all that stuff operates.

23 Q. I'm going to switch over specifically to March 24th --

24 A. Okay.

25 Q. -- the date of the fire. You had mentioned that you do

1 rounds on the vessel. Can you take us through how often those
2 rounds happen?

3 A. Yes. Dan himself is an extremely thorough guy, and he is
4 pretty on the ball with having people do rounds every 15 minutes.

5 Q. Every 15 minutes.

6 A. Yeah.

7 Q. And you said you kind of just go. Is there like -- this
8 person in the wheelhouse goes to the second deck? Like how do
9 rounds occur every 15 minutes?

10 A. So typically there's kind of like rotating responsibilities
11 where people that are more experienced and may recognize certain
12 pieces of the engine room, typically get assigned to go to the
13 engine room and walk around the engine room, making sure nothing
14 stands out to them in the engine room. More entry level tasks, a
15 big part of the hospitality and customer service on that boat is
16 clean bathroom. So Dan, (indiscernible), people go check to make
17 sure the bathrooms are clean.

18 Q. But it's all up to the captain to assign it?

19 A. Yeah.

20 Q. Okay. During your rounds, and I know you said you didn't
21 see, but did you notice anything out of the ordinary on any of
22 your rounds on any of the decks anywhere during that period?
23 Different sounds you had never heard, smelled something you've
24 never smelled?

25 A. No.

1 Q. Did you have any interactions that evening with any of the
2 passengers on board?

3 A. Beyond general onboarding and smiling and, hey, how's it
4 going? No.

5 Q. Did you notice anything out of the ordinary about any of the
6 passengers that evening, any behavior that was not needed here or
7 anything like that?

8 MR. DENLEY: Objection. You can answer.

9 MR. MORNEAU: No, no noticeable differences or anything.

10 BY LCDR [REDACTED]

11 Q. Nothing out of the ordinary with the vessel and nothing out
12 of the ordinary with --

13 A. Nothing.

14 Q. How long were you on board from the time the vessel pulled up
15 to the pier and the time you got released that evening? How long
16 were you on the vessel?

17 A. I believe I left the vessel very close to 10:40.

18 Q. And it pulled in about 10?

19 A. Yes.

20 Q. So 40 minutes. In your experience, is that about right? Is
21 that about the normal time you spend or was it longer?

22 MS. CHESNEY: Objection. Can you rephrase your question?

23 LCDR [REDACTED] Sure.

24 BY LCDR [REDACTED]

25 Q. Working on the *Spirit of Boston* at prior voyages, is that --

1 would you say that's a typical time spent by the marine crew on
2 board the vessel or was that longer than your --

3 A. The typical, the typical time spent is extremely variable.
4 It's contingent upon how quick passengers leave, and passengers
5 vacate the vessel in very variable timeframes. So that is not a
6 question that I can answer specific to timeframe.

7 Q. How did they, how did they leave that evening? Was it --

8 A. I would say that they left pretty quickly that evening.
9 Usually the high school groups are pretty organized and the
10 chaperones do a good job getting them off the boat. So.

11 Q. Were you involved with any of the changeover from the
12 vessel's power to shore power?

13 A. That evening -- so that evening, I was the one that crossed
14 it over downstairs. So when the generator is still running and
15 the shore power is physically hooked up, then I would be the one
16 that crosses the panel over from the generator to the shore power,
17 and then shut the generator down.

18 Q. And how is that communicated through the vessel? Do you let
19 the captain know?

20 A. Yeah, after we were docked, Dan assigned and overseen people
21 physically hooking the shore power cord up and then turning the
22 breaker on. And then we announced lights out to the vessel. So
23 the kitchen can shut their ovens down and all that stuff without
24 causing any shock loads to ovens and stuff. And then I
25 peripherally communicated to Dan that I'm going to the engine room

1 to cross over and shut everything down. And he was, all right.
2 Any questions and I'm like, no, man, I'm good. I did this
3 yesterday and then did my thing.

4 LCDR [REDACTED] That's all I have.

5 LT [REDACTED] Mr. Young.

6 BY MR. YOUNG:

7 Q. Are you ready to continue or do you need a break?

8 A. I'm good.

9 Q. Okay. This is Brian Young with the NTSB. If you can
10 continue on talking about the shore power transfer.

11 A. Sure.

12 Q. Once shore power is established and you isolate the engine
13 and shut the engines down, are there any systems that you do
14 restore power to such as the -- I'm specifically asking about the
15 air handling units and the ventilation throughout the vessel?

16 A. Yeah. We turn -- there's -- downstairs, there is a
17 circulation pump that circulates seawater through heat exchangers,
18 and then there are -- I'm not an HVAC expert, but there's elements
19 within that system that we turn back on.

20 Q. Okay. And then you said you're good with sounds. You
21 remember walking around the vessel after you were on shore power.
22 Do you remember hearing any of the air handling units in the
23 passenger deck above your heads running or was it silent when they
24 weren't operational?

25 A. So those systems have had no pronounced sound to me since

1 I've been working on the boat because we've never turned on air
2 conditioning. It's all just been heat due to the time of year.
3 So those systems have made like no, like noticeable sound to me
4 ever.

5 Q. Okay.

6 A. Other than physically looking at the panels and seeing that
7 they're on.

8 Q. Right. And do you remember if they were on that night?

9 A. So we shut them off to cross over and then we turn them back
10 on after. So we turned on -- there's panels in the wall that are
11 always on that show the temperature in there, and then there's one
12 breaker that gets turned back on that was on, yeah.

13 Q. Okay. And just going on with how you appear to be good at
14 noticing sounds, after the fire was detected, did you get called
15 back?

16 A. Yes.

17 Q. And was there an active fire going on when you came back?

18 A. No.

19 Q. It was out already?

20 A. It was out.

21 Q. Okay. Did you ever hear any alarms or anything even after
22 the fire was out, any beeping, any fire alarms from inside the
23 vessel?

24 A. I don't, I don't remember. There was a lot of people talking
25 and a lot going on. So I don't remember at all, yeah.

1 Q. Okay. And the voyage prior to the fire, how many generators
2 were running?

3 A. One.

4 Q. Is that typically one runs --

5 A. Yeah.

6 Q. -- and one's a standby?

7 A. Yep.

8 Q. You talked to Mr. Fawcett about duties with garbage, and you
9 said that the marine crew is responsible for moving garbage from
10 the serving station. What's a serving station?

11 A. So I want to say that they're responsible for removing that.
12 It's something that Dan asked them to do.

13 Q. Okay.

14 A. So the serving stations on that boat, as they were explained
15 to me, are where the drinks are prepared and where like a food
16 gets carried out from. So my understanding is that there's a
17 service -- there's a serving station on deck 1, and there's a
18 serving station on deck 2. That's where the drinks come from and
19 where the food out from.

20 Q. Would that be like the bar area or --

21 A. Yeah.

22 Q. On deck 2?

23 A. On deck -- yeah.

24 Q. And how about deck 1? Would that be the bar area or act as
25 the galley area?

1 A. So I would describe -- my understanding of the serving
2 station of deck 1 is towards the bow, where the downstairs bar is.

3 Q. Okay. By the steps that go down to the crew area?

4 A. Yeah, there's galley storage and then there's the steps that
5 go up to deck 2.

6 Q. Yes.

7 A. Right in front of that is that little bar area. That is what
8 my understanding of the serving station is on that deck.

9 Q. Okay. Do you know what is included in the safety
10 announcement that the DJ speaks to when everybody gets aboard the
11 vessel, on the *Spirit of Boston*?

12 A. Generally, yes. I couldn't recite it to you but generally
13 yes.

14 Q. Have you ever heard it being announced on the *Spirit of*
15 *Boston*?

16 A. Yes.

17 Q. And is it true that the DJ plays a recorded sound clip as
18 well?

19 A. Yeah.

20 Q. And do you -- could you give me a general idea of what is
21 included in that?

22 A. Realistically, no. I couldn't repeat it to you. So that's
23 -- I'm sure it meets all criteria that they have to mention. So.

24 Q. Roger that. I'm all set. Thank you so much. I appreciate
25 it.

1 A. Okay.

2 LT [REDACTED] Okay. Mr. Denley?

3 MR. DENLEY: No questions. Thanks.

4 LT [REDACTED] Mr. Fawcett.

5 BY MR. FAWCETT:

6 Q. A couple of follow ups, sir.

7 A. Sure.

8 Q. So you've talked about Dan says, you know, there's a lot of,
9 a lot of procedures and things that you do on vessels, switching
10 over the air -- the crossover for the shore power. What aboard
11 would be a written procedures for the things you've described?
12 Like where would I turn to aboard for you to show me like these
13 type of procedures you've talked about like the daytime or
14 nighttime announcement that's made on board the vessel or how the
15 marine crew cleans up the vessel and dumps the trash.

16 UNIDENTIFIED SPEAKER: I'm going to object to the form of the
17 question. Did you mean --

18 MR. FAWCETT: All right. I'll start with one.

19 UNIDENTIFIED SPEAKER: It is an interview though. It's not a
20 deposition. So.

21 UNIDENTIFIED SPEAKER: But it's pretty complicated.

22 UNIDENTIFIED SPEAKER: Yeah.

23 UNIDENTIFIED SPEAKER: You can start with like are written
24 procedures or --

25 MR. FAWCETT: Right.

1 BY MR. FAWCETT:

2 Q. Are you aware of written procedures for the things you spoke
3 about like affixing shore tie in, shifting from ship's power to
4 shore tie?

5 A. On the *Spirit of Boston*, I am not aware of written
6 procedures.

7 Q. After June 2022, did you receive any information from the
8 company, and that could be anyone within the company, about
9 increased fire prevention and fire safety? And by that I mean,
10 preventing fires or combating fires should they occur.

11 MS. CHESNEY: Objection. You can answer.

12 MR. MORNEAU: Will you repeat that one more time please?

13 BY MR. FAWCETT:

14 Q. Yeah. After June of 2022, did the company change or notify
15 you about increased fire prevention or increased fire safety in
16 any way?

17 MS. CHESNEY: Objection. You can answer.

18 MR. MORNEAU: So at the end of June, I had only worked there
19 for about a month. So whatever changes may have been made or like
20 right after I first started there, and I was training on the
21 *Odyssey* when I first started. So anything that had been
22 implemented, it would have seemed like it had always been that
23 way.

24 BY MR. FAWCETT:

25 Q. And then as part of your duties, did you walk the vessel on

1 the accident day on March 24th on the *Spirit of Boston*?

2 A. Yes.

3 Q. And do you go to all the decks?

4 A. Yes.

5 Q. And did you observe anywhere within the vessel, and I'm
6 talking about the inside area where the passengers are, like a
7 celebration, a birthday party, a wedding anniversary, where they
8 might have had candles?

9 A. Not that I recall.

10 Q. Thank you. That's all I have.

11 A. Okay.

12 LT [REDACTED] Ms. [REDACTED]

13 BY LCDR [REDACTED]

14 Q. I just have two follow-up questions. You had mentioned that
15 -- mentioned with Mr. Young that you had got called back to the
16 vessel?

17 A. Correct.

18 Q. Why were you called back to the vessel?

19 A. Dan had called me on my drive back home, and had told me that
20 there was a fire on the vessel. And without giving me a very in
21 depth explanation, he just asked that I turn around and come back.
22 And, Dan is a highly regarded coworker of mine. So I didn't want
23 to leave him on his own there. So I didn't -- I turned around and
24 went back.

25 Q. And when you went back, what did you?

1 A. I found Dan pretty much right away, and the fire was already
2 out. And, the concern at hand then was pumping out all the fire
3 suppression water from bilges to make sure there wasn't too much
4 water in any of the compartments below.

5 Q. So when you were there, were they actively doing that or was
6 that the plan?

7 A. So as soon as I got there, Dan devised a plan to start
8 pumping that stuff out, and Alisa McDonough and myself began to
9 enact that.

10 Q. So you were the one that -- your crew and you, were the ones
11 that moved the water?

12 A. We started to.

13 Q. And when did you leave that evening again the second time?

14 A. 3 a.m.-ish.

15 Q. Did you have any interactions other than with the captain,
16 any other crew that was there to pump the water? Did you have any
17 interactions with the restaurants back on the pier? Did you have
18 any interactions with the fire department?

19 A. Nothing beyond like what can I do to help, how are you doing
20 type of thing. So nothing I remember.

21 Q. Okay.

22 LT [REDACTED] Brian.

23 MR. YOUNG: Thanks. This is Brian Young. Just two follow-up
24 questions.

25 BY MR. YOUNG:

1 Q. During your training or your time aboard the *Spirit of*
2 *Boston*, did you learn anything or were you instructed on the fire
3 detection system?

4 A. No.

5 Q. On the starboard side of wheelhouse is the red panel, and I
6 believe that is the fire detection system.

7 A. Okay. I am familiar with that --

8 Q. Okay.

9 A. -- panel, yes.

10 Q. Okay. On the portside, there's another some sort of red
11 panel with an actual fire alarm. It looks like a strobe light.
12 Do you know if that has anything to do with the fire detection
13 system?

14 A. So on the -- describe that one more time.

15 Q. On the portside, there's another --

16 A. Where on the portside? In the wheelhouse?

17 Q. In the wheelhouse, yeah.

18 A. I'm not sure.

19 Q. Okay. Have you ever heard what the fire detection system
20 sounds like?

21 A. I heard with it -- I've heard what noises that a red panel
22 makes when it's tested.

23 Q. Okay. And is that -- you can hear that on the bridge?

24 A. Yes.

25 Q. That's what you hear?

1 A. Yes.

2 Q. A beeping sound or is it --

3 A. I couldn't recreate it, but it is an audible alarm.

4 Q. Okay. Great. Thanks.

5 MR. FAWCETT: I'm all set.

6 LT [REDACTED] Mr. Denley, any questions?

7 MR. DENLEY: No questions.

8 LT [REDACTED] Ms. Chesney?

9 MS. CHESNEY: No questions.

10 LT [REDACTED] If nobody has any questions, Mr. Morneau, that
11 completes this interview.

12 MR. MORNEAU: Okay. I would just like to revisit that Mr.
13 Fawcett had made if you would allow me to do so.

14 MR. FAWCETT: You make me a little nervous, but go ahead.

15 MR. MORNEAU: This is when you were asking about doing a
16 final walkthrough at the end, and if we had assigned that task to
17 deckhands. I had said that it was not assigned to deckhands if my
18 memory serves correct, but Dan and myself did do a walkthrough on
19 the boat. Dan and myself definitely did a walkthrough of the boat
20 before we left.

21 MR. FAWCETT: Thank you.

22 MR. MORNEAU: Okay.

23 LT [REDACTED] Thank you, sir. That concludes this interview.
24 It is, the time, 1345. Thank you.

25 (Whereupon, 1:45 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: FIRE ABOARD THE *SPIRIT OF BOSTON*
NEAR THE BOSTON SPORTS DISTRICT
IN BOSTON, MASSACHUSETTS
ON MARCH 24, 2023
Interview of Jonathan Morneau

ACCIDENT NO.: DCA23FM022

PLACE: Boston, Massachusetts

DATE: April 5, 2023

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kathryn A. Mirfin
Transcriber