



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Date: 02/22/07

Place: NTSB HQ

Person Interviewed: LTJG Michael Dougherity

Interview Conducted By: Liam LaRue,
Investigator
National Transportation Safety Board

INTRODUCTION

Michael Dougherity was interviewed in conjunction with the Marine Board of Investigation concerning the *Athena 106*. The text that follows is not a verbatim record of the conversation. It has been developed from my handwritten notes of the conversation and is correct and complete to the best of my knowledge and recollection.

INTERVIEW

- LTJG Dougherity is stationed at MSU Morgan City and does security inspections on board towing vessels.
- He conducted the security verification and UTV exam on the Miss Megan on May 10, 2006.
- The inspection was scheduled to verify that the towing vessel had an approved security plan, and was operating under it as per MTSA regulations.
- Tow boats that work with subchapter D or O barges (oil or other hazardous materials) are required to have security plans.
- Central boats' towing vessels did not necessarily work with these types of cargos but their management went forward with security plans for their vessels so that there wouldn't be an issue if they did need to work with a barge carrying restricted cargo.
- While on board, he conducted a UTV exam on the vessel and found no

discrepancies.

- Normally they do not go on board UTVs unless there is an accident/incident with one.
- One of the things he remembers looking at was their engine room firefighting because they needed to ensure that the vessel was in compliance with new fixed fire fighting requirements.
- The vessel had a semi-portable B-V fire extinguisher installed on the back deck with a long enough hose to reach the engine room. This satisfied the regulations.
- In his experience most towing vessels use the B-V extinguisher over having an installed gas system.

END OF INTERVIEW

Liam LaRue