PROPOSED MARINE HIGHWAY— U.S. Coast Guard Commander James Houck presented a proposed high-way corridor through the Bering Strait at last week’s Bering Strait Maritime Symposium in Nome.

By Diana Haecker

While oil, gas, mining and shipping industries are jockeying for position to take advantage of the decreasing summer sea ice, Bering Strait communities and Nome are engaged in the quest for information on how to deal with increased shipping traffic the new Arctic age will bring.

The traffic is coming, as evidenced by last summer’s first ever oil and gas exploratory drilling mission gaged in the quest for information on decreasing summer sea ice, Bering Strait communities and Nome are engaged in the quest for information on how to deal with increased shipping traffic the new Arctic age will bring.

The Bering Strait Maritime Symposium, held last week in Nome, sought to address some of the issues involved with the increased shipping traffic through the Bering Strait. By those who live along the coast, the ocean is often referred to as the local “grocery store” or “the garden” as it terms with marine mammals and sea life on which residents subsist.

Symposium organizer Gay Sheffield, Nome’s Marine Advisory Program agent said in her welcome remarks that the meeting was inspired by a resident in Wales, who was frustrated about a lack of information. They are going to come.”

The Bering Strait Maritime Symposium, held last week in Nome, sought to address some of the issues involved with the increased shipping traffic through the Bering Strait.

By those who live along the coast, the ocean is often referred to as the local “grocery store” or “the garden” as it terms with marine mammals and sea life on which residents subsist.

Symposium organizer Gay Sheffield, Nome’s Marine Advisory Program agent said in her welcome remarks that the meeting was inspired by a resident in Wales, who was frustrated about a lack of information. They are going to come.”

The Bering Strait Maritime Symposium, held last week in Nome, sought to address some of the issues involved with the increased shipping traffic through the Bering Strait.

By those who live along the coast, the ocean is often referred to as the local “grocery store” or “the garden” as it terms with marine mammals and sea life on which residents subsist.

Symposium organizer Gay Sheffield, Nome’s Marine Advisory Program agent said in her welcome remarks that the meeting was inspired by a resident in Wales, who was frustrated about a lack of information. They are going to come.”

The Bering Strait Maritime Symposium, held last week in Nome, sought to address some of the issues involved with the increased shipping traffic through the Bering Strait.

By those who live along the coast, the ocean is often referred to as the local “grocery store” or “the garden” as it terms with marine mammals and sea life on which residents subsist.

Symposium organizer Gay Sheffield, Nome’s Marine Advisory Program agent said in her welcome remarks that the meeting was inspired by a resident in Wales, who was frustrated about a lack of information. They are going to come.”

The Bering Strait Maritime Symposium, held last week in Nome, sought to address some of the issues involved with the increased shipping traffic through the Bering Strait.

By those who live along the coast, the ocean is often referred to as the local “grocery store” or “the garden” as it terms with marine mammals and sea life on which residents subsist.
Another worry is that increased ship traffic could change the normal migratory paths of marine mammals and sea life.

Johnson Eningowuk of Shishmaref spoke to this, saying that his community’s fear is that more traffic would deflect the animals from coming near Shishmaref.

To top of the list, residents asked, “Who do we talk to when it comes to mitigating harm to the environment, the animals and the subsistence resources?”

Sheffield summarized the collective questions that plague the region: How do we respond to different sorts of crisis, not only oil spills, but also drifting vessels? Weather is always a factor and how do we deal with a scenario of a hundred or more stranded tourists off a cruise liner? Also, how are border issues with the Strait being halved into a U.S. and Russian side? What kind of traffic scheme do the Russians set up? How do we know what ships are coming, where are they and what is their cargo?

“Our objective is to get some answers to these questions. And if there is an answer and it looks like it could be better, let’s make it better,” Sheffield said.

Over the course of the symposium, which took place from February 6 to 7 at the Mau Convention Center in Nome, these questions were the common thread that guided discussions.

Presenters included the U.S. Coast Guard, the Alaska Department of Environmental Conservation, a spill response coordinator with the U.S. Fish and Wildlife Service, Matt Forney with the NOAA Office of navigation, the director of the UAFeward Marine Center and the UAF research icebreaker Sikuliaq, and Eskimo Walrus Commission director Vera Metcalf.

Arctic Marine Mammal Coalition

Vera Metcalf spoke on behalf of a newly created Arctic Marine Mammal Coalition that was formed to specifically address increased shipping traffic. The coalition consists of the five Alaska Native organizations that co-manage marine mammals with government agencies. These are the Eskimo Whaling Commission, the Alaska Native Commission, the Ice Seal Committee and the Beluga Commission.

“The Alaska Native Commission is the only group that is fully heard at the national or international level when it comes to the health and safety of our people,” Metcalf said.

Through the input in the Coast Guard’s Port Access Route Study, the Arctic Marine Mammal Coalition would be able to have a voice, she heard at the International Maritime Organization.

The IMO is the United Nations specialized agency that bears responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

Traffic schemes

U.S. Coast Guard Commander James Houck gave a preview of a project monitoring larger vessels along the Bering Strait. Houck said. A complete routing study and traffic schemes require coordination between the U.S. and Russia.

The Coast Guard is mostly concerned about large ship traffic and tankers. Houck talked about an enormous increase in tanker vessels traveling the Bering Strait and showed numbers he received from his Russian counterpart.

The Russians estimate that by the year 2020, there will be 50 billion tons of cargo moved through the Bering Strait on the Russian side alone. In comparison, in 2010, 10 million tons of cargo sailed through the Strait, in 2011 15 million tons and in 2012, three billion tons.

He believes this is a conservative estimate. As insurance companies become comfortable with hydro
Innocent passage refers to vessels for tug and barge traffic, whaling large vessels and tankers only, not northeasterly turn to pass St. Lawrence Island. The vessel has been used for charter fishing, and two skippers of F/V Destination and F/V Great Pacific said. The BSAI Partners have harvested 23 percent of their A season quota, Eckles said. The FY Great Pacific and FY Destination are scheduled for shipyard work, he added. Eckles reports the Glacier Bay has six cod fishing trips scheduled in the A and B seasons. He said fishing is the best he has seen, but market prices are sliding. Siu will close the sale of the Pacific Star on Feb. 22, Eckles noted. Glowacki said the vessel’s ownership structure, he added. Bob Walicki told the board that the owner of the New Bedford-based Bering Sea Women’s Group, Patricia Lee, by purchasing a fishing vessel and having arranged to repay the vessel and have arranged to repay the NSEDC $2.4 million for crab quota on Jan. 15, 2014. Eichman asked Eckles whether there are guidelines for keeping owner-Martinson in the Nome office, and to human resources specialist to assist with equipment removal. Houck asked Walicki whether the project are $100,000 the City received from NNSP from seasonal to full-time. A request from the City of Savoonga for $439,862 from NSEDC’s Community Energy Fund to replace meter boxes and install LED streetlights received approval from the board. The improvements are expected to save the city about $5,000 in electricity costs annually. The board approved a letter of intent to provide $300,000 to help fund construction of a multipurpose room addition to the school in Shaktoolik. Board member Eugene Assiok of Shaktoolik said the school’s kitchen and cafeteria are to be moved to the multipurpose room. The board also will be used for public meetings and serve as an evacuation facility, he added. The City of Shaktoolik received $1.5 million from the Alaska Legislature for the multipurpose project, and has submitted an application for $850,000 to the Alaska Community Development Block Grant program, Dept. of Commerce, Community and Economic Development. Other funds committed to the project are $100,000 the City received from NNSP’s Community Benefit Share program, and $300,000 approved by the Bering Strait School District board.

Nome Board and staff changes

Tom Johnson, who resigned from the board in December with nearly a year left in his three-year term. On Jan. 10 NSEDC hired Johnson as manager of Northern Norton Sound Seafood Products (NNSSP) in Unalakleet, a position he previously held.

Unalakleet will elect a representative to a new three-year term board in October of this year.

Jeffery Ivanoff honored

The board honored Jeffery Ivanoff, NSEDC’s director of Education, Employment and Training and treasurer of the corporation, for 20 years of service at Nome as tender vessel manager in November.

Jefferd Ivanoff honored

The board honored Jefferd Ivanoff, NSEDC’s director of Education, Employment and Training and treasurer of the corporation, for 20 years of service at Nome as tender vessel manager in November.

Jefferd Ivanoff honored

The board honored Jefferd Ivanoff, NSEDC’s director of Education, Employment and Training and treasurer of the corporation, for 20 years of service at Nome as tender vessel manager in November.
continued from page 6

ships — that are going to come — in a narrow band and out of the major waterways southwest of St. Lawrence Island.

“Let’s face it. We can’t put a ship from Nome, which is the closest port where I could put 220,000 btu tender to Diomede in 12 hours,” Houck said.

Houck made clear that the four-mile-wide “highway” only applies to major, destination large vessel traffic. He explained that the North Pacific has no other system that allows vessels to make transits in the region and provide recommendations to the Regional Planning Team for updates, corrections and changes.

John Thomas Tax Preparation
1-888-465-0638
(907) 277-0615 • Fax (907) 272-3206
www.ThomasTaxPreparation.com

Artist in residence teaches stained glass art in Shishmaref

Stary and photos by Lauren Jeffrey

What school has the opportunity to cut and solder glass into beautiful works of art? Shishmaref School did! They had the pleasure of having Jim Kaiser as their guest artist for two weeks. During this time, he worked with students, pre-Kinder-

garten through 12th grade, on proj-
ects that showed creativity, dedica-
tion, perseverance and pure talent. Jim showed students how they can turn a few sheets of glass into beau-
tiful art that can be admired for years to come.

Not only did the students get to make a stained-glass piece, the teachers and community members did too. Any teacher or community member who wanted to give this form of creativity a try was wel-
come. When Jim wasn’t busy teaching the teachers how to cut and solder glass, he was working on his own piece.

During the ceremony for the com-

munity, Jim Kaiser was kind enough to leave a stained-glass window of the northern lights, with the school as a gift. He said that he enjoyed hav-
ing a piece with the places he visits to show how appreciative he is of being asked to come and share his joy with others. Not only was Jim’s beautiful window given to the school during the ceremony, but all of the students’ artwork was set out for the

Kim & Blaine

For more information contact Carolyn Alikvaluk at Kawerak 443-4378...

The village of Shishmaref has en-
joyed having Jim share his talent with others to such a degree that they asked him back for this third time. He had been in the village two times prior, in 1994 and 1995. We have enjoyed his experience at such a high level the last three times that we may have to ask him back again in the future.

This residency was made possible through the generous funding from the Alaska State Council on the Arts, the Alaska State Legislature, the National Endowment for the Arts, the Rasmuson Foundation, and the Bering Strait School District.

GIFT — Jim Kaiser, right, pres-
ents the Northern Lights window he made for Shishmaref School.