

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE ABOARD THE *SPIRIT OF BOSTON*
NEAR THE BOSTON SPORTS DISTRICT
IN BOSTON, MASSACHUSETTS ON
MARCH 24, 2023

* Accident No.: DCA23FM022

* * * * *

Interview of: [REDACTED] [REDACTED] Chief Warrant Officer
Marine Inspector
Sector Southeast, New England

Boston, Massachusetts

Thursday,
May 4, 2023

APPEARANCES:

█ █ Lieutenant
First District Formal Investigations Team
U.S. Coast Guard

█ █ Lieutenant Commander
First District Formal Investigations Team
U.S. Coast Guard

BRIAN YOUNG (via telephone)
National Transportation Safety Board

█ █ Lieutenant Commander, Legal Advisor
U.S. Coast Guard

ERIC DENLEY, Counsel
City Cruises

█ █ Lieutenant Commander
Agency Counsel

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I N T E R V I E W

(1:05 p.m.)

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2
3 LCDR ██████ So this is a joint U.S. Coast Guard, NTSB
4 investigation, and the Coast Guard is the lead agency, and we're
5 conducting this interview under applicable Coast Guard
6 regulations. The date is May 4, 2023. The time is 1305. We're
7 conducting our interview with Chief Warrant Officer ██████
8 ██████ and the location is the First Coast Guard District
9 Conference Room and also via Teams. We are conducting an
10 interview to examine the events surrounding the fire aboard the
11 excursion vessel *Spirit of Boston* which occurred on March 24,
12 2023, in the Boston Harbor.

13 We'll go around the room and introduce ourselves, and we'll
14 go with you last, Mr. ██████ And then if you could just spell
15 your last name as we go around and introduce ourselves.

16 So I am Lieutenant Commander ██████ ██████ My last name is
17 ██████. And I'm part of the First Coast Guard District,
18 Investigations Team.

19 LT ██████ And I'm Lieutenant ██████ ██████ ██████, and I
20 am with the First Coast Guard District, Investigations Team.

21 LCDR ██████ Lieutenant Commander ██████ ██████ ██████
22 ██████ And I'm the legal advisor for the investigation.

23 LCDR ██████ Mr. Young for the NTSB.

24 MR. YOUNG: Good -- Brian Young I'm with the (indiscernible).
25 My last name is spelled Y -- thank you for your time today.

1 LCDR [REDACTED] And the parties in interest.

2 MR. DENLEY: Hi, Mr. [REDACTED] I'm Eric Denley, D-e-n-l-e-y,
3 Counsel for City Cruises, Boston (indiscernible) investigations.

4 Thanks.

5 LCDR [REDACTED] Mr. [REDACTED] if you could go ahead and
6 introduce yourself and your affiliation.

7 CWO [REDACTED] -- [REDACTED] Sector Southeast. My last name
8 (indiscernible).

9 LCDR [REDACTED] And Coast Guard counsel.

10 LCDR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] I'm in the
11 role of Agency counsel today.

12 LCDR [REDACTED] Mr. [REDACTED] at any time if you need to change
13 your statement or you recall something different or you'd like to
14 put something else on the record, just contact Ms. [REDACTED] and she
15 can reach out to us to change that. You also have the right to
16 appeal the final results of any Report of Investigation that may
17 result from this interview. And, again, if you need any
18 information for how we conduct this formal interview, and our
19 process, you can look in the *Marine Safety Manual*, Volume 5, to
20 get that information.

21 And we'll go ahead and start with Lieutenant [REDACTED]

22 LT [REDACTED] Thank you, ma'am.

23 INTERVIEW OF [REDACTED] [REDACTED]

24 BY LT [REDACTED]

25 Q. Mr. [REDACTED] can you hear me, hear us okay? Is it choppy or

1 should we try and reconnect on the Internet?

2 A. No. I'm good.

3 Q. Okay, great. Thank you. All right. We're going to break
4 this interview into two main parts. The first part being your
5 role as a marine inspector, and then we're going to talk a little
6 bit about your activities related with the *Spirit of Boston*.

7 Can you give us a brief history of your Coast Guard background,
8 sir?

9 A. Joined in (indiscernible) Virginia, and New England.

10 Q. Okay. Can you -- do we want to pause and --

11 UNIDENTIFIED SPEAKER: Yeah. It's interesting. It's
12 transcribing fine, but the sound is not coming in well.

13 LCDR [REDACTED] I'm sorry. We're just having a technical
14 issue. Everyone is breaking up, and we really can't hear.

15 UNIDENTIFIED SPEAKER: I don't know how to fix that.

16 UNIDENTIFIED SPEAKER: I don't know what the matter is but we
17 (indiscernible) fine so far.

18 UNIDENTIFIED SPEAKER: Yeah, it's our connection. I mean, we
19 can log out, log back in.

20 LCDR [REDACTED] I mean, if they can hear us, and --

21 UNIDENTIFIED SPEAKER: You want to try that? Can you read
22 that?

23 LT [REDACTED] No, but we're good to go. I'm going to go ahead
24 and continue. We're all set. Okay?

25 UNIDENTIFIED SPEAKER: Okay.

1 BY LT [REDACTED]

2 Q. Okay. So again can you just please go over the brief history
3 that you gave us with regards to your Coast Guard background?

4 A. I joined in (indiscernible) in Virginia and southeast New
5 England --

6 UNIDENTIFIED SPEAKER: We're going to have to log out and --

7 LT [REDACTED] We're going to go ahead and -- we're going to
8 have you log back. We're having -- we can't hear. It's kind of
9 breaking up. So we're going to have to pause. We will pick up
10 right where we left off, but we're going to go ahead and log back
11 out, if you can log back in to the meeting. Apologies for the
12 technical difficulties. Thank you.

13 (Off the record.)

14 (On the record.)

15 LT [REDACTED] Just for the record we are reconvening our
16 interview which was paused due to technical difficulties.

17 BY LT [REDACTED]

18 Q. Can you tell us about your experience regarding in marine
19 safety what inspections, qualifications that you hold?

20 A. Sure. I hold P Boat qual, K Boat, let me see, towing vessel,
21 inspected towing barge qual, (indiscernible). There may be more,
22 but that's all I can remember that --

23 Q. Okay. And you, you had stated that -- what units were you
24 at where you were conducting inspections? Was it sector -- was it
25 -- you said in Virginia? What unit was that?

1 A. Sector Virginia, Sector (indiscernible) Norfolk.

2 Q. Okay. And did you --

3 A. And --

4 Q. Did you go to Sector Virginia as apprentice -- an apprentice
5 marine inspector?

6 A. (No audible response.)

7 Q. Did you state, and I apologize for restating this, but did
8 you say that you're an advanced journeyman marine inspector?

9 A. I am.

10 Q. And can you for the record tell me what an advanced
11 journeyman marine inspector is, and what makes you an advanced
12 journeyman marine inspector?

13 A. Quals in accordance with the policy. To have certain number
14 of major quals, number of years.

15 Q. And you conducted the dry-dock aboard the *Spirit of Boston*;
16 is that correct, the most recent dry-dock?

17 A. Yes.

18 Q. What qualifications do you need to conduct a dry-dock
19 inspection?

20 A. On the *Spirit of Boston*?

21 Q. Yes, sir.

22 A. K Boat qual.

23 Q. What is your typical op tempo at Sector Southeast, New
24 England? What type of inspections are you currently doing, and
25 about how many dry-dock inspections are you currently engaged in?

1 A. Currently three in progress. While the Sector Southeast is
2 (indiscernible) oversight and plan review. Usually get assigned
3 to dry-docks in our zone as well.

4 Q. Is that the same op tempo as during the winter? Or what --
5 when -- do you have a busy season or how does that work at Sector
6 Southeast?

7 A. Our inspections busy season pretty much right now through
8 (indiscernible). My job is new construction, and --

9 Q. Have you ever conducted a dry-dock aboard the *Spirit of*
10 *Boston* before or is this the -- was that the first time you had
11 done that?

12 A. I honestly can't remember.

13 OPERATOR: Please press one to join in.

14 UNIDENTIFIED SPEAKER: Sorry. I'm trying to improve the
15 sound. Sorry. Just a second. I'm calling in on my phone so it
16 improves the sound quality, but we'll still --

17 OPERATOR: -- will join you to a conference. Please press
18 one to join it. You are now joining the meeting.

19 UNIDENTIFIED SPEAKER: You going to pause that?

20 OPERATOR: This meeting is being recorded.

21 BY LT [REDACTED]

22 Q. Can you hear me?

23 A. Yes.

24 Q. Okay. That's actually a lot better. Does the *Spirit of*
25 *Boston* conduct their dry-docks that you know of normally in the

1 Sector Southeast AOR?

2 A. I'm unsure. I don't really remember. The first time I've
3 done a dry-dock on the vessel.

4 Q. Okay. Can you describe to me how the relationship works
5 between two sectors with the *Spirit of Boston* operating in a
6 Sector Boston AOR and having their dry-dock conducted in Sector
7 Southeast AOR? Are both OCMI's, OCMI zones involved in the
8 inspections briefing or is it just you conduct the inspection, and
9 then enter everything in MISLE and leave it at that?

10 A. Depends on the type of inspection. For the *Spirit of Boston*
11 I did contact Sector Boston to the possibility of the stray
12 current issue with the vessel during dry-dock. I sent them an e-
13 mail, and also there's pictures uploaded underneath my narrative
14 of what the vessel looked like when it was hulled out of the water
15 so they would be aware, and so that they would know that if
16 there's any other issues with boats that was moored up in the area
17 it was more of a heads up kind of thing. It's not uncommon for
18 dry-docks to be -- for vessels to hull out in other zones where
19 yards are cheaper or available.

20 Q. Great. Are you familiar with the term -- with the, with the
21 Coast Guard's risk based inspection program?

22 A. Yes.

23 Q. Are you familiar or do you know offhand what tier level the
24 *Spirit of Boston* is?

25 A. Not off the top of my head, no.

1 Q. Does the tiered inspection program have -- determine any type
2 of inspection guidelines with respect to dry-docks?

3 A. No. Actually, the policy states that dry-docks including
4 hull exams, et cetra, are all under the normal inspection regime.

5 Q. Right.

6 A. (Indiscernible) standards really apply to vessel types, and
7 address risk associated with age of vessel, number of passengers,
8 et cetera.

9 Q. Great. Thank you. Have you ever inspected the *Spirit of*
10 *Boston* other than this dry-dock to do an annual or any other type
11 of inspection?

12 A. Not that I recall.

13 Q. I'm going to go ahead and shift into your actual dry-dock
14 inspection that occurred in February of 2022. Can you please go
15 into as much detail as you remember with regards to that dry-dock
16 inspection to include what you witnessed, your interactions with
17 the company, and what you or your team did throughout the
18 inspection?

19 A. I don't remember a whole bunch out it other than the fact
20 that the vessel had a stray current issue. I know we had a ton of
21 hull plating renewal. I think we did -- I'd have to go back to my
22 narrative and read it all, but it's all in MISLE and --

23 Q. Do you know how many work list items you issued to the
24 vessel?

25 A. I think 77, but I'd have to go back and look at my narrative.

1 Q. Okay. And how long did it -- and if you don't know the
2 answer, just you don't know the answer. Do you know how long it
3 took you to complete the dry-dock?

4 A. Not off the top of my head.

5 Q. Would you say that --

6 A. I imagine --

7 Q. Okay. Would you say the *Spirit of Boston* is a typical size
8 of a vessel that you would conduct a dry-dock on?

9 A. It depends on the year honestly. I've done dry-dock
10 inspections on multiple Spirit vessels in other zones. *Spirit of*
11 *Norfolk*, *Spirit of Boston* -- or *Spirit of Philadelphia*, *Spirit of*
12 *Washington*. So I'm familiar with the size of the vessel, and I've
13 done numerous other dry-docks.

14 Q. Okay. And so --

15 A. We do have some ferries in our zone that are large like the
16 *Spirit of Boston* that I've also done dry-docks on.

17 Q. And so just to be clear you don't have to have a dry-dock
18 inspection qual to conduct a dry-dock onboard the *Spirit of Boston*
19 or other vessels like the *Spirit of Boston*?

20 A. For T and K no.

21 Q. Okay. If the vessel were to be a H would you be required to
22 have a dry-dock -- dry-dock qualification?

23 A. Yes, and I do.

24 Q. Okay. And what's the difference between K and H offhand?

25 A. Offhand?

1 Q. Well, what's the major difference between K and H.

2 A. Number of passengers, size of the vessel, under 100 gross
3 tons, over 100 gross tons.

4 Q. Okay. Thank you. In MISLE, and I'm going to read this
5 basically from your narrative. In MISLE it states you, quote,
6 examined hull exterior and interior spaces for signs of damage and
7 unauthorized repairs. Hull has numerous areas of excessive
8 pitting exceeding the minimum allowable wastage in accordance with
9 NVAC (ph.) 768 due to stray current from either the vessel or its
10 home port. Can you explain to us what excessive pitting and stray
11 current means and what the relationship is between them?

12 A. Usually if you have a, you know, an isolated pit in a couple
13 spots on the hull it could just be due to normal wastage of steel.
14 But when you get it to the amount that the *Spirit of Boston* had it
15 would have to -- something else would have to be causing it other
16 than just wastage of steel. If you pull up my narrative, there
17 should be photos in there that kind of show the condition of the
18 vessel, and it was quite abnormal.

19 Q. And --

20 A. And as such, I had the assistant chief of inspections our CID
21 actually attended the vessel at a certain time with me as well
22 because it was so unusual.

23 Q. Great. Thank you. And this condition that you identified
24 did, did you discuss that with City Cruises? And, if so, who was
25 that person who assisted you in the dry-dock from the company?

- 1 A. It was a while ago. I believe his name was Thayer.
- 2 Q. Okay.
- 3 A. If you give me a second, I can -- probably put it in my
4 narrative somewhere.
- 5 Q. If it's Mr. Thayer, we're aware who Mr. Thayer is, but if you
6 -- if it's someone other than Mr. Thayer --
- 7 (Crosstalk)
- 8 A. -- last name Harris actually.
- 9 Q. Okay.
- 10 A. Give me just one second, I'll look it up because --
- 11 Q. Sure.
- 12 A. -- his phone number because we talked so much.
- 13 Q. Thank you.
- 14 A. *Spirit of Boston* Thayer Harris.
- 15 Q. Got it. Thank you, sir. Appreciate it. In MISLE it stated
16 that you issued them a Coast Guard 835V, Victor, for, for a
17 deficiency, for a deficiency, and it stated all electrical
18 installations shall be to the satisfaction of the OCMI. Due to
19 excessive hull pitting identified during the 2022 dry-dock
20 inspections determine the cause is stray current either from
21 vessel short tie or its home port, repair and provide evidence of
22 the same to the Coast Guard. Do you know if the stray current was
23 ever identified?
- 24 A. I do not. I issued the 835. I know that Boston -- and that
25 was included on the first e-mail for the extension of the 835 we

1 couldn't identify it on the vessel at the dry-dock even after it
2 went back in the water. The company had stated that they were
3 going to do some of their own investigating when they got back,
4 and the 835 was forwarded to sector -- or to Boston to address it
5 there at that home port.

6 Q. So then to the best of your knowledge Sector Boston followed-
7 up with the 835, and they would be able to clear or rectify the
8 deficiency on their own end?

9 A. Yes.

10 Q. Okay. Do you recall any other issues noted for corrective
11 actions or items that were not documented as a deficiency or in
12 MISLE, but were discussed with Mr. Harris or the company
13 representative?

14 A. As far as?

15 Q. As far as --

16 A. Can you repeat the question, please?

17 Q. Yes, sir. Do you --

18 A. Hard to hear you.

19 Q. Okay, sorry. Do you recall any --

20 A. No, no, it's fine.

21 Q. Do you recall any other issues noted for corrective actions
22 or items that were not documented as a deficiency, but were
23 discussed with Mr. Harris or any company representatives?

24 A. They received a copy of the work list. There were a number
25 of items in the work list that were corrected during the dry-dock.

1 Some of them were part of your typical dry-dock, but as a marine
2 inspector, you know, for instance a missing receptacle cover. You
3 can't just walk by it and ignore it, but you add it to the work
4 list during the dry-dock to be repaired. The only other thing
5 that I could really think of that was outside of the work list
6 would have been the aft deck on the vessel. We added a special
7 note to have it evaluated at each inspection. I believe there's a
8 repair proposal to you that I had uploaded from the company to be
9 addressed at next dry-dock.

10 Q. Great. Thank you. At the conclusion of your dry-dock
11 inspection did you give them a dry-dock credit?

12 A. Yes.

13 Q. Okay. And what does that mean as a marine inspector?

14 A. That all the requirements issued at the dry-dock or work list
15 items were complete, and that in my opinion the vessel is fit for
16 a route in service as listed on the TOI.

17 Q. Great. Did the officer in charge of marine inspections for
18 Sector Southeast review the inspection activity?

19 A. I'm not 100 percent sure. I know that it went through a
20 first-level and second-level review as required, but I don't know
21 if it was the actual captain of the port. I could go back to the
22 end of my narrative and tell you. First-level review was done by
23 [REDACTED] (ph.), GS-12; and second-level review was done by
24 the chief of the Inspections Division, Lieutenant Commander [REDACTED]
25 at the time. He's already transferred from here.

1 Q. Thank you.

2 A. And has been replaced.

3 Q. Thank you very much, sir.

4 LT [REDACTED] I don't have any other questions at this time.

5 Ms. [REDACTED]

6 LCDR [REDACTED] I just have a few follow-up questions.

7 BY LCDR [REDACTED]

8 Q. Can you, Mr. [REDACTED] can you tell us how does a dry-dock
9 inspection differ from a T and K dry-dock as opposed to a dry-dock
10 conducted that requires a dry-dock qualification?

11 A. The differences?

12 Q. Um-hmm.

13 A. You mean other than the fact that the dry-dock -- a dry-dock
14 qual (indiscernible) book, and you would have to follow everything
15 that's included in there, but they're very similar, just the scope
16 is larger, and you have to have more organizational skills to keep
17 track of the number of work list items that you have. A dry-dock
18 on a larger vessel 5 to 6 hundred feet could take you two to three
19 weeks before the entire work list is even issued because you've
20 got tanks, voids, and so many spaces that you have to go through
21 to do your internal structure on. Yeah. So it's quite a bit more
22 in-depth, a lot more (indiscernible) in certain situations in
23 order for us to get access to those spaces, and it doesn't happen
24 the day that they hull out like a Tier K dry-dock one.

25 Q. So I'm sure you probably mentioned this, but I'm not sure if

1 I caught it. So is it safe to say that anything other than a T
2 and K require a dry-dock qualification to do a dry-dock exam?

3 Like, where does that start at H?

4 A. Starts at H.

5 Q. Okay. And I just have a question about the stray -- a stray
6 current. In your experience not --

7 A. Yeah.

8 Q. -- particularly the *Spirit of Boston*, but can a stray current
9 source come from the vessel itself or from inside the vessel or is
10 it from an external source?

11 A. It could come either, either way. You could have an
12 alternator issue sending current to the hull, which is sometimes
13 typical on -- for this type of issue on a smaller vessel. But as
14 we didn't find any issues on the vessel, and Mr. Thayer Harris had
15 told me that they were doing construction at the vessel's home
16 port, and since we couldn't identify it there, that's why I issued
17 the 835 so that Sector Boston would have an idea what's going on,
18 and continue to monitor the vessel.

19 Q. And during that dry-dock part of that (indiscernible) of all
20 the pitting that was -- they completed all that, and it was sent
21 on its way to Boston?

22 A. Yes.

23 LCDR ██████████ Okay. That's all the questions I have.

24 All right. We'll go to the NTSB.

25 BY MR. YOUNG:

1 Q. Good afternoon, Mr. [REDACTED] Have you observed any
2 electrolysis during your career on any other vessels that has been
3 brought to your attention?

4 A. Yes. I have actually been on multiple dry-docks. I did one
5 not too long ago that was actually galvanic corrosion issue. The
6 hull looked very similar. Trying to think. At some point during
7 the vessel's life they'd upgraded their generators to a John Deere
8 set, and put larger (indiscernible) on and didn't take into
9 account the surface area -- was an aluminum boat (indiscernible),
10 fairly similar with the exception of the (indiscernible) steel.
11 But, yes, I have seen galvanic corrosion, stray current on
12 multiple different vessels.

13 Q. Okay. And have you seen any methods of rectification? How
14 do you see these stray currents being addressed and rectified?

15 A. Well, the vessel (indiscernible) ground detection. They can
16 try to trace it out that way. They can use silver nitrate probe,
17 put it in the water to see if that's picking up any electricity on
18 the vicinity of the vessel which is where I believe Mr. Harris was
19 going to do back in the vessel's home port. There's multiple
20 different ways to identify the source of the stray current.
21 Unfortunately, we weren't able to identify that prior to the
22 vessel leaving the dry-dock.

23 Q. And beyond the pitting on the exterior surface of the hull
24 what are the worst case scenario results of having excessive
25 corrosion or stray currents?

1 A. Vessel sinks, on the stray current although (indiscernible)
2 the hull, but if you had it in one area that can cause fires.

3 Q. So when you say the vessel could sink, the pitting could
4 become so severe that it would eat through the hull?

5 A. Exactly. You would get to a point where you're at 100
6 percent wastage, and they had a couple spots that were right there
7 on the line. So --

8 Q. And then the other option you said was it could cause a fire.
9 How would you see that occurring?

10 A. Depends on the location of the stray current. I mean, I've
11 seen where receptacles go up that weren't wired correctly, they're
12 grounding out inside the box, and all kind of (indiscernible) in
13 the bulkhead and on the ship, and the next thing you know might
14 fire up. So --

15 Q. Okay. And (indiscernible) ground detection system that most
16 likely would have alerted the operator that that could be an issue
17 if there was a faulty wire in a receptacle; is that correct?

18 A. Exactly, yes.

19 MR. YOUNG: Great. Thank you very much for your help today.
20 I appreciate your time.

21 CWO [REDACTED] You're welcome.

22 LCDR [REDACTED] Move on to the parties in interest, Mr. Denley.

23 BY MR. DENLEY:

24 Q. Yeah. Good afternoon, Mr. [REDACTED] My name is Eric Denley.
25 I mentioned before with the City, City Cruises, *Spirit of Boston*.

1 Just a couple of questions to follow-up. Following the dry-dock
2 you indicated that you guys did some testing or you did, you did
3 some review of the *Spirit of Boston*, you know, following,
4 following the dry-dock, and you indicated that you could not
5 locate any source of stray current; is that, is that a correct
6 statement?

7 A. That is a correct statement.

8 Q. And so did you conclude as a marine inspector that the source
9 was likely not the *Spirit of Boston* but something external? Or is
10 that, is that not a fair statement?

11 A. I would say with the information at hand at the time of the
12 dry-dock that I couldn't determine that it had actually come from
13 the vessel or that the vessel was causing the stray current, which
14 is why I wrote the 835, and notified Boston to continue to monitor
15 it, and talk with Thayer, and he agreed that when the vessel went
16 back up there that at certain intervals that they would try to get
17 divers, and just keep an eye on the hull to make sure that you
18 guys didn't continue to have that problem, you know, especially
19 with the amount of steel and plating that was renewed during that
20 dry-dock.

21 Q. And so as part of your review in sort of making that
22 determination you reviewed the onboard electrical systems to try
23 to locate, I guess, any, any obvious or even unobvious sort of
24 sources of potential stray current coming from the vessel; is that
25 a fair statement or not so much?

1 A. I honestly don't remember 100 percent. I know that we did
2 generator change out, required them to submit (indiscernible)
3 change calculations. We ran the generators after the fact when
4 the vessel was back in the water to make sure everything was
5 running fine. We didn't have any issues electrically. As far as
6 the entire boat there's no way for me to know that as the line
7 runs through bulkheads and things like that. But with what I
8 observed I didn't see any major issues.

9 Q. And just in general did you feel like you had -- there's a
10 good line of communication with, with the owner's rep? Did you
11 feel like you, you got the information you needed from the *Spirit*
12 *of Boston* (indiscernible) office?

13 A. Absolutely. Every time I attended Mr. Harris was there. We
14 went over where we were at. Because it was, it was a high number
15 of work list items to make sure we were both tracking. We would
16 usually sit down at least a few times a week, and make sure that
17 our work lists matched; that what I cleared was cleared on his
18 work list to make sure that we, we're not (indiscernible) those
19 items.

20 Q. Do you feel that the process was handled in a professional
21 manner and in keeping with -- sound marine practice?

22 A. As far as between myself and Mr. Harris?

23 Q. Yes.

24 A. Yes. Oh, yeah. We didn't have any issues that I can recall
25 between the two of us.

1 MR. DENLEY: Thank you. I don't have any other questions.
2 Appreciate it.

3 CWO [REDACTED] Okay.

4 LCDR [REDACTED] Does anyone else online, Mr. Young, have any
5 follow-up questions?

6 MR. YOUNG: Thank you.

7 LCDR [REDACTED] Okay. Thank you, Mr. [REDACTED] This is going to
8 conclude our interview with you today. The time is 1340, and we
9 will stop the recording at this time, and again thank you for your
10 attendance.

11 (Whereupon, at 1:40 p.m., on May 4, 2023, the interview was
12 concluded.)

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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 [REDACTED] [REDACTED]

ACCIDENT NO.: DCA23FM022

PLACE: Boston, Massachusetts

DATE: May 4, 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.

[REDACTED]

Transcriber