

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:

██████████ ██████████
Machinery Technician

Chief Petty Officer

Boston, Massachusetts

Wednesday,
May 3, 2023

APPEARANCES:

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

█ █ Lieutenant Commander
First District Formal Investigation 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

█ █ LCDR
Agency Counsel

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of [REDACTED] [REDACTED]	
By LCDR [REDACTED]	6
By LT [REDACTED]	15
By Mr. Young	19
By Mr. Denley	21
By LT [REDACTED]	22

I N T E R V I E W

(10:04 a.m.)

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2
3 LT [REDACTED] -- as well as Ms. [REDACTED] Thank you. Chief, if
4 you could officially acknowledge that the Coast Guard audio
5 recorder is being turned on, and this interview is being recorded.

6 CHIEF [REDACTED] I acknowledge.

7 UNIDENTIFIED SPEAKER: Say it again.

8 LT [REDACTED] Chief, if you can officially acknowledge that the
9 Coast Guard is recording this interview for us.

10 CHIEF [REDACTED] I officially acknowledge the interview is
11 being recorded.

12 UNIDENTIFIED SPEAKER: Thank you, Chief.

13 LT [REDACTED] This is a joint U.S. Coast Guard, NTSB
14 investigation, and the Coast Guard is the lead agency, and we are
15 conducting this interview under the applicable Coast Guard
16 regulations. Today is March 3 [sic], 2023 at --

17 LCDR [REDACTED] May, May.

18 LT [REDACTED] Oh, sorry. May 3rd, correct. May 3, 2023. It
19 is 10:04. This is an interview with Chief [REDACTED] at the
20 First Coast Guard District Legal Conference Room. We are
21 conducting this interview to examine the events surrounding the
22 fire aboard the excursion vessel *Spirit of Boston* which occurred
23 on March 24, 2023 in Boston Harbor.

24 At this time we're going to go around the room and introduce
25 everybody who is participating in this interview. After you state

1 your name and your -- spell your last name and your affiliation.

2 My name is Lieutenant [REDACTED] [REDACTED] [REDACTED] and I am with
3 the First Coast Guard District, Legal Investigations Team.

4 LCDR [REDACTED] I am Lieutenant Commander [REDACTED] [REDACTED]
5 [REDACTED], and I'm part of the First Coast Guard District,
6 Formal Investigations Team.

7 LCDR [REDACTED] Good morning, Chief. Lieutenant Commander
8 [REDACTED] [REDACTED] [REDACTED], and I'm the legal advisor to the
9 investigation.

10 LT [REDACTED] And online Mr. Young.

11 MR. YOUNG: Good morning, Chief. This is Brian Young. I'm
12 with the National Transportation Safety Board. The spelling of my
13 last name is Y-o-u-n-g. Thank you for joining us today.

14 LT [REDACTED] And parties-in-interest, Mr. Denley.

15 MR. DENLEY: Good morning. I'm Eric Denley, D-e-n-l-e-y.
16 I'm counsel for City Cruises and the *Spirit of Boston*, party in
17 interest.

18 LT [REDACTED] Thank you.

19 Chief.

20 CHIEF [REDACTED] I am Chief [REDACTED] [REDACTED]
21 [REDACTED], and I'm at Sector Boston.

22 LT [REDACTED] Ma'am.

23 LCDR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] [REDACTED],
24 Agency counsel.

25 LT [REDACTED] Thank you.

1 Chief, you may change, modify anything that you say in this
2 interview. If you recall things at a later time, just let
3 Ms. [REDACTED] know, and she will make notification to us.

4 You may also appeal the results of any Report of
5 Investigation that may result for this interview. For information
6 regarding marine -- Coast Guard marine casualty investigations the
7 Coast Guard *Marine Safety Manual*, Volume 5, is the guidance that
8 we are following today.

9 And if there's no other questions, we're going to go ahead
10 and continue or begin the interview.

11 Ms. [REDACTED]

12 INTERVIEW OF [REDACTED] [REDACTED]

13 BY LCDR [REDACTED]

14 Q. Again, Chief, thanks for being here with us today. All my
15 questions are going to be related up to the period of March 24,
16 2023, unless I specifically ask you about a later date. We're
17 going to break your interview into kind of two main parts. We're
18 going to talk about your role as a marine inspector, and then
19 we'll kind of go into the activities with the *Spirit of Boston* and
20 what you were involved in. So to start can you kind of give us a
21 brief history of your Coast Guard background?

22 A. Been in 19 years. MKC. Spent the last 17 years as an MK
23 underway or at small boat stations (indiscernible) navigation
24 teams. Two years ago I was accepted to the marine inspector
25 apprenticeship, and I transferred to Sector Boston in 2021. So

1 I'm coming up on two years in marine inspection field.

2 Q. And can you kind of go more into that, your marine safety
3 background? What like inspections qualifications do you hold that
4 you've gotten in the last two years?

5 A. Yeah. I have a T, K, Subchapter M, and I'm currently working
6 on Port State Control and freight.

7 Q. Did you start off in the Domestics Branch and then --

8 A. I did.

9 Q. Okay. During your time leading up to the fire on the *Spirit*
10 of *Boston* did you hold any collateral duties at Sector Boston?

11 A. No.

12 Q. Can you kind of describe what your job entails at Sector
13 Boston? What types of vessels do you inspect? I know you said
14 you're qualified, but what kind of vessels? What does your day-
15 to-day, week-to-week look like at Sector Boston?

16 A. Day-to-day, week-to-week, it's working on qualifications,
17 trying to get the next, next qualification that I'm working on
18 while concurrently doing inspections on vessels. So it's a
19 mixture of in office work, working towards the next qual, or
20 answering questions that if people call with questions about
21 inspections or stuff like that, doing research on it, and getting
22 back with them. So it's a mixture in the field work and office
23 work.

24 Q. Can you kind of take us through the process how you earned
25 your domestic qualifications? Can you go through -- kind of just

1 take us through how you do that at Sector Boston, for your Marine
2 Inspector Training Office or how does that work?

3 A. Yeah.

4 Q. You have to take boards, that kind of things?

5 A. Okay. The MITO, the training officer, assigned me
6 qualifications with timelines. I was given PQS -- booklet with
7 all the PQS in it. And then it was weekly training and on-the-job
8 training with other qualified marine inspectors. And a lot of
9 reading, and a lot of paying attention, and asking questions when
10 out in the field. So for -- it took me eight months to get my
11 T Boat qualification. So it was a lot of two hours a day on the
12 train reading PQS, reading the CFR, and getting to the office,
13 sitting down with marine inspectors, and asking questions, and
14 then getting out in the field and actually applying what I was
15 learning.

16 Q. So your program you're going through do you, do you go to,
17 like, a (indiscernible) school, a training center, or is it all
18 the new system that (indiscernible) marine inspector training?

19 A. For domestics I was able to get into the last marine
20 inspector course. And for port state I'm now doing all the new,
21 the new PQS and on-the-job training that they're doing.

22 Q. So you came (indiscernible)?

23 A. I did.

24 Q. Can you kind of describe the inspector fleet in Boston's area
25 of responsibility?

1 A. I don't have a lot to compare it to, but in my experience the
2 fleet in general seems great. I've had nothing but good luck with
3 -- in dealing with every operator that I've dealt with.

4 Everyone's nice. Everybody seems to really care about their
5 vessels, and keeping them in good working order. So they don't
6 have issues.

7 Q. And your interactions have been mostly T, K, and M?

8 A. Correct.

9 Q. How familiar are you with -- can you kind of describe for us
10 the Tier 1 vessels (indiscernible) passenger vessels?

11 A. Vessels are assigned different tier levels 1, 2, 3, and it's
12 formed based off of pre-calculated risk factors, and vessels are
13 assigned Tier 1, Tier 2, or Tier 3. So if a vessel is deemed
14 higher risk, then they're assigned a higher tier number.

15 Q. And do you know if the *Spirit of Boston* was a Tier 1 vessel?

16 A. I do not remember.

17 Q. Can you kind of explain for us what a follow-on inspection is
18 (indiscernible) Tier 1 vessel?

19 A. The -- oh, the follow-on vessel. Follow-on inspection is six
20 months after the annual or renewal, and that's in essence a
21 checkup just to make sure everything is going the way it's
22 supposed to be going; the crew is still doing what they need to be
23 doing; and the boat is being maintained the way it should be
24 maintained.

25 Q. Can you kind of take us through how that differs from like an

1 annual or an initial CR inspection?

2 A. I don't have the checklist in front of me. So I can't really
3 answer all those questions.

4 Q. Did you, did you lead the follow-on inspection that occurred
5 on the *Spirit of Boston* last year?

6 A. I did lead the in-service.

7 Q. Have you ever led an inspection on the *Spirit of Boston* prior
8 to that inspection?

9 A. I do not remember.

10 Q. Have you ever been on the *Spirit of Boston* for any other
11 inspections that are not -- maybe not as a lead but --

12 A. I believe so, but I'd have to look at the case history to
13 positively give you an answer on that one.

14 Q. Have you ever conducted an in-service inspection, follow-on
15 inspection on any other Tier 1 vessel?

16 A. I do not recall.

17 Q. Can you kind of describe the makeup of your team, who went
18 out with you on that in-service follow-up inspection?

19 A. I do not remember who was on the team.

20 Q. So we'll just kind of shift to that inspection that occurred
21 I believe December 2022. Can you kind of go into as much detail
22 as you can about that inspection, to include what you witnessed
23 during your actions with the crew, and what you did for all that
24 inspection?

25 A. I don't recall a whole lot of the inspection. What I do

1 remember is the sister ship, *Spirit of Norfolk*, I believe, had a
2 fire onboard, and I was asked to use my special (indiscernible) K
3 abilities to take a, take a look at the engine room just in
4 general to make sure there wasn't anything glaringly obvious that
5 would or could potentially be an issue. From what I do recall of
6 doing the inspection, I believe I found no, no discrepancies, and
7 everything appeared in order.

8 Q. So that was directed from your chief of inspections to do
9 that because of the *Spirit of Norfolk*?

10 A. It wasn't directed. It was asked.

11 Q. Okay. And that came from the CID?

12 A. Correct.

13 Q. Okay. Was this inspection while the vessel was underway?

14 A. No. It was at the pier.

15 Q. Do you recall what time of day it was? Was it day or night?

16 A. It was morning.

17 Q. Morning. Were there any passengers onboard the vessel when
18 you did it?

19 A. Not at the time.

20 Q. During that follow-on inspection did you or any other marine
21 inspectors that you can remember examine the galley area or the
22 first deck of the areas near the galley of the *Spirit of Boston*?

23 A. I do not recall specifically inspecting the galley or the
24 galley area, but the main deck is the primary embarkation area,
25 and where we do the in-brief and the out-brief. So I would have

1 glanced -- I can't recall actually inspecting the galley.

2 Q. Can you kind of talk about the crew makeup onboard on the
3 *Spirit of Boston* for that inspection? Were there crewmembers
4 onboard?

5 A. There were crewmembers on board.

6 Q. Was it marine crew, restaurant crew as well?

7 A. I do not recall the specifics.

8 Q. Do you happen to recall when you were walking around and
9 doing that inspection any crewmembers that you witnessed or anyone
10 smoking or vaping onboard the vessel?

11 A. Do not recall.

12 Q. So in MISLE for that inspection it stated -- I'll just read
13 it.

14 A. Sure.

15 Q. It says discussed the onboard procedures for the storage and
16 usage of lithium ion batteries onboard the vessel. Can you kind
17 of explain what you discussed or what was discussed with whom it
18 was discussed regarding lithium ion batteries?

19 A. The discussion about lithium ion batteries was in regards to
20 battery fires while charging. Specifically, the heat generated
21 from charging, and to be weary of plugging too many phone chargers
22 into one outlet. So if they use a power strip not completely
23 filling it with phone chargers.

24 Q. Did you notice any of that onboard or was that just a
25 precautionary?

1 A. That was a precautionary. I believe that was part of the
2 quarterly focus inspection was discussing lithium ion batteries
3 with every vessel.

4 Q. And you didn't notice any lithium ion batteries anywhere else
5 on the vessel that you can recall?

6 A. I did not.

7 Q. It also states again, I'll just read it again. That you
8 discussed the (indiscernible) use of extension cords or
9 overloading of the outlets. Is that kind of on the same -- can
10 you kind of go into detail about that as well?

11 A. It's on the same, it's on the same plane as the lithium ion
12 batteries, and it's just saying you can't use extension cords in
13 place of permanent wiring.

14 Q. Did you notice any onboard the vessel?

15 A. I do not recall. If I did notice it, I would have documented
16 it as a deficiency.

17 Q. And in MISLE it also states you conducted a walk-through of
18 passenger accommodation areas, the machinery spaces, and ensured
19 emergency exits were accessible. Do you recall anything about the
20 emergency exits where they were located? Remember that
21 conversation?

22 A. I do not recall, but if there was a deficiency I would have
23 documented it.

24 Q. It also stated in MISLE that you witnessed a safety
25 orientation. Can you kind of explained what that looked like?

1 A. So for 95 percent of the inspection it's done without
2 passengers onboard. And the last thing that's done that's part of
3 the inspection is to witness the embarkation of passengers. And
4 prior to departure one of the vessels representatives giving the
5 safety speech over -- usually over the PA to the, to the
6 passengers before the boat leaves. So passengers board. They do
7 the safety speech. I step off the boat. Wave them goodbye.

8 Q. Do you recall, like, how that was given? Like who put that
9 over the PA specifically? Was it a crewmember? DJ? How did that
10 work?

11 A. I don't recall for this one. Typically it's one of the, one
12 of the crewmembers.

13 Q. And everything went okay with the passenger embarkation that
14 you recall?

15 A. True, correct.

16 Q. I know that you stated if you would have noticed anything you
17 would have wrote about further deficiencies. Did do you recall
18 any other issues noted for corrective actions, something that
19 might have been not documented as a deficiency, but like just kind
20 of pointed out or discussed, any other issues?

21 A. Do not recall.

22 Q. So is it safe to assume -- is it a fair statement that no
23 deficiencies were written, everything was in full compliance, the
24 vessel was in full compliance with the existing regulations?

25 A. Correct.

1 Q. Was that inspection briefed to anyone in your chain of
2 command or how does that work when you come back from an
3 inspection, all is good, no deficiencies? Did you brief your
4 chief of inspections, the OCMI? How does that work?

5 A. Talked to the chief of inspections. Said everything looked
6 good. Didn't notice anything out of the ordinary like any other
7 inspection.

8 LCDR [REDACTED] That's all the questions I have.

9 LT [REDACTED] I'll ask a few questions.

10 BY LT [REDACTED]

11 Q. Just some follow-ups. So you had mentioned that for domestic
12 vessels you went through the marine inspector course --

13 A. Correct.

14 Q. -- in Yorktown. And now or previous had gone for Port State
15 Control you're going through the new marine inspector -- MIPS is
16 the acronym. I don't know the exact name for the acronym. What
17 differences in your -- because you went through both of them.
18 Like how can you -- can you explain the differences between the
19 two, and how you feel about the new Coast Guard training process
20 with regards to Port State Control versus re-inspections?

21 A. And to clarify, you're asking for my opinion --

22 Q. Yes.

23 A. -- on the difference?

24 Q. Yes.

25 A. With the old MKC it was -- I did it online. I did it

1 virtually because it was during Covid, and they weren't doing the
2 -- in Yorktown one. So it was -- I believe it was four weeks of
3 classroom structured training; subjects broken up by the hour.
4 You go through the books. One thing that I liked vice the new
5 MIPS system is you had highly, in my opinion, highly experienced
6 seasoned inspectors teaching the class, and they were able to say
7 in this section highlight this specific paragraph because you will
8 see this again, and this one is always brought up, confused,
9 misunderstood, and here's clarification on it. So in that respect
10 it was nice. It was almost information overload, and depending on
11 when you, in my opinion, depending on when you went to MKC in your
12 progression with your quals really depended on what you got out of
13 it. So I was able to get three months on-the-job really hitting
14 all the inspections hard to get some experience. And then I went
15 to MKC, and all of the nonsense that I was reading and seeing
16 started to make sense. So when I reread the same thing, it was
17 like, okay, they talked about that, and that's how this interacts
18 with this. And now everything makes sense, and I can like read it
19 and understand it. The new MIPS system for MKC or for Port State,
20 excuse me, what's nice is it's -- we're going to teach you about
21 this. You're going to get one-on-one time with someone you work
22 with to go do a vessel and be taught it, and then you can
23 demonstrate your knowledge of whatever the qualification is, and
24 then you either get the PQS signed off or you do it again, and get
25 it signed off later. So, one, it's nice to not lose a month worth

1 of on-the-job training, and you can still get some of that
2 experience from whoever you're training with. I feel that what is
3 lost is that collective knowledge from having those marine
4 inspectors at a training center just sitting there and feeding
5 students information, and the same information, and they can
6 really dial in what they're doing because that's their only focus.
7 Whereas now it's, hey, the CWO3 is leading the training, but he's
8 also got inspections, another inspection this week. He's doing
9 this. He's got a collateral duty, and so on and so forth. So I
10 mean obviously it's definitely doable. It's just there's just a
11 lot at play. So I think there's pros and cons to both, and I feel
12 it's nice to see both sides.

13 Q. Would Sector Boston be a -- can you explain to me what the
14 feeder port is with regards to the marine inspections program?

15 A. A feeder port is a port that has a bit of everything. So
16 people can come in and get enough hands-on training to receive
17 their qualifications, and be sent out into the field afterwards
18 with qualifications to be able to go and take off running.

19 Q. So we -- yesterday we learned the vast different subchapter
20 and the opportunities to get on many different types of vessels.
21 As coming up as you have come up to earn your qualifications
22 within Sector Boston do you feel that Sector Boston has the
23 quantity of types of vessels of the different array of different
24 types of vessels? So you have T, K, M, some OSV. You can get
25 machinery, possibly hull, and I don't know if can get dry-dock or

1 not. But is there the quantity to provide you the opportunity to
2 gain those quals at Sector Boston?

3 A. I feel the -- where the quantity runs slightly behind is with
4 Port State. But it's, it's obviously doable. I think the amount
5 of trainees they have in the feeder port is perfect. Any more --
6 many more trainees might run into overloading, like, hey, we've
7 got one boat this week, and now you've got way too many people on
8 that one boat doing the inspection, and getting training at the
9 same time.

10 Q. As the MKC, as a machinery technician chief, you're obviously
11 proficient in your machinery systems and engineering, and those
12 types of things. Do you believe in your opinion that the marine
13 inspector course provides marine inspectors the machinery
14 background knowledge to sufficiently inspect diesel engines,
15 gasoline engines, and vessel systems?

16 A. That's a tough one to answer. MKC was almost two years ago.
17 So I really don't recall specifically what the machinery portion
18 was.

19 Q. Okay. I'll just turn the questions to the *Spirit of Boston*
20 inspection. So you had stated that in conducting the in-service
21 exam you were -- with regards to the lithium ion batteries was
22 that guidance from the Coast Guard?

23 A. Correct.

24 Q. And did you use some type of, did you use some -- what -- can
25 you explain to me what the guidance was, if you remember?

1 A. The guidance gave background as to why they were doing that
2 quarterly focus, which was from the -- it was -- it stemmed from
3 the *Conception* fire, the dive boat in California. And the
4 guidance was basically talk about the dangers of lithium ion
5 batteries on charging and having too many chargers on one outlet.

6 Q. Okay. And has the Coast Guard -- are you aware of the Coast
7 Guard's recent concentrated inspection campaign with regards to
8 small passenger vessel fires and hazardous conditions with regards
9 to fires? Are you aware of that?

10 A. I have not read it.

11 Q. You have not read it.

12 LT [REDACTED] That's all the questions I have for you.

13 Mr. Young.

14 MR. YOUNG: Thank you, Lieutenant.

15 BY MR. YOUNG:

16 Q. Thank you, Chief, for your time today. Can you just discuss
17 the subchapter that the *Spirit of Boston* was inspected under? Was
18 it Subchapter K?

19 A. I do not recall. I'd have to look.

20 Q. Do you know the difference between a Subchapter K and a
21 Subchapter T (indiscernible)?

22 A. Yes.

23 Q. Can you just explain the difference between the two
24 subchapters?

25 A. Quantity of passengers carried.

1 Q. And from what I understand the *Spirit of Boston* was built in
2 1990. Is there anything you're aware of to -- or was it -- had it
3 been inspected as an old T, and what does that mean?

4 A. If it was inspected as an old T, it would have been an old T
5 large. So if the vessel was still considered an existing vessel,
6 and it wasn't repowered or brought up to K specs, then it's
7 classed as a K, but it's inspected using T L standards.

8 Q. And are there any changes that need to be made to an older
9 vessel to bring it up to a K or is it just inspected as an old T?
10 Is there any change in inspection due to it, you know, being
11 inspected as an old T compared to a K vessel?

12 A. I'm not sure exactly what you're looking for.

13 Q. I'm just trying to see if there's any requirements to make
14 any changes to a vessel that used to be inspected as a T, and now
15 is being classed as a K.

16 A. In my experience, what we do is we use the Subchapter K
17 checklist that's applicable to K vessels. And if we notice an
18 issue, we reference T L to have a cite to use as a deficiency.

19 Q. Understood. And the other question that we had talked about
20 previously about lithium ion batteries. Have you ever seen any
21 vessels that had a fire because of a lithium ion battery that may
22 have started the fire throughout your inspection career?

23 A. I have not.

24 MR. YOUNG: Thank you very much. I'm all set.

25 LT [REDACTED] Thank you, Mr. Young.

1 Now to the parties in interest. Mr. Denley.

2 MR. DENLEY: Yeah.

3 BY MR. DENLEY:

4 Q. Good morning, Chief. Just a couple of questions. I
5 appreciate your time. You indicated that you had been onboard the
6 *Spirit of Boston* and conducted -- I guess conducted the most
7 recent in-service inspection; is that, is that correct?

8 A. Yes.

9 Q. Okay. And I believe you indicated that -- I guess, let me
10 just -- did you during that inspection did you note any, any
11 deficiencies or in your opinion was the vessel well maintained?

12 A. I'd have to look at the case work again to see if I noted any
13 deficiencies. But if I didn't notice any deficiencies, I believe
14 then everything was maintained as it should have been.

15 Q. Okay. But sitting here you don't, you don't have a
16 recollection? You don't --

17 A. I honestly don't.

18 Q. Okay. I guess the same question about just your perception
19 of the training of the crew, and the, I guess, the training skill
20 of the crew that you observed that day. The same question. If
21 you don't remember that's --

22 A. I don't recall.

23 Q. And you were asked a lot about machinery systems and your
24 inspection of machinery while onboard. Are you aware of the cause
25 of the fire on the *Spirit of Boston*?

1 A. I am not. I haven't read any reports. I haven't looked into
2 it at all.

3 MR. DENLEY: I don't have any further questions. Thank you.

4 LT [REDACTED] Thank you, Mr. Denley.

5 Ms. [REDACTED]

6 LCDR [REDACTED] (Indiscernible).

7 LT [REDACTED] I just have one follow-up question.

8 BY LT [REDACTED]

9 Q. So you had stated that you -- and this is, and -- we -- I
10 know you're not going to remember exactly what you did on the
11 *Spirit of Boston* with regards to ensuring that emergency exits
12 were accessible. When you conducted -- or in stating that in your
13 MISLE narrative that you ensured emergency exits were accessible,
14 in your common -- or in your normal practice of conducting that
15 inspection what -- how would you ensure they are -- they were
16 accessible?

17 A. If it's a hatch, making sure boxes and stuff aren't stored on
18 top of it. Sometimes on the decks the hatches will have carpet
19 placed on them. Just make sure it's not new carpet, and they
20 actually cut the hole out for the hatch. And make sure there's no
21 tables or chairs placed over the hatch, and that it's marked off
22 escape exit. And for doorways make sure there's no stacks of
23 chairs or boxes or anything in front of the, in front of the
24 doors.

25 Q. Now with the ones that have -- with the escape hatches that

1 have carpet over them is there any delineating factor or any type
2 of reflective tape or any type of -- any indication that that's
3 exactly where the hatch would be if the -- is the carpet all the
4 same usually on the, on the floors in the vessel?

5 A. I don't recall off the top of my head. But they're, they're
6 generally marked escape, escape exit, keep clear.

7 Q. And that will be where? It will be right on top of the hatch
8 or will that be on the bulkhead?

9 A. Depends on the vessel and the vessel's layout.

10 LT [REDACTED] Okay. I have no further questions.

11 Mr. Young, do you have any further questions?

12 MR. YOUNG: No thank you, Lieutenant.

13 Thank you for your time, Chief.

14 LT [REDACTED] Mr. Denley?

15 MR. DENLEY: No further questions. Thank you.

16 LT [REDACTED] Chief, it is 10:35, and that concludes our
17 interview for today. Thank you again for joining us. We greatly
18 appreciate your time.

19 CHIEF [REDACTED] Yeah. Thank you.

20 LT [REDACTED] We can go ahead and stop recording.

21 (Whereupon, at 10:35 a.m., on May 3, 2023, the interview was
22 concluded.)

23

24

25

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 3, 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]

Katherine Motley
Transcriber