



Photo by Rhoda Nanouk

PAUL JOHNSON MEMORIAL SLED DOG RACE—Aaron Burmeister arrives in Unalakleet from Kaltag during last week's Paul Johnson Memorial sled dog race.

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Photo by Diana Haecker

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

Maritime Symposium addresses increased Bering Strait ship traffic

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 by Royal Dutch Shell, and an ever-

increasing number of vessels sailing through the Strait. As U.S. Coast Guard Commander James Houck put it, "I think we can all agree that with \$4 trillion in natural reserves [in the Arctic], we can't keep the ships out. 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

line, the ocean is often referred to as the local "grocery store" or "the garden" as it teems 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 infor-

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NSEDC reports 2012 profits of \$13.1 million before taxes

Golden king crab investment increases net assets and liabilities

By Laurie McNicholas

Norton Sound Economic Development Corp. reports a profitable year in 2012 thanks to substantial increases in revenues and stock market investment gains.

Company Controller Rick Wal-

icki presented preliminary 2012 financial highlights to the NSEDC board of directors at a meeting last week in Nome.

Comparative figures for the previous year are from the NSEDC 2011 annual report.

NSEDC's net assets before taxes totaled \$165.9 million on Dec. 31, 2012, compared to \$152.9 million at the end of 2011, a gain of about \$13.1 million. Walicki said the company's investments in marketable securities yielded profits of about \$8.7 million last year compared to a flat performance in 2011.

The company's marketable securities investment portfolio totaled \$69.7 million at the end of 2011. Revenues increased by \$6 million in 2012, Walicki added. Revenues from all sources totaled \$43.7 mil-

lion at the end of 2011.

NSEDC's total assets (liabilities and net assets) were \$221.3 million on Dec. 31, 2012, up from 186.2 million at the end of 2011. Liabilities increased by about \$21 million to a total of \$55.4 million in 2012, compared to liabilities of \$33.3 million at the end of 2011 and \$20.7 million in 2010. Walicki said the company's long-term debt increased from \$15.8 million in 2011 to \$35 million on Dec. 31, 2012.

Walicki repeatedly said the company's preliminary 2012 financial figures will be adjusted.

He noted that 2012 federal tax payments are likely, adding that he won't know the amount until the company's annual audit is completed

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Council mulls change in election rules

By Sandra L. Medearis

The Nome Common Council made final on Feb. 11 a sale of land to Bonanza Fuel Inc.

The distributor will use the approximately four acres at the north end of the port industrial area to expand its adjacent tank farm. BFI will pay the market value of the land, as verified by the City's assessor at \$348,017.

In new business, the Council voted into first reading a handful of budget revisions for spending year 2013: general fund municipal budget; construction capital projects fund budget; special revenue fund budget; capital projects fund budget; and port operating fund budget. The money issues will come up for second reading and discussion by the Council as well as public hearing at the next regular meeting on Feb. 25.

In personnel action, the Council approved a six-month contract with Paul Fuhs Professional Services of Alaska for consulting services regarding port design and funding.

Fuhs will receive \$30,000 plus verified expenses and a small entertainment allowance. The contract is

renewable at the end of the term based on agreement of both parties.

Several issues were tabled pending a full Council in attendance.

Four council members attended the Feb. 11 meeting—Josie Stiles, Jerald Brown, Louis Green Sr. and Randy Pomeranz who led the meeting in the absence of Mayor Denise Michels.

Shelved until the next meeting was a measure to decrease the number of votes required to declare a winner in Nome municipal elections from the current 50 percent plus one down to 40 percent plus one.

None of the candidates for two expired seats in the October election received 50 percent plus one.

Therefore, incumbents Councilman Stan Andersen and Councilman Randy Pomeranz had to face a runoff election in November.

Brown urged the Council to table the measure until there were more representatives present and asked for more information concerning elections in the past 10 years.

Two citizens spoke against the

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Superintendent Brawner resigns

By Diana Haecker

Nome Public Schools Superintendent Michael Brawner handed in a letter of resignation to be considered by the Nome School Board in their regular meeting on Tuesday, February 12.

School board president Betsy Brennan said on Monday that she has not seen the letter yet and declined to comment on the particulars such as effective date or reason for the resignation.

Brawner's contract runs out on June 30, 2014.

Brennan said the next steps depend on the board's decision whether to accept or refuse

Brawner's resignation. If the board accepts the resignation, further action would most likely be discussed at a special meeting of the board, Brennan said.

The Board is in charge of hiring a Superintendent.

Brawner started to work in Nome in July 2011. A three-month search concluded when the Board found three candidates and brought them to Nome for public input. Brawner was selected.

His letter of resignation was submitted on Monday afternoon and added to the School Board meeting agenda.



RESIGNED—NPS Superintendent Mike Brawner submitted a letter of resignation on Monday afternoon.



• Bering Strait Maritime Symposium

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mation and how to deal with the increase of human activities pressing into the Arctic.

"We hear all these things about ship traffic, tour ships, adventurers and Seadoo'ers coming our way. But what does that mean to us? Somebody tell us how this works, because we don't feel prepared for all this," Sheffield said.

In preparation for the symposium, Sheffield asked Bering Strait communities what they perceive as an immediate threat resulting from increased ship traffic. "The number one concern across the board was harm to essential subsistence marine resources," Sheffield reported.

The harm was identified to come via filth or pollution of any kind. Cynthia Barr, attending from Brevig Mission, reported that residents saw signs of ship waste on their local beaches. "We found lettuce and carrots washed up on our shores," Barr said. "We know that they aren't from us because in our store there are no carrots and lettuce." She added that Brevig Mission residents observed ship crews washing down their decks while anchored at Port Clarence and at another time, they observed oil sheen in the water. "Who do we report that to?" she asked.

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 off the list, residents asked, "Who do we talk to when it comes to mitigate 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, there 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 they are and what is their cargo?

"Our objective is to get some answers to these questions. And if there is an answer that looks like it could be better, let's make it better," Sheffield said.

Over the course of the sympo-

sium, which took place from February 6 through 7 at the Mini Convention Center in Nome, these questions were the common thread that guided discussions.

Presenters included the U.S. Coast Guard, the Alaska Dept. 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 UAF Seward 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 Walrus Commission, the Eskimo Whaling Commission, the Alaska Nanuq Commission, the Ice Seal Committee and the Beluga Commission. "The Alaska Native voice was not fully heard at the national or international level when it comes to the health and safety of our people," Metcalf said.

U.S. Coast Guard Commander James Houck had asked representatives from the Alaska marine mammal organizations to band together and figure out what their common denominator is. "I asked the marine mammal coalition a little over a year ago to come together and bring to me and the government, in one voice what their joint needs were and they responded fabulously," Houck said.

The coalition is still in its infancy, but during a meeting in Bowdoin College in Maine last year, the members came up with ten recommendations that they sent to Houck to take into consideration as he worked on the Port Access Routing Study, a scheme to direct heavy ship and tanker traffic.

Those recommendations included to direct ship traffic to the East of St. Lawrence Island, to make the Bering Sea, Chukchi Sea and Beaufort Sea zero discharge zones, to recommend speed limits of 10 knots during migration times, to place an Arctic Marine Mammal Coalition observer on every large vessel as they transit the Strait and to develop strong relationships with international, federal and state agencies that regulate large shipping traffic.

Alaska Nanuq Commission Executive Director Jack Omelak said that the coalition aims to speak in one voice to the multitude of agencies that manage Alaska marine mammals. "The polar bear and the seals are intrinsically connected, but the agencies managing them aren't," said Omelak. "We aim to make the Arctic Marine Mammal Coalition a one-stop-shopping place and we try to do away with the many funding restrictions we encounter with multiple agencies involved."

The purpose of the coalition is to advocate on behalf of the Alaska Arctic people.

"This represents an opportunity for Arctic subsistence users to have some sort of input to outside agencies in the discussion and decision making process regarding the Arctic," Omelak said. He added that the coalition aims to be funded through foundations rather than government grants. "This would allow us to address issues outside of the co-management agreements that focus on resource management strategies and not human rights and food security issues," Omelak said.

Through the input in the Coast Guard's Port Access Route Study, the Arctic Marine Mammal Coalition would be able to have their voice 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.



Photo by Diana Haecker
ADVOCATING — Nanuq Commission Executive Director Jack Omelak explained the formation of the Arctic Marine Mammal Coalition to speak with one voice on behalf of Alaska coastal residents.

Traffic schemes

U.S. Coast Guard Commander James Houck gave a preview of a proposed traffic scheme as part of a Port Access Routing Study.

The Coast Guard is in the early stages of evaluating the need for ship routing measures in the Bering Strait, he 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 through 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 80 million, and in 2012, three billion tons.

He believes this is a conservative estimate. As insurance companies become comfortable with hydro-

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CONCERNED — Johnson Eningowuk and Bill Jones of Shishmaref voiced concerns that increased ship traffic might deflect sea mammals from their customary migration routes.

• Council

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measure—Chuck Wheeler and Tim Smith.

"I think it is wrong to change back to the way it was. If cost is the issue, which it seems to be, regardless, I support the 50 percent," Wheeler said.

"The existing 50 percent is reasonable," Smith said. He added that low turnouts meant that people

would be elected with a small percentage of voters if the percentage of votes required were changed.

"An election is the only place people can express their feelings," he said. Wheeler said the same.

The Council also tabled a resolution to require a deposit for use of the City's morgue facility. The deposit and a written list of rules stem from discovering the morgue in disarray. Under the plan, the Dept. of

Public Safety would inspect the premises and return the deposit if rules on sanitation and other requirements had been followed, including cleanup and no use of alcohol or tobacco at the facility.

The Council will meet in a work session on Feb. 21 where discussion will include a new list of structures up for abatement.

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• NSEDC

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in May.

In 2011 the corporation paid taxes of nearly \$1.5 million (\$929,175 in federal taxes and \$555,269 in state taxes). The company is exempt from federal and state income taxes under provisions of Section 501(c)(4) of the Internal Revenue Code, except for taxes on unrelated business income. NSEDC receives unrelated business income through investments in Bering Sea/Aleutian Islands fisheries that are held and managed by its wholly owned, for profit subsidiary, Siu Alaska Corp.

Major 2012 investment

Last November NSEDC acquired 1.2 million pounds of western Aleutian Islands golden king crab quota and a crab catcher-processor, the *Patricia Lee*, by purchasing a fishing company, KDS, Inc. A press release issued by NSEDC on Nov. 15 said the KDS purchase includes smaller holdings of Bering Sea opilio crab quota and St. Matthew Island blue king crab quota, along with a significant share of the total allowable catch of western Aleutian Islands red king crab, a fishery that currently is closed.

Walicki said NSEDC borrowed about \$21 million to buy the KDS crab quota, and Siu Alaska Corp. used a line of credit to purchase the *Patricia Lee* for \$3 million.

Siu owns 50 percent of the crab vessel Aleutian No. 1, which harvests golden king crab in western and eastern Aleutian Islands fish-

eries.

Walicki told the board that investment activities used \$28 million of NSEDC's cash flow in 2012. He said whenever the company buys long-term assets, there are significant cash outlays for investments that later produce income.

NSEDC has declined a request from *The Nome Nugget* to state the total purchase price of KDS.

Walicki said NSEDC's cash balance was \$8.9 million on Dec. 31, 2012, compared to \$10 million at the end of 2011.

Siu President John Eckles said the company will have a two-boat crab fleet when the *Patricia Lee* becomes operational. The Siu board of directors is deciding how to change the vessel's ownership structure, he added.

Board member Joe Garnie of Teller asked Eckles to clarify the ownership structure of the *Aleutian No. 1* in relation to changing the ownership structure of the *Patricia Lee*.

Eckles explained that Siu Alaska Corp. cannot own more than 50 percent of a vessel that harvests NSEDC's quota, so Siu must divest 50 percent of its interest in the *Patricia Lee*.

Board chairman Dan Harrelson said the Bering Sea Women's Group (BSWG) owns 25 percent of the *Aleutian No. 1*, and two skippers of the vessel own 25 percent.

Siu donated a 25 percent interest in the vessel to the BSWG.

Walicki said the *Aleutian No. 1*

skippers have paid for their share of the vessel and have arranged to repay NSEDC \$2.4 million for crab quota on Jan. 15, 2014.

Garnie asked Eckles whether there are guidelines for keeping ownership of the *Patricia Lee* within the region.

"No," Eckles replied. "We need to divest 50 percent, and the Siu board will make a decision soon."

The NSEDC board met in an executive session closed to the public to discuss KDS articles and bylaws and to select a board of directors for the new subsidiary.

Siu subsidiaries update

Eckles said Glacier Fish Co.'s catcher-processors *Alaska Ocean* and *Pacific Glacier* are out fishing pollock. Fishery participants had hoped for a pollock roe content of 2.5 percent, but the average is below 2 percent in all sectors, he added. He said sirimi prices are down from last year.

Pollock catcher vessels owned by BSAI Partners have harvested 23 percent of their A season quota, Eckles said. The *F/V Great Pacific* and *F/V 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. The vessel has been used for charter operations.

Eckles reports the Dutch Harbor Acquisitions plant has a new cod fil-

let line. He said this season the plant will process 500,000 pounds of golden king crab, mostly quota purchased from KDS. There is price pressure on crab because a lot of Russian crab and new Argentinean king crab are showing up in the market, he noted.

Funding requests granted

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 \$3,000 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 Asicksik of Shaktoolik said the school's kitchen and cafeteria are to be moved to the multipurpose room. The room 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 room 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 NSEDC's Community Benefit Share program, and \$300,000 approved by the Bering Strait School District board.

Board and staff changes

Unalakleet voters chose Frank Katchetag to represent their community on the NSEDC board in a special election held Jan. 28.

He replaces William (Middy) 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 board term in October of this year.

NSEDC hired Darrin Otton of Nome as tender vessel manager in November.

The board approved administrative requests to fund a full-time human resources specialist to assist Human Resources Director Tiffany Martinson in the Nome office, and to expand an office assistant position at NNSSP from seasonal to full-time.

Jerry Ivanoff honored

The board honored Jerry Ivanoff, NSEDC's director of Education, Employment and Training and treasurer of the corporation, for 20 years of service. At a meeting in December, the board increased the company's annual scholarship fund from \$750,000 to \$800,000.

A report on Norton Sound fisheries topics discussed at the NSEDC board meeting will appear in *The Nome Nugget* next week.

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graphic studies and successfully traversing the Bering Strait either through the Northern Sea Route or the North West Passage, Houck assumes they will be more willing to insure those cargos at lower rates. "This is just an explosion of traffic waiting to happen. My job is to make that more predictable," he said. How so?

Houck showed a slide with a map of the Bering Sea, the Bering Strait, the Chukchi and Beaufort Seas. A red line depicting his recommendation for a four-mile wide, two-way ocean highway for large vessel traffic was drawn from Unimak Pass in a northwesterly direction west of Nunivat Island, then taking a slight northeasterly turn to pass St. Lawrence Island and Little Diomede to the East. The corridor is meant for large vessels and tankers only, not for tug and barge traffic, whaling boats or any smaller vessel traffic. Innocent passage refers to vessels that transit from one foreign port to another foreign port. Most merchant ships sail under the flag of Panama, Cyprus, Greek or Russian flags. When foreign-flagged ships travel from or to a U.S. port, then U.S. laws apply, but if they just transit in innocent passage, they are not bound by

U.S. laws as they pass through an international strait.

Pointing at the red line on his power presentation slide, Houck explained that he designed the proposed route with as few turns as possible to minimize the risk of complications due to turns.

The four-mile wide corridor would also make sure that icebreakers could have a bit of maneuvering room to avoid thick ice and seek out thinner ice to break through.

Areas to be avoided by large vessel traffic include an area around Little Diomede, Fairway Rock, a five-mile buffer around King Island, an area near Wales and around St. Lawrence Island.

"Generally there has to be a navigational reason to avoid certain areas," Houck explained. However, since the area is so remote, he drew the route so that if a vessel loses power, the Coast Guard has more time to respond. "Those areas are so remote and so hard to get to that giving us an extra 12 miles gives us at least six hours to get on scene before the vessel is in a situation to run aground and cause a spill," Houck said.

Houck said an added benefit of the proposed route is to keep the

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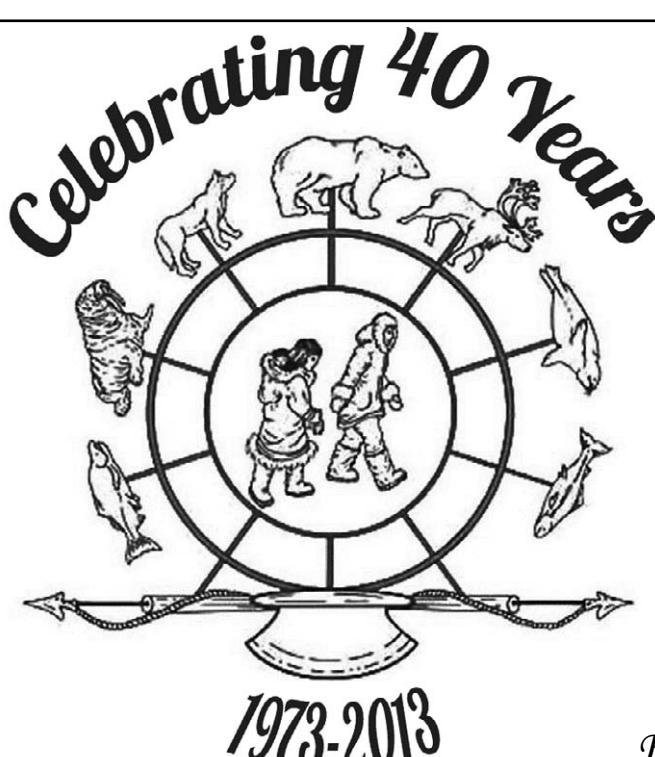
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2/7/14



Kawerak Open House

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February 20, 2013

Kawerak Ublugiaq Building
504 Seppala-2nd floor boardroom

2:00 to 3:30 p.m.

For village celebration times, please contact your tribal coordinator

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• Symposium

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ships — that are going to come — in a narrow band and out of the major whaling area 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-ft. buoy tender, to Diomede in 12 hours," Houck said.

Houck made clear that the four-mile-wide "highway" only applies to major, destinational large vessel traffic. He explained that the IMO approves any internationally binding ship routing measures.

But how binding are those IMO rules? Houck said 90 percent of the IMO measures are voluntary and the government is not going to enforce them, but carriers are very motivated to play by the rules. "If I'm a carrier, I will only travel routes that are safe and covered by my insurance. If I go outside the lane for no good reason and have an accident, I'm not covered. The bottom-line is the driver," Houck said.

Hunters in the audience asked how they would know where the ships are and how fast they're going. Houck said that the Coast Guard tracks every ship, and that every vessel is on VHF radio channel 16. "So if you're out there, towing a whale across the four-mile highway, I'd have my radio on and let the ships know you're there and ask them to divert," Houck said. While the rule is that the larger vessels have the right-of-way, special circumstances will apply.

The communities of Diomede, Wales, Gambell and Savoonga also have access to an Automated Information System that tracks ship traffic.

Houck encourage communities to call the ships on VHF and invite them in for a basketball game or to visit and tour the village. "It gets very tiresome to sail in circles out in the Arctic," Houck said.

The Port Access Study will soon be posted in the Federal Register. A public comment period of 90 days will follow before the final draft is presented to the IMO.

Lessons learned

In the summer of 2011, the large-capacity super tanker *Vladimir Tikhonov* owned by Sovcomflot completed a first transit along the Northern Sea Route. That voyage was the first time ever that a 160,000 tons deadweight ship of that size has transported a full consignment of cargo. The Coast Guard assumes that larger vessels carrying larger amounts of cargo pose a greater pollution risk.

Melanie Bahnke, Kauerak president and CEO got up and asked who would be willing to train the first responders in the coastal communities on all kinds of scenarios, from shipwrecks to oil spills. Tom Deruyter with the state DEC clarified that if

somebody spills oil, they are responsible for the cleanup. "If they don't, the state or Feds step in to clean up," he said.

That is not a comforting thought as proven by a mysterious spill that soiled three seals and several birds off St. Lawrence Island, to which both DEC and the Coast Guard have yet to find the source.

Houck further commented that the Coast Guard is not in the business to train first responders to oil spills.

The NOAA office of coast survey plans to conduct coastal surveys between Diomede and Wales. This summer, they plan to survey an area off Port Clarence in order to get a better understanding of the bathymetry of the proposed highway.

Although no representative from the National Marine Fishery Service, a division of NOAA supposed to promote sustainable fisheries, recovery of protected species and the health of coastal marine habitats, was present at the symposium, they have begun to work on a disaster response plan related to oil spills, natural disasters and marine mammal die-offs. The plan is supposed to cover the Bering Strait to the North Slope and is to detail protocols for communication, subsistence food safety, deterrence strategies, rehabilitation, de-oiling, tissue sampling and carcass collection.

Until such a plan is in place, the region needs to wing it and report oiled sea life to the Nome Marine Advisory Program agent Gay Sheffield or the Eskimo Walrus Commission.

In turn, what can the region offer? Vince Pikonganna said at one point that residents need to do the best they can to help the agencies so they would be able to help us.

Eva Menadelook spoke on behalf of Little Diomede and expressed concern for the sea mammals and also for the need to cooperate with the Russians. "We share a common goal to protect our resources," Menadelook said.

Gay Sheffield commented that invited communities asked about whether or not their Russian counterparts would be attending the symposium. "I found it curious that that request came from the communities and not a single agency asked about the Russians," Sheffield said.

Other than guarded optimism that current planning efforts may protect subsistence resources for the future, what are the communities willing to contribute? Sheffield, reading from the informal survey of the needs and fears associated with increased shipping traffic. "Diomede sort of summed up what everyone else had written: we can offer food, safety and people. There is not a lot of infrastructure out there, so if you run scared, hungry and alone, you know that food, safety and people are there on the coast and that this is quite an offer."

Community meeting on salmon planning

When: Tuesday, February 19

Where: Kauerak Ublugiaq Boardroom
(upstairs) at 504 Seppala Drive in Nome

Time: 7 p.m.

Purpose: Review the current comprehensive salmon plan for the region and provide recommendations to the Regional Planning Team for updates, corrections and changes.

For more information contact Carolyn Ahkvaluk at Kauerak 443-4378.

Artist in residence teaches stained glass art in Shishmaref

Story 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-



ARTIST — Jim Kaiser shows a student how to work with glass.

garten through 12th grade, on projects that showed creativity, dedication, perseverance and pure talent. Jim showed students how they can turn a few sheets of glass into beautiful 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 welcomed. 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 community, 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 enjoys leaving 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 village to see. The looks on the children's faces when they saw their work on display was too beautiful for a picture to capture.

The village of Shishmaref has enjoyed 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, presents the Northern Lights window he made for Shishmaref School.

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