

NEWS FROM THE KEEPER OF NEW YORK HARBOR

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Crew earns well deserved recognition!

Welcome aboard! Katherine Walker was busy this quarter, but took time out for well deserved recognition. The crew received two Coast Guard wide awards, a testament to their hard work and dedication. Following months of preparation and inspections, the galley was named 1st Runner Up—Small Afloat Dining Facility of the Year. The contest judged not only the quality of the cutter's food, but also the management of the inventory, paperwork and \$80,000 annual budget. It was an exceptional honor for the cutter's two cooks to receive this award



Dining Facility of the Year Winners: FS2 Dean Berkovics and FS3 Kenneth Henry.



The crew receives the 2007 Partnership in Education Award from Capt Kolb, Coast Guard Headquarters.

dents including Girl Scouts and Sea Cadets. This exceptional support to the community and local youth truly displays the crew's top notch character and dedication to duty. In addition, BM2 Steven Endicott was honored as the Central Jersey Navy League Sailor of the Year and more recently the Coast Guard District One Enlisted Person of the Year. Great job all around. Enjoy this edition.

*LT Amy E. Florentino
Commanding Officer*

and was especially exciting because Food Service Specialist 2nd Class Berkovics was the most junior Petty Officer in this year's field of winners. As part of the prize, FS2 Berkovics attended the Excellence in Food Service annual awards dinner in Colorado and Food Service Specialist 3rd Class Kenneth Henry will receive two weeks of advanced culinary training. The cutter also received the 2007 Commandant's Partnership in Education Unit Award. The crew volunteered hundreds of hours to mentoring and training programs. They hosted over 500 stu-



Storekeeper 2nd Class Kenrick Douglas trains Capodanno Division Sea Cadets on the basics of military drill.

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BRAVO ZULU CORNER!

- *SN Kevin Steed departed for Yeoman School in Petaluma, CA. Good Luck!*
- *Petty Officer Douglas was advanced to Store Keeper 1st Class on April 01, 2008. Keep up the good work!*
- *Welcome aboard to BM3 Rossetti from Boatswains Mate School.*
- *MK1 Francis Tatu was selected as our Sailor of the Quarter for the 1st quarter Fiscal Year 2008 (Oct-Dec 2007). Great Job!*
- *Welcome aboard to Seaman Joshua Rice-Vallandingham and Seaman Apprentice Jacob Aglow from*

Clearing New York Harbor's Hazards to Navigation

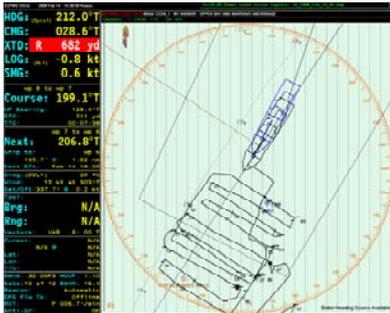
During the winter months, Katherine Walker and Ida Lewis helped clear debris in the Liberty Island and Ellis Island Anchorages. After several cutters tangled their anchor in what appeared to be tow wire and telephone cables, NOAA surveyed the anchorages. Using a high tech bottom sonar they were able to take pictures of obstructions on the bottom and provided a chart with pictures & positions



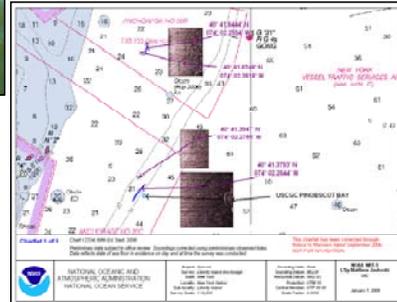
Left: Electronic Chart picture of cutter's search for debris.

Above: Recovery of cable with the cutter's grapnel hook.

Right: NOAA chartlets donating debris locations with GPS positions and bottom pictures.



(bottomright). Katherine Walker then used a grapnel hook and dragged through the areas of interest. Using the Dynamic Positioning System and Electronic Charts, the cutter created a tight search pattern through the anchorage. As seen in the bottom left picture we were able to saturate the area (black line indicates the ship's track). We recovered approximately 75' of cable. The Ida Lewis recovered a 1000' tow line.



Routine evolution reveals sunken surprise!

All was calm and quiet as Katherine Walker began the approach on an aid to navigation in Long Island Sound. The sun was just rising and the winds were calm. The buoy deck proficiently secured the buoy on deck and began to haul chain. Their task was to inspect chain wear and the condition of the buoy's concrete sinker. As the Buoy Deck Supervisor started to recover the chain, the crane reported a high weight alarm on the control panel. A moment later, much to everyone's surprise an old buoy popped above the surface of the water. It was tangled in the chain for the buoy on deck. The buoy was floating very low in the water, so the crew was unable to hook it in the traditional fashion. The buoy deck supervisor was able to secure the chain and came up with a plan to recover the sunken buoy. Bravo Zulu to the deck crew who overcame a dangerous situation and safely brought the flooded buoy weighing almost 14,000 pounds on board.



Left: The main block is hooked with a "picking pendant" through the buoy's lantern ring. The crew was able to release the hook on the pendant quickly if the flooded buoy began to sink. Using this method the crew was able to bring the aid high enough to hook a sling through a traditional bail and recover the aid safely.

Range Training!

The crew conducted small arms training at Sandy Hook army in February. As part of our security duties a portion of the crew must be trained with safe weapons handling on the Sig 40 pistol, M-16 rifle and the riot shotgun. Training is done in several phases. First the crew learns the basics of each weapon in the classroom. BM2 Endicott, the weapons petty officer, is shown below discussing weapons nomenclature and safe handling techniques. Students then shoot a basic marksman course followed by a practical course, which uses advanced timing and positions. Finally, they are trained in use of force policies and take a judgmental course of fire which tests their overall knowledge and ability to handle the weapon. Congrats to MK1 Tatu, SK1 Douglas, ET1 Goenner, DC2 Bynum, MK2 Abreu, and FS3 Henry on their qualifications.



Sailor of the Year

A hearty congratulations to BM2 Steven Endicott who was selected as the cutter's Sailor of the Year for 2007. He was honored by the Central Jersey Navy League, below, for his substantial accomplishments. His name was then submitted for consideration to District One as a nominee for Enlisted Person of the Year. In March 2008, he was selected as the winning candidate for this prestigious title. His exceptional teamwork, leadership and professional skills rightly earned him the 1st place position. He was chosen from a pool of stellar candidates from Maine through New Jersey. He was lauded for administration of the cutter's weapons program, his per-



formance as a Coxswain, his potential as an Underway Officer of the Deck in one of the world's busiest harbors and his community service with the Marmora, NJ Fire Department. He will be honored by the District Commander at an April 9th luncheon in Boston.

What is a Snipe?

A snipe is a member of the ship's engineering department. For the history of the nickname, please visit: www.oldsnipe.com. About 1/3 of the crew aboard Katherine Walker are engineers. On today's multi mission cutters they stand many of the same watches as the Deck and Operations crew. However, they continue to serve as experts with the main propulsion systems such as the engines, generators and



bow thruster. They also maintain the ship's auxiliary systems including the electrical plant, hydraulics, water, heat, sewage, etc. To the left, MK2 Abreu cleans the very bottom of the ship in an area

Semi-Annual Seasonal Aids to Navigation Swap

In March, Katherine Walker changed out 43 seasonal buoy hulls on the upper Hudson River. The winter hulls which stand up to ice were replaced with the summer hulls, which are easier to see, are lighted and have better radar return. We also checked our prototype year round hulls, which fared very well through the winter months. The deck force fine tuned each evolution safely moving over 250,000 pounds of equipment across the deck. The trip up the river offered few port



which are transported by bulk carrier (bottom right). Gypsum is used to make many things including drywall and cement. Gypsum also known as Calcium Sulfite is even used as an ingredient in Twinkies and Tofu. The biggest import on the Hudson River is home heating oil and gasoline. The use of the river as a transportation system is critical to our economy with each typical oil barge (bottom left) equaling 4.5 miles of tractor trailer trucks lined up bumper to bumper on the highway.



calls, so the buoy deck was loaded to maximum capacity each trip (above center). During the trip, we saw the fruits of our labor as mariners plied their trade on the river. The large ships relied heavily on the buoyage system in these narrow waterways and often called on the radio to thank us for our hard work. The top export on the Hudson is gypsum and crushed rock,



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*Keeper of New York
Harbor*

We are on the web:

<http://www.uscg.mil/dl/units/cgckatherinewalker/>

Fair Winds and Following Seas!

In the tradition of the Coast Guard and other military services, each crew member spends between two and four years at each station. After their designated "tour" crew member are required to complete a Permanent Change of Station, usually to a position of increased leadership, responsibility and skill. This year KATHERINE WALKER is transferring about a third of the crew. Congratulations on the following orders. Fair Winds and Following Seas Shipmates...

- LT Florentino: Tuck Business School at Dartmouth College (Hanover, NH)
- CWO Barkalow: Executive Officer, USCGC JUNIPER (Newport, RI)
- BM1 Ortiz: USCG Station New London, CT
- DC2 Bynum: USCGC Maria Bray (Mobile, AL)
- MK2 Saraduke: USCG Station Vallejo, CA
- BM3 Posey: USCG Marine Safety and Security Team (Galveston, TX)
- BM3 Kyle Davenport: USCGC SHAMAL (Pascagoula, MS)

Towing Exercise

Once a year we are required to conduct a towing exercise. Each cutter is required to tow or be towed. This drill is great practice for potential search and rescue cases and also prepares the cutter to be taken into tow in case of equipment emergency. Last year we towed the 110' patrol boat TYBEE, but they were unable to tow us due to weight restrictions. This year we teamed up with Ida Lewis who completed a flawless evolution. Their navigation team showed great skill while approaching the cutter and passing the tow (shown to the right). Our crew practiced rigging up the tow line and standing the tow watch. Due to an equipment casualty on the day of the exercise, Katherine Walker had to postpone the second portion of the drill.



MK2 Rebecca Saraduke is a native of Vineland, New Jersey. She serves as a member of the Engineering Department aboard Katherine Walker. She is responsible for the maintenance of the main propulsion and auxiliary machinery equipment. She serves as an Engineer of the Watch and Command Duty officer. She also runs the unit's Qualified Recycling Program, which recycled used buoy chain and provided over \$3500 in profit toward the unit's morale account in 2007. She has been stationed at the Naval Engineering Support Unit in Baltimore, MD. She reported to Katherine Walker from Machinery Technician School and advanced to Second Class Petty Officer during her time on board. During her leisure time she likes art and scrap booking. MK2 Saraduke's goal in the Coast Guard is to make Chief.

Meet the Crew!



Above: BM1 Jennifer Whaley (left) and MK2 Rebecca Saraduke (right) at fire fighting training in 2007.

BM1 Jennifer Whaley is a native of Beaumont, California. She serves as the Operations Petty Officer aboard Katherine Walker, responsible for the navigation, administration and food service personnel. She serves as a Coxswain, Command Duty Officer and Junior Officer of the Deck. She is currently pursuing her Underway Officer of the Deck qualification. She has been stationed aboard CGC Polar Star, at Station Swansboro, NC and Station Los Angeles/Long Beach, CA. She served as a Boatswain Mate school instructor prior to her tour aboard Katherine Walker. She is married to LT Scott Whaley, a Vessel Traffic Supervisor at Sector New York and has two dogs, Randi and Samira. BM1 Whaley would like to be stationed at an Aids to Navigation Team in California or Hawaii when she departs Katherine Walker.