



A G E N D A

LAW ENFORCEMENT, PUBLIC SAFETY, HEALTH & WELFARE COMMITTEE MEETING

July 11, 2017

5:30 PM

*[meeting will either immediately precede or follow the Transportation meeting
which is also scheduled at 5:30 pm].*

County Council Chambers, Oconee County Administrative Offices
415 South Pine Street, Walhalla, SC

Call to Order

Approval of Minutes

- April 11, 2017

Discussion Items

[to include Vote and/or Action on matter brought up for discussion, if required]

- Discussion and action regarding mobile home registration decals
- Discussion regarding boat driving and safety
- Discussion regarding more lake access at Fall Creek
- Discussion regarding Maintenance at Mosquito Point Boat Dock

Other Business

[to include Vote and/or Action on matter brought up for discussion, if required]

Adjourn

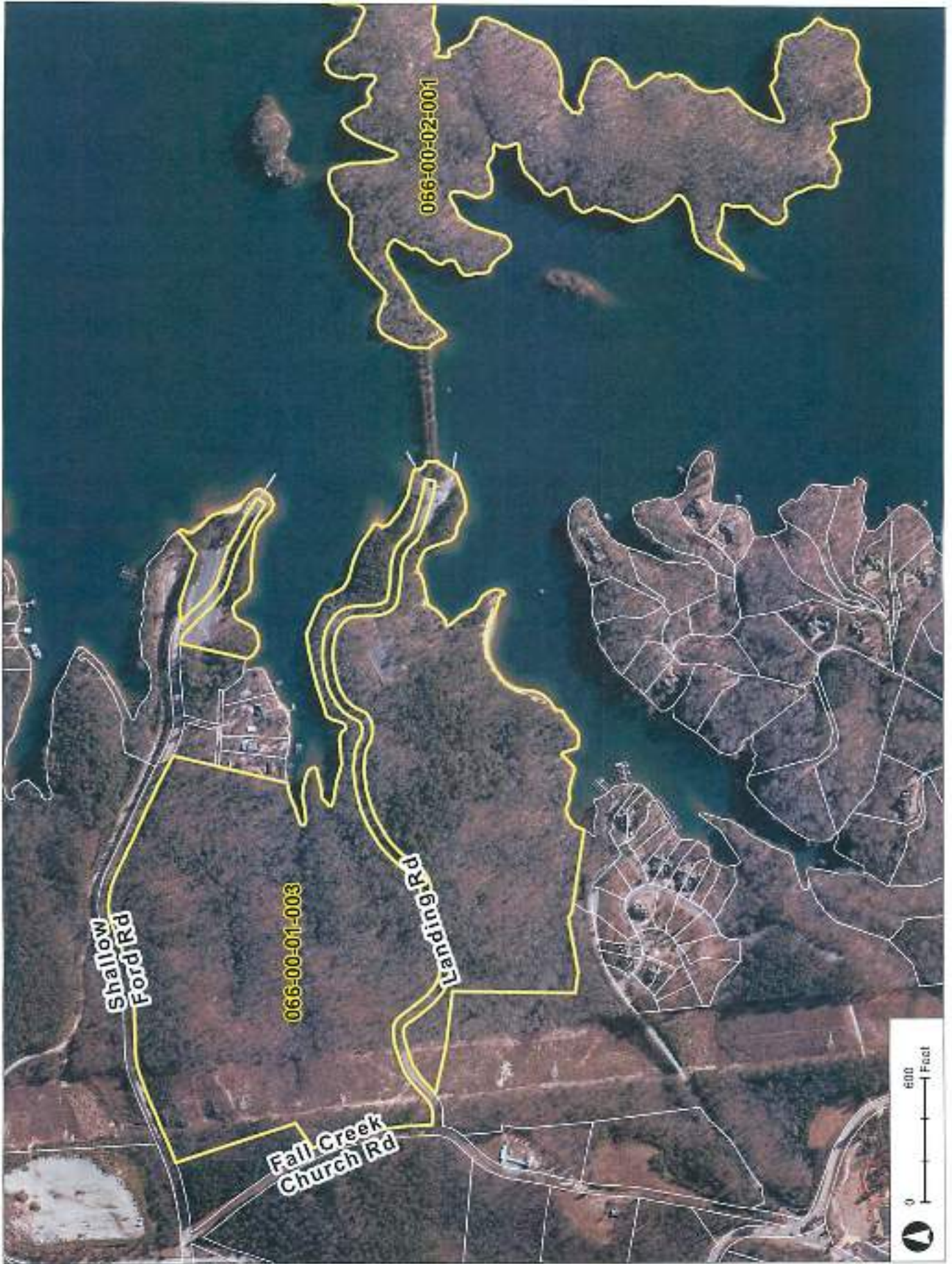
[This agenda is not inclusive of all issues which the Committee may bring up for discussion at this meeting.]

Assisted Listening Devices [ALD] are available to accommodate the special needs
of citizens attending meetings held in Council Chambers.

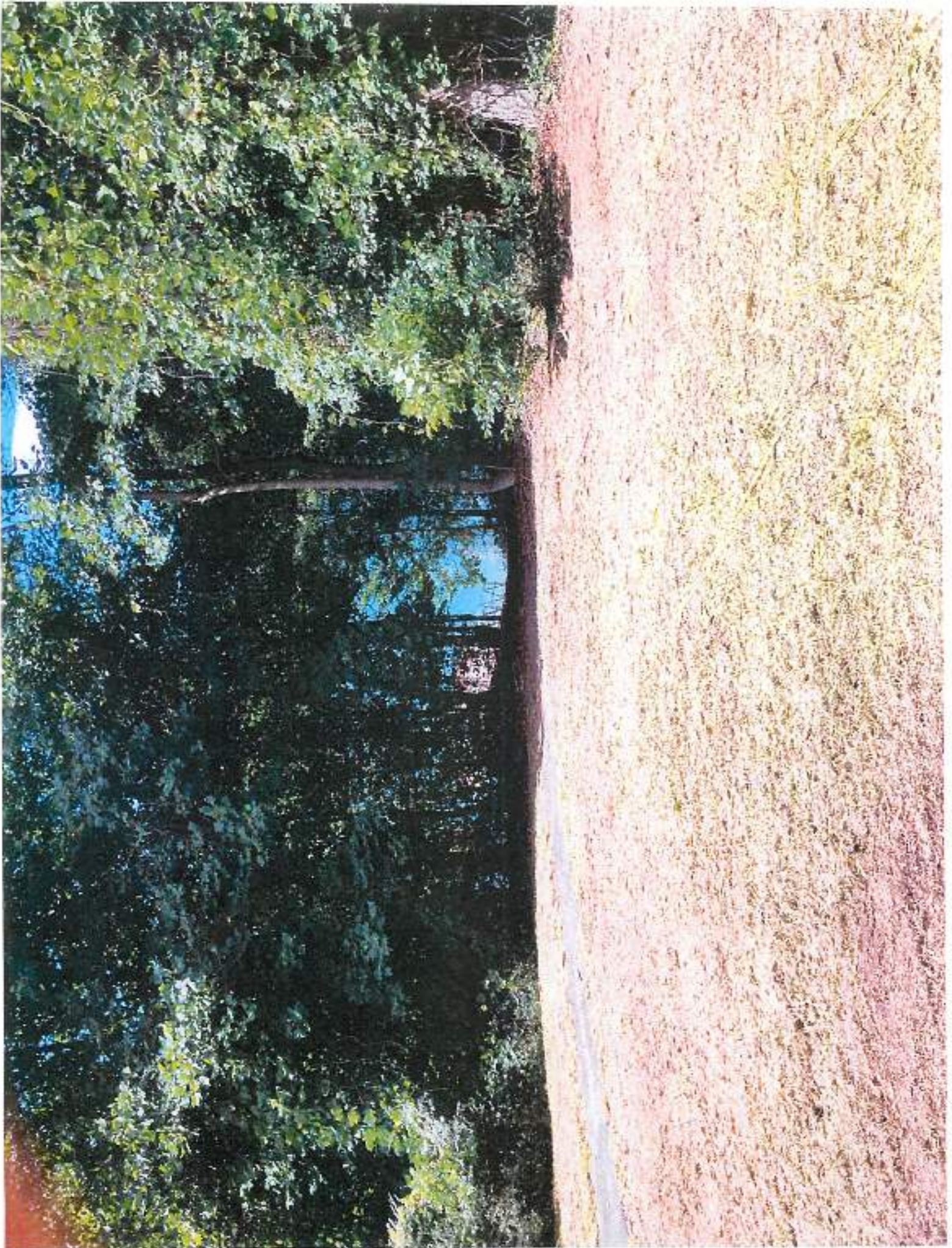
ALD requests should be made to the Clerk to Council at least 30 minutes prior to the meeting start time.

Oconee County Council & Committee meeting schedules and agendas are posted
at the Oconee County Administration Building and are available
on the County Council Website www.oconeesc.com/council.html

[All upcoming meetings will be held in Council Chambers unless otherwise noted]



















Six-pack operators are often unaware

Kudos to the Passenger Vessel Association and responsible T- and K-boat operators for raising awareness about illegal charters in the March issue ("Charter Party," page 36).

Regarding six-pack charters, I have discovered an alarming number of uninspected vessel owners who believe that they can start carrying paying passengers on their recreational vessels as soon as they have an OUPV (operator of uninspected passenger vessel) license. A Coast Guard license is only for the vessel operator, not for a vessel. The vessel is subject to commercial vessel requirements, and having a licensed operator is just one of many requirements. The most common deficiencies concern random drug testing and improper (or no) vessel documentation.

Many six-pack operators do not meet chemical testing requirements. Any six-pack operator who is not a member of a random drug-testing consortium needs to join a responsible consortium, one that has had its program reviewed by Coast Guard headquarters for compliance.

Another common deficiency is that six-pack charterers operate vessels five net tons or over with state registrations, or with Coast Guard documentation only for recreational use. To legally carry paying passengers, the vessel must be documented (not state-registered) and have a coastwise commercial

vessel endorsement.

There are also higher standards for safety equipment regarding PFDs, etc. Six-pack charters should contact their local USCG Sector for a vessel operating/equipment checklist.

Mark Grossetti
Grossetti License Consulting
Framingham, Mass.

Vessel traffic is 'too much' in Chicago

Iwanted to thank you for the article in the March issue on illegal charter-boats operating in and around Chicago. As a master captain for 15 years running a fully licensed operation offering both OUPV charters and bareboat rentals, I am hopeful that our local Coast Guard operation can continue to crack down on the illegal operations.

I thought I would give you an idea for a follow up article on operating here in Chicago. We are in the midst of an unprecedented boom in river traffic. The local inspected vessel tour operators continue to increase the size of both their boats and fleets. Please note that I don't begrudge anybody trying to grow their business. I am currently looking to add at least one or two boats to my fleet as well. But this build up has caused what I consider to be an unsafe boating environment on weekends and also on Wednesday and Saturday nights when there are fireworks shows off of Navy Pier.

The main problem is the blending of a fireworks barge, commercial boats,

OUPVs and recreational boats all trying to get out of the river through the Chicago Lock for the shows. No other boats are allowed in the lock when the barge is locking through since it is red flagged, so we lose one complete lock-age every night. Then on the "final" outbound lock before the show, there are so many commercial boats that the recreational boaters get left behind or there are 20-25 boats trying to get into the four or five spots still available in the lock. The lockmasters have no queue set up, so it is chaos.

I think the article should focus on how commercial traffic is too much versus recreational boating concerns in a closed system like the Chicago lakefront and river system.

Capt. Chris Connor
Knock Out Charters
Chicago, Ill.

WR

WorkBoat encourages readers to write us about anything that appears in the magazine, on WorkBoat.com or pertains to the marine industry. To be published, letters must include the writer's address and a daytime phone number.

Send letters to:
MAIL BAG
P.O. BOX 1348
Mandeville, LA 70470
workboat@cox.net



**Designed for:
Heavy Duty**

JMS
MARINE ARCHITECTURE
Naval Architecture
Marine Engineering
Salvage Engineering
Marine Surveys

JMS-Designed.
Shoebonding barge
300' x 72' - 6,000 pcf dock
Built by Conrad Shipyards for the
Rhode Island Commerce Corp.
and Port of Providence.

www.JMSnet.com
860.536.0009
**Barges, Dry Docks,
& Work Boat Design**

NTSB assesses industry's close encounters with recreational boats

The increase in dangerous incidents between recreational and commercial vessels on U.S. waterways has resulted in new safety recommendations by the National Transportation Safety Board (NTSB) based on an investigation into the scope of the problem.

infrastructure such as port facilities and marinas, and ongoing changes in the size and number of watercraft. The results of the analysis underscored the necessity for action.

The study found that preventive measures by regional harbor safety committees and



Kayakers paddle in close proximity to a large and busy vessel on the Chicago River. The Coast Guard says that from 2014 to 2018, there were 93 marine casualty investigations where a commercial vessel was involved in an incident with a recreational craft.

The agency's findings are published in "Shared Waterways: Safety of Recreational and Commercial Vessels in the Marine Transportation System," which was released to the public in February. The report includes recommendations for the U.S. Coast Guard, National Association of State Boating Law Administrators (NASBLA), and National Water Safety Congress (NWSC).

The NTSB investigation included an analysis of past, present and future risks of encounters, taking into consideration emerging waterborne commercial enterprises, expanding recreational boating segments, developing

stakeholders such as distinguishing risks according to particular geographic areas, addressing waterway management practices, and requiring uniformly applied mandatory education for recreational boaters could serve to inhibit the otherwise "predictable" rise in dangerous incidents between recreational and commercial craft.

As for recommendations, the NTSB advised each of its target agencies — the Coast Guard, NASBLA and NWSC — to make a concerted effort to review and update "A Guide for Multiple Use Waterway Management" at regular intervals.

Recreational boating: The case for education

With dangerous encounters between recreational and commercial vessels on the rise, the National Transportation Safety Board's report presented a strong case in support of Coast Guard efforts to secure the authority to require safety education for all recreational boaters nationwide.

According to Coast Guard spokeswoman Amy Midgett, from 2014 to 2018 there were 93 marine casualty investigations where a commercial vessel was involved in an incident with a recreational vessel, involving 223 vessels of both types. Among these encounters, several patterns emerged.

"First, in looking at the location of such incidents, 67 of the 93 incidents (occurred) in harbors and rivers," Midgett said. In regard to specific cities or ports, Midgett said the highest number of encounters occurred "on the Columbia and Willamette rivers associated with Portland, Ore., and (in) Long Beach Harbor as well as coastal areas near Santa Barbara (Calif.) and San Diego." Midgett also noted that most of the incidents involved towing industry vessels and small passenger vessels.

The growing number of recreational boaters has come with a corresponding toll. In 2015 alone, the Coast Guard reported 4,158 recreational boating accidents resulting in 626 deaths, 2,613 injuries and approximately \$42 million in property damage. Causes of the accidents included "collisions with recreational vessels" (990); "collisions with fixed objects" (470); "flooding/awakening" (448); "groundings" (350); and "skier mishaps" (301).

Kimberly A. Carter

| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | |
|---|------------|-------|-------|-------|------|---------|---------|------|
| 2017 | 8,545 | 831 | 1,736 | 1,138 | 127 | 15,197 | 15,465 | |
| Tons (gross) shipped on inland waterway (includes all cargo tonnage) | | | | | | | | |
| Source: U.S. Agricultural Marketing Service, Transportation & Marketing Division, U.S. Army Corps of Engineers | | | | | | | | |
| SOUTHBOUND BARGE FREIGHT RATES | | | | | | | | |
| Rate (doll) | Date | M/SP | MM | RI, R | 5IL | Cinc | L. Ohio | GM |
| | 5-23-17 | 323 | 270 | 253 | 180 | 207 | 207 | 167 |
| | 5-16-17 | 318 | 255 | 255 | 178 | 200 | 200 | 173 |
| Rate (cent) | Date | MM | RI, R | 5IL | Cinc | L. Ohio | GM | |
| | June | 320 | 259 | 263 | 182 | 207 | 207 | 168 |
| | August | 348 | 257 | 293 | 238 | 258 | 255 | 230 |
| S/Ton | 5-23-17 | 19.65 | 14.35 | 12.90 | 7.18 | 9.71 | 9.35 | 5.84 |
| S/Ton | 5-16-17 | 19.65 | 14.10 | 12.30 | 7.10 | 9.30 | 8.05 | 5.43 |
| Current week percentage change from same week: | | | | | | | | |
| | Last year | 0 | 6 | 12 | 5 | 30 | 20 | -2 |
| | 3-yr. avg. | -19 | -21 | -21 | -21 | -7 | -7 | -10 |
| Notes: M/SP Midwest; MM Middle Mississippi; RI, R River; 5IL 5th Inland; Cinc Cincinnati; L. Ohio Lower Ohio; GM Gulf of Mexico; Rate is percent of 100 ton barge capacity. | | | | | | | | |
| Source: Transportation and Marketing Program, U.S. Department of Agriculture | | | | | | | | |

Lady Captain

(Continued from Page 14)

lived Miller went to New Orleans for testing, which she handily passed, and received the coveted goldstar medal in February 1984; the momentous event was publicized in newspapers nationwide.

The Millers continued their river careers until retiring in 1991. During the winter of that year they took their sabbatical swim in New Orleans to harvest oysters. Mary became ill during the journey and returned to Portland. She died two years later, on October 30, 1993, in the Back Street house George had built for her as a wedding gift; she is interred in the Portland Cemetery.

Truly a pioneer, captain or captain.

Mary Millicent Miller was a trailblazer for other women to become licensed stevedore officers. Among those who followed in Miller's footsteps were Capt. Mary Becker Greene, Capt. Blanche Douglas Lovelace, Capt. Calie French and Capt. Lexie Polson.

Miller was honored in 1993 with induction into the National Maritime Hall of Fame; this was followed in 1995 with induction into the National Rivers Hall of Fame. Louisville's Portland Museum contains a special interactive exhibit on Miller and her impact on stevedore history.

My appreciation to Katie Engstrom, Howard Stevedore Museum director and Education Coordinator for the Hall of Fame, for assistance with information.

CG: Rec Boating Fatalities Highest In Five Years

Recreational boating fatalities in the U.S. in 2016 totaled 701, the highest number in five years, the Coast Guard reported May 31.

From 2012 to 2016, deaths increased 12 percent from 626 to 701, injuries increased 11.1 percent from 2,613 to 2,903 and the total number of accidents increased 7.3 percent from 4,158 to 4,463.

The boating safety community should view these statistics as a stark reminder of the importance of boating safety education," said Capt. Scott Johnson, chief of the Office of Auxiliary and Boating Safety at Coast Guard Headquarters, Washington, D.C. "We are committed to providing boaters with resources including boating safety classes and vessel safety checks. One person lost or injured in a preventable boating accident is one too many, so we encour-

age the boating public to use these educational resources as a means to prevent accidents."

The Coast Guard's report also shows that in 2016:

- the fatality rate of 3.0 deaths per 100,000 registered recreational vessels reflected an 11.5 percent increase from the previous year's rate of 2.7 deaths per 100,000 registered recreational vessels;
- property damage totaled approximately \$40 million;
- alcohol was the leading known contributing factor in fatal boating accidents and was listed as the leading factor in 15 percent of deaths; and
- operator inattention, operator inexperience, improper lookout, excessive speed, and machinery failure ranked as the top five primary contributing factors in accidents.

June 7-8, 2017, Warner-Tombigbee Waterway Association, 2017 annual meeting, Road Bridge Golf Resort & Spa, Birmingham, Ala. www.wprtcmtb.org.

July 26-28, 2017, Gulf Intracoastal Canal Association, 112th Annual Seminar, The Walden New Orleans Canal Place, New Orleans, La. Contact: Jim Stark, 504-490-2012; email jstark@gcabrins.com; www.gcabrins.com.

August 15-18, 2017, American Waterways Operators Safety Committee Summer meeting, Drake Hotel, Chicago, Ill. www.americanwaterways.com.

August 15-18, 2017, American Waterways Operators Midwest Ohio Valley and Southern Regions combined summer meeting, Drake Hotel, Chicago, Ill. www.americanwaterways.com.

August 28-September 1, 2017, Tennessee-Tombigbee Waterway Development Opportunities Conference,

meeting, St. Louis, Mo. www.waterways.org.

October 11-13, 2017, American Waterways Operators Fall Convention, Rocco Hotel Boston Commons, Boston, Mass. www.americanwaterways.com.

November 7-8, 2017, Paducah-McCracken County Report 2017 Economic Development in Western Kentucky and Strong Ports Conference, Julian Carroll Convention and Expo Center, Paducah, Ky. Contact: Bill Miller, 270-432-8120; email billmiller@paducahreport.org.

November 8-10, 2017, Waterways Council Inc., 2017 WCI annual meeting and 14th annual Waterways Symposium, Battle House Hotel, Mobile, Ala. Contact: Medina Moran, 202-765-2111; www.waterwayscouncil.org; www.waterwayscouncil.org.

November 29-December 1, 2017, Diversified Communications International Workboat Show, Nautic Convention Center, New Orleans, La. www.workboatshow.com.

Social Media

(Continued from Page 11)

what's permissible rather than only prohibiting prohibitions.

"You can turn this around," he said. "It doesn't have to be a list of prohibitions. You can write your policy as a permissible actions policy."

At the same time, some basic things

to expressly prohibit in company policy statements. Mohr said, include requiring written authorization to speak on behalf of the company and linking personal websites or social media pages to those associated with the company.

Mohr also encouraged companies to consider how social media usage and policies are impacted by federal, state and local statutes.

PROFESSIONAL DIRECTORY

OKIE MOORE
DIVING & MARINE SALVAGE
"Anywhere - Anytime"
PO Box 12562
Marietta, TN 37551
(423) 718-3146 • (423) 273-1490
Cell (423) 546-2649
Operators of Grand Cay, Ill.

Big River
Marine Salvage
& Tug Barge
100 South St. Pitt.
Phone: 813-776-5544
212 Pitt St. 7472
Fax: 813-776-7245
Along U.S. Seaboard Coast Western & Marine Salvage
Company of Great Britain & Petroleum Company - Boat Leases

24 Hours
(570) 485-2049
FAX: (570) 485-3191
PO Box 67
Dover, Pa. 17337
Dennis Georges
www.riversalvage.com

CREW TRANSPORTATION
Safe, Professional Drivers
www.cttransport.com
St. Louis: 314-323-4880
Chicago: 314-538-4887
Houston: 281-938-4783
Dallas: 214-323-4880
New Orleans: 504-323-7466

HOT OIL HEATERS FOR BARGES
CALL ABOUT OUR NEW
THERMECON™ HEATERS
1-800-236-5280
WWW.HEATEC.COM
HEATEC™

ARTHUR D. DARDEN
INCORPORATED
NAVAL ARCHITECTS & MARINE ENGINEERS
1000 W. 10th St., Suite 103
Baltimore, MD 21204
Tel: (410) 632-2022 Fax: (410) 632-1122

**Oconee County
Council**

.....LEGAL AD.....

**PLEASE ADVERTISE IN THE NEXT ISSUE
OF YOUR NEWSPAPER**

Oconee County
Administrative Offices
415 South Pine Street
Walhalla, SC 29691

Phone: 864-364-5136
Fax: 864-718-10246

E-mail:
***@occc.com

Edda Cammick
District I

Wayne McCall
District II

Paul Cain
District III

Julian Davis
District IV

J. Glenn Hart
District V

The Oconee County Council will meet in 2017 on the first and the third Tuesday of each month [excluding July & August which will meet only on the third Tuesday of the month] at 6:00 p.m. in Council Chambers, Oconee County Administrative Offices, 415 South Pine Street, Walhalla, South Carolina unless otherwise advertised.

Oconee County Council will also hold a Planning Retreat in February 2017 [TBD] in Council Chambers to establish short and long term goals.

Additionally, Council will meet on January 2, 2018 at 6:00 p.m. in Council Chambers at which point they will establish their 2018 council and committee meeting schedules.

Additional Council meetings, workshops and/or committee meetings may be added throughout the year as needed.

Oconee County Council Committees will meet in 2017 on the following dates/times in Council Chambers, 415 South Pine Street, Walhalla, South Carolina unless otherwise advertised.

The Law Enforcement, Public Safety, Health & Welfare Committee and the Transportation Committee at 5:30 p.m. on the following dates: January 10, April 11, July 11 and October 10, 2017.

The Real Estate, Facilities & Land Management Committee and the Budget, Finance & Administration Committee at 5:30 p.m. on the following dates: February 14, May 9, August 8 and November 14, 2017.

The Planning & Economic Development Committee at 5:30 p.m. on the following dates: March 14, June 13, September 12 and December 12, 2017.

