

CAPT'N KEVO'S

Boating Tips

Admiral Schultz

The last time I had an appointment to interview the new commander of the 11th Coast Guard District on Coast Guard Island in Alameda I nearly got thrown in the brig... but that's a whole 'nother story...

Admiral Karl Schultz assumed command of the 11th District on Thursday, July 19, 2012. The district is massive in size, stretching from the Eastern Pacific Ocean off the coast of Colombia north to the California-Oregon border as well

as the states of California, Arizona, Nevada, Utah and a portion of Wyoming. It includes several of the largest U.S. seaports. I sat down with him in his office just four days after he assumed command.

Admiral Karl Schultz Bio:

Prior to coming to the 11th District, Rear Admiral Karl L. Schultz served as the Director for Governmental and Public Affairs where he was responsible for Coast Guard engagement with Congress, the



media and other intergovernmental entities. As Chief of Congressional Affairs from 2008-2010, he was the Service's lead representative to the United States Congress, overseeing all aspects of agency engagement and interaction with the legislative branch while also serving as the principal advisor to the Commandant and other senior Coast Guard leaders for all appropriations, authorization and congressional specific issues.

Field assignments for Rear Admiral Schultz include Sector Commander in Miami from 2006-2008, where he oversaw multi-mission operations along 165 miles of Florida coastline stretching from Malabar to the Miami-Dade/Monroe county line; the Regional Federal Maritime Security Coordinator; Federal On-Scene Coordinator; Officer-in-Charge Marine Inspection; Search and Rescue Mission Coordinator; and Captain of the Port for Miami, Port Everglades, Palm Beach, Fort Pierce and the Miami River.

Command tours of duty afloat include *USCGC Venturous*, a 210-foot medium endurance cutter in St. Petersburg, Florida; *USCGC Acacia*, a 180-foot sea-going buoy tender in Charlevoix, Michigan;



Admiral Schultz.

and *USCGC Farallon*, a 110-foot Island Class Patrol Boat in Miami Beach, Florida. Rounding out his 11 years of sea duty are tours as Executive Officer in *USCGC Petrel*, a 110-foot Surface Effect Ship in Key West, Florida; and as Operations Officer in *USCGC Gentian*, a 180-foot sea-going buoy tender in Ft. Macon, North Carolina.

Other shore assignments include Congressional Liaison Officer to the United States House of Representatives, Liaison Officer to the United States Department of State Bureau for International Narcotics and Law Enforcement Affairs, Assignment Officer at the Coast Guard Personnel Command, and Command Duty Officer in the Seventh Coast Guard District Operations Center in Miami.

Rear Admiral Schultz is a 1983 Coast Guard Academy graduate,



Kevo sits down for an interview with Rear Admiral Karl Schultz, Commander 11th District Coast Guard.

earning a Bachelor of Science degree in Civil Engineering. In 1992, he was awarded a Masters Degree in Public Administration from the University of Connecticut, and in 2006 completed a one-year National Security Fellowship at Harvard University's Kennedy School of Government.

Personal awards include the Le-

gion of Merit; the Meritorious Service, Coast Guard Commendation and Achievement medals; the Commandant's Letter of Commendation; and in 1998 he was the recipient of the Service's John G. Witherspoon Inspirational Leadership Award.

Kevo: *How will the America's Cup races impact recreational boaters on the Bay?*

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CAPT'N KEVO'S *Boating Tips*

Admiral Schultz: This is the first America's Cup race to be held in an inland body of water, which in itself creates unusual challenges. I got briefed early this morning on our status as far as the race is concerned. All systems are "go" at this time. We are focusing on safety and also focusing on waterway accessibility for commercial traffic as well as the recreational boater.

Our goal is to minimize the impact of these events to very busy waterways. The U.S. Park Service has partnered with the Coast Guard to assure a safe venue. Beginning when San Francisco was chosen as the host city of the America's Cup, the Coast Guard has conducted extensive research, and obtained input from waterway users, environmental groups and anyone who wanted to comment through numerous town hall meetings and open public comment periods.

The reason for the input was so that we could specifically tailor a course that would, first, maintain a safe and accessible waterway, and second, accommodate other normal Bay uses, including recreational boaters, deep-draft traffic, ferries and workboats. Recreational boaters operating outside of the race course should be minimally impacted.

Kevo: *How can you identify if a charter is a legal or illegal operation?*

Admiral Schultz: Ask to see the captain's credentials. If the vessel accommodates more than six passengers you can ask to see the "Certificate of Inspection" (COI), issued yearly by the Coast Guard. This will tell you whether or not the vessel is deemed seaworthy and in compliance with federal law.

Kevo: *Is there a reason for the uptick in illegal charters in NorCal waters?*

Admiral Schultz: We're looking at one or two cases per month here. So the numbers aren't huge; however, we anticipate this number to grow as the America's Cup races approach. With the "boating" economy such as it is, we think people may try to figure out how to make a buck with that boat they can't sell and are paying for every month.

One of the issues is the crew of the vessel. They may not be familiar with standard safety procedures or even how to operate and properly crew the vessel.

Bottom line: As a passenger, ask to see the captain's credentials; as a boat owner, don't try to go in the char-

ter business without getting the proper credentials and equipment (including proper insurance). Your marine policy will not cover you for mishaps if you are chartering the boat out.

Kevo: *What is the Coast Guard doing to protect passengers aboard charter vessels?*

Admiral Schultz: The licensing process ensures that the captain has undergone appropriate training and their skills and knowledge levels are certified by the Coast Guard. Bad things can happen any day even with a qualified captain on a certified vessel. These probabilities can be mitigated by choosing a licensed captain and, if over six passengers, only going on a boat with a USCG Certificate of Inspection.

If you are concerned about the legitimacy of a charter operation or the safety of any commercial vessel, call USCG Sector San Francisco at 415/399-3547. They will investigate the operation and make sure the vessel and crew comply with Coast Guard regulations.

Our search and rescue crews are standing by to help in the event of a mishap, which obviously protects passengers, but a large part of our effort goes into preventing accidents from occurring. That's a side of the Coast Guard the public often does not see.

Our investigators and inspectors are constantly working with professional mariners to ensure that all of the safety standards are met. However, when it comes to passenger vessels, the passengers need to be aware of their surroundings, ensure they are given and understand a safety briefing, and if there is any doubt of the safety of a charter boat or any other passenger vessel, contact the Coast Guard immediately.

Kevo: *What message would you like to send to recreational boaters of NorCal?*

Admiral Schultz: Safety is a big priority. Safety comes from knowledge and knowledge comes from education. I think every boater should take a Boating Safety class with the US Power Squadron or the USCG Auxiliary. You need to know your boat, understand the waters you intend to navigate, and have a trained crew familiar with handling emergencies.

Another message is preparation. Before you embark on your trip you need to check all the systems on your vessel and make sure to the best of your ability that you won't have mechanical troubles on the water. Also, check the weather conditions by turning on your VHF radio and tuning in to the National Oceanic and Atmospheric Administration (NOAA) maritime weather forecast. (Just press the "WX" button on your VHF.)

Have a working VHF radio onboard and tuned to channel 16 while underway. The new "Rescue 21" system allows the Coast Guard to locate mariners in distress easier and faster than before. Also, with the cost of EPIRBs dropping it is a good investment to purchase one of these devices.

Finally, responsible behavior on the water. Everyone wants to enjoy the boating experience, but we all need to act responsibly to ensure safety for all the users of our beautiful waterways. Needless to say, if we could get all boaters to wear life jackets the waterways would be a safer place for everyone. Inflatable life jackets have come a long way in the past few years and costs for these devices have decreased. You look "smart" when you wear your life jacket.

Kevo: *Have you developed a*

"Mission Statement" for District 11?

Admiral Schultz: The 11th District mission statement is:

As guardians to the Gateway to the Pacific, the 11th Coast Guard District serves, protects and defends the American public, maritime infrastructure and the environment, through innovation, operational excellence and teamwork, to ensure a safe, secure and prosperous America. Our vision is to deliver exceptional mission performance and support of our personnel through bold and compassionate leadership, innovation, partnerships and professionalism.

My personal focus areas are: We will perform our missions with strategic intent, technical competence, and professionalism.

We will focus on the professional development and personal growth of our people, and the support of their families.

Our actions will validate the value proposition of our multi-mission service and we will communicate that value where possible.

Kevo's Tip:

Many mariners are not fully aware of the massive support systems the USCG offers them to ensure their safety. With the America's Cup races approaching, you can expect to see a higher profile of Coast Guard assets, as well as those of their federal, state and local partner public safety agencies, especially on the Bay. Their primary purpose is to ensure safety. Stay alert while at the helm and follow Coast Guard navigational instructions while underway.

Be safe & happy boating!

As always, feedback is appreciated. I can be reached at 925/890-8428 or kevo@yachtsmanmagazine.com. ⚓