

The Cordova Times

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The Cordova Times

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ALASKA MARINE HIGHWAY SYSTEM

The wait begins

Passengers aboard final ferry of season voice anger, disillusionment, determination

BY ZACHARY SNOWDON SMITH
zsmith@thecordovatimes.com

Rico Zapata peers from the stern of the ferry M/V Aurora. It’s the first time the Tennessean sightseer has viewed the imposing peaks of the Chugach Mountains. It’s also the first time he’s traveled by ferry. In fact, it’s the first time he’s heard that the ferry on which he is now riding will abruptly terminate service tonight, not to return for seven months.

It takes Zapata roughly five seconds to draw an analysis of the situation: “I didn’t know this was the last one. It’s preposterous. It don’t make no sense, especially if it’s a way of life.”

See Page 10, **FERRY**



Photos by Zachary Snowdon Smith/The Cordova Times
From left: passengers Eddie Mutton and Rico Zapata discuss the fate of the Alaska Marine Highway System.
BACKGROUND: The M/V Aurora departs Cordova Ferry Terminal.

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Cordova Culture

AROUND TOWN



Photo by Zachary Snowdon Smith/
The Cordova Times

The City Manager Assessment Committee conducts a video interview on Sept. 4.

Meet city manager candidates, bulk item dump day and culture week

BY THE CORDOVA TIMES STAFF

City manager finalist meet and greet

A meet and greet for the three city manager finalists will be 5-7 p.m. Friday, Sept. 27 at the Cordova Center. The public is invited to meet finalists, Helen Howarth, Kerin Kramer and Alida Bus. Light appetizers and a cash-only no host wine and beer bar will be served.

Special City Council meeting

A special meeting will be held 9 a.m. Saturday, Sept. 28 at the Cordova Center to interview the three city manager finalists. Agenda is available at cityof-cordova.net.

Free ‘bulk item’ dump day

The Eyak Corporation is sponsoring a free “bulk item” dump day from 8 a.m. to 2:30 p.m. Saturday, Sept. 28. Bring items that won’t fit in a dumpster, such as nets, sofas, tires and building materials to the landfill at 17-mile Copper River Highway. Refrigerators, freezers and hazardous waste items can be taken directly to the baler at 1-mile Whitshead Road. No vehicles will be accepted on Sept. 28. For more information, contact the Eyak Corporation at 907-424-7161 or the city baler at 907-424-5600.

Mt. Eccles Culture Week

The Native Village of Eyak, in partnership with the Cordova School District, is hosting Mt. Eccles Culture Week from 1 p.m. to 3:30 p.m. Sept. 30 through Oct. 4 at Mt. Eccles Elementary School. Classes are Monday through Thursday with an exhibition and traditional foods potluck on Friday. This year’s theme is design, carving and storytelling.

Child and family wellness fair

Cordova Family Resource Center and Cordova Community Medical Center are hosting a community fair devoted

See Page 19, AROUND TOWN

‘LATINGRASS’ BAND



Photo by Zachary Snowdon Smith/The Cordova Times

From left: Joe Troop, Pau Barjau and Franco Martino perform at the North Star Theatre.

Genre-blending band explores Alaska Native culture

Che Apalache combine Latin and bluegrass influences

BY ZACHARY SNOWDON SMITH
zsmith@thecordovaitimes.com

For four-piece string band Che Apalache, touring isn’t just about performing — it’s field research.

The group are best known for their unique fusion of Latin and bluegrass, although they’ve also dabbled in everything from Gypsy swing to Japanese folk music. Frontman Joe Troop hopes to learn new tricks of the trade anytime he visits somewhere new, he said.

“Traveling and meeting people and taking in the beauty of the natural world is what fuels my creative process,” Troop said. “It’s always nice to get somewhere and let things unfurl and unpack — but, then, packing up again and scrambling to the airport is ex-

hausting. But when it’s part of your life, you just do it. It’s way less daunting than hunting seal in a kayak.”

“The Coming of Spring,” Troop’s foray into Japanese folk music, was informed by his two years in Shimoguri, a village of 600 located at the top of a mountain on Honshu, Japan’s central island. The track appears on 2019’s “Rearrange My Heart,” an album produced by banjo virtuoso Béla Fleck.

Troop, who had not visited Alaska previously, said he was looking forward to seeing Cordova’s straight-as-an-arrow main drag and tasting seal meat, in Kodiak, for the first time. Native Alaskan culture and instrumentation have also drawn Troop’s interest.

“I’ve spent a lot of years in Latin America, where native peoples have, in many cases, fared better than they have in the Lower 48,”

Troop said. “Alaska’s a bit of an anomaly, because they’re organized up here... I’d like to learn more from them, to hear their stories.”

Che Apalache anticipate another six months of touring, after which they’ll return to the studio to start work on their next album, planned for release in 2020. Performances like the one held Sept. 24 at the Cordova Center have, Troop hopes, given listeners a chance to experience the many different musical traditions they’ve encountered on their travels.

“You can anticipate, hopefully, a mystical experience,” Troop said. “We just want to take people on a magical unicorn ride through their imaginations, using all the beautiful music traditions from all over the world that we’ve encountered and we’ve let influence us.”

LAST CALL

Get your favorite food-fix before the end of the season

BY THE CORDOVA TIMES STAFF

With the end of summer comes a change in hours and winter closures for some Cordova eateries. The Cordova Chamber of Commerce distributed a list of seasonal closures and fall business hours to help diners get one more dose of their summer food favorites.

Last call for seasonal dining:

- **Baja Taco** is open 11 a.m. to 7 p.m. through Oct. 2.
- **Fork & Spoon** is open 11:30 a.m. to 4 p.m. weekdays and 11:30 a.m. to 3 p.m. weekends through Oct. 4.
- **The Jump** is open 6:30 a.m. to 5:30 p.m. through Oct. 29.
- **Whale’s Tale** is open Friday-Tuesday through Oct. 31. Closed Wednesdays and Thursdays this fall.
- **Homegrown** wrapped up the season on Sept. 21.

Local eateries serving year-round:

- **Harborside Pizza’s** fall hours are 11 a.m. to 4 p.m. Monday-Friday. Diners can also get take-out 4-9 p.m. Fridays. Closed Dec. 15 through Jan. 3.
- **Kayak Cafe’s** fall hours are 8 a.m. to 6 p.m. Monday-Saturday.
- **Moose Lodge’s** fall hours are 4 p.m. to close Tuesday-Sunday. Steak night is 6 p.m. Fridays.
- **The Little Cordova Bakery’s** fall hours are 5:30 a.m. to 2:30 p.m. Wednesday-Sunday.
- **Powder House’s** fall hours begin Oct. 1. Open 11 a.m. to 8 p.m. Monday-Thursday; 11 a.m. to 9 p.m. Friday and Saturday; and noon to 7 p.m. Sunday.
- **Reluctant Fisherman** is open 7 a.m. to 10 p.m. through end of October. Winter hours to be determined.
- **OK Restaurant** is open 4-9 p.m. Monday-Saturday.



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GLOBAL CLIMATE STRIKE

Youth call for city statement on climate change



From left: City Manager Alan Lanning and Vice Mayor Melina Meyer listen to a statement from climate change protesters.

BY ZACHARY SNOWDON SMITH
zsmith@thecordovatimes.com

The city of Cordova must explicitly confirm that it accepts the existence of human-caused climate change, say protesters. Undeterred by stormy weather, a group of 35 protesters marched through town Sept. 20 to raise awareness of environmental issues. The march was part of “Global Climate Strike,” a campaign of demonstrations and school strikes ahead of the Sept. 23 United Nations Climate Summit. Chanting slogans like, “Science, not silence,” and, “If you breathe air, you will care,” demonstrators traversed First Street and Second Street before descending to Cordova Harbor, ending their march at the Cordova Center. The march drew cheers and approving horn-honks from passing motorists. At the Cordova Center, demonstrators were received by City Manager Alan Lanning and Vice Mayor Melina Meyer, where they were asked to submit statements for the next city council meeting packet. The



Photos by Zachary Snowdon Smith/The Cordova Times
Front, from left: Maya Russin, 16, and Mia Siebenmorgen, 14, lead an anti-climate-change march down First Street.

only concrete request issued to the city was that an official statement be made confirming the existence of anthropogenic climate change. Protester Lizzy Heidbrink, 12, said that the threat of climate change has become a source of daily anxiety. Along with friends, Heidbrink has made a hobby of picking up litter, and rarely misses an opportunity to remind others about the environmental problems with which her generation will

have to contend. “We are the sacrificed generation, basically,” Heidbrink said. Although Meyer and Lanning made no specific guarantees to the protesters, they struck a receptive tone. “I drove down the street and saw you guys all walking in the pouring-down rain ... chanting away,” Meyer said. “It was really nice to see a bunch of our youth getting involved.”



City of Cordova

Notice to the Public

**Meet and greet
for the City
Manager finalists**

**Friday, September 27
5 p.m. to 7 p.m.
at the Cordova Center**

The public is invited to come meet the three finalists,
Helen Howarth,
Kerin Kramer,
and Alida Bus.

Light appetizers as well as a no host wine and beer bar will be served by the Reluctant Fisherman, please note only cash will be accepted.

INTERVIEWS:
A Special City Council Meeting will be held Saturday at 9 a.m. at the Cordova Center to interview these finalists.

Agenda available at cityofcordova.net

We hope to see you there!

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Opinion

The Cordova Times

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Letters to the Editor

The Cordova Times welcomes letters to the editor. General interest letters should be no more than 300 words. Thank you letters should be no more than 150 words. Letters should be submitted by 5 p.m. Friday for consideration in the following week's edition of the newspaper. However, meeting that deadline is no guarantee that the letter will be published. All letters must include the writer's name and address and daytime phone number. Only the writer's name and city will be published. The Cordova Times also reserves the right to edit letters for content, length, clarity, grammar, AP Style and taste. Unsigned letters will not be published. Letters must be relevant to The Cordova Times readership area and preference will be given to topics covered in recent editions of The Cordova Times. Letter writers are encouraged to use email. Submit letters to share@thecordovatimes.com.

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LEGISLATIVE UPDATE

Ferry service is not simply a 'convenience'

Stutes: DOT comments reveal out-of-touch, cavalier attitude



BY REP. LOUISE STUTES
For The Cordova Times

Dear Friends and Neighbors,

I wanted to provide a brief update on an issue that is very important to our community. Namely, the Alaska Marine Highway System and a winter schedule that leaves Cordova out in the cold.

As I reported in my last update, Gov. Mike Dunleavy vetoed the \$5 million AMHS increase that I was able to add into HB 2001. Given the veto, it didn't come as a tremendous surprise that DOT subsequently released a final winter schedule with no meaningful changes from the draft.

What does come as a surprise, however, are the Administration's misconceptions and cavalier attitude about our ferry system despite a record-setting number of testifiers passionately stating the necessity of the system in their communities.

This attitude is embodied by the following comments made by DOT Commissioner John MacKinnon, as reported by Alaska's Energy Desk last week.

"You don't see people dying in ferry accidents in Alaska. You see people dying on roads in Alaska," he said. "When we reduce maintenance to our highways, that's a direct health, life, public safety issue. When we reduce ferry service, it's a matter of convenience."

I cannot imagine a more out-of-touch statement, and this is coming at the end of a robust public process that produced more testimony than any other issue before the Legislature last session (including the PFD). Most of the testimony included heartfelt stories that exemplified ways in which ferries

serve as many communities' only access to medical appointments, basic healthcare products, affordable food and household necessities, and any number of things that communities need. I know Cordova's testimony included many such stories.

I wrote a press release about his comments immediately afterwards, which you can view online at akhouse.org/?p=6801.

There is also a link in the release where you can view the full article by Alaska's Energy Desk.

It is disheartening to hear that, at the end of this public process and with communities about to lose their only highway all winter, the head of DOT views ferry service as a matter of convenience.

I feel like we are all on the same page regarding the need for winter service in Cordova and, probably, our views on the comments by DOT, so what can we do about it?

For my part, I have not given up on the

See Page 7, STUTES

LETTERS TO THE EDITOR

The system is broken, top to bottom

Dear Editor,

I don't know what more can be said about losing the ferry. However, I do know that there has been untold hours spent over the last dozen years advocating for our community to keep our service, using every means possible.

The lack of a coherent, cognitive, predictive means of management has been unsettling to say the least. One governor promises one thing, the next takes it away. Then another wind blows, and we get promises of a new ferry, new docks put in, and that ferry is pulled, and the new docks no longer fit the other ferries we are left with. None of which happen with any meaningful cooperation or consultation with the employees and customers locally.

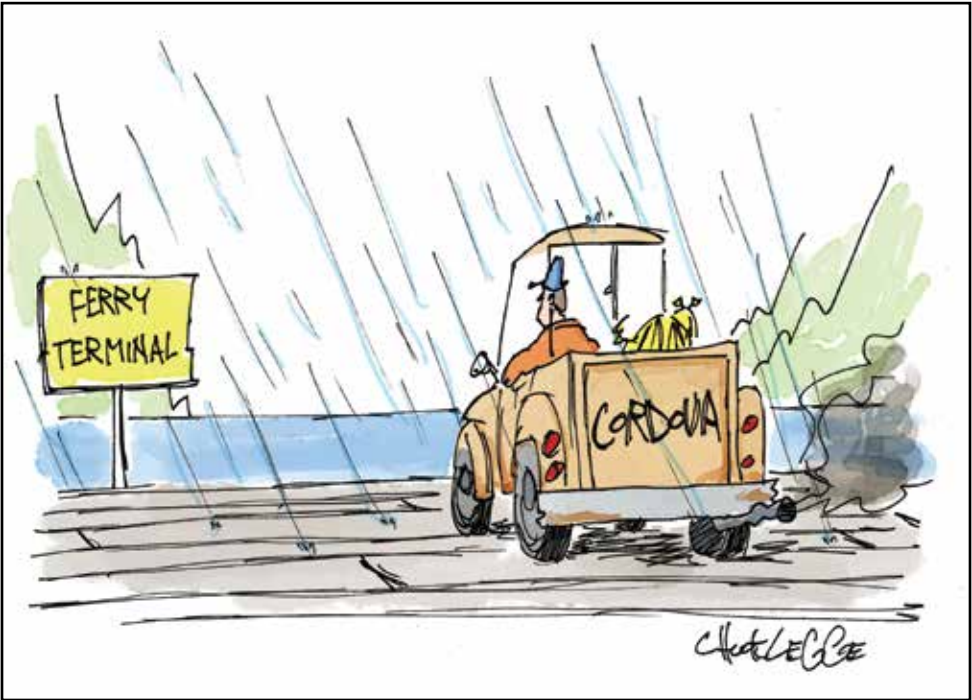
What is to be done?

The truth is, the system is broken top to bottom. A statewide committee was formed a few years back from stakeholders and residents from all regions of Alaska, not just those with a ferry. That group did a deep dive into the use and history of the ferries, and proposed a change. The conclusion was pretty unanimous, and that was the governance used to operate the ferries was fatally flawed. It was too political, provided little consistency and standardization, and did not, ultimately, serve the customers, nor its' employees. The next election shelved that study.

The AMHS is a complex public transportation system and needs to be treated as such, not the political football it has become. It needs long term governance distanced as much as possible from the political winds. It needs professional management, tempered with guidance from local user groups and employees.

The AMHS Reform committee's suggestions for such a reform needs another look, and a chance to rebuild this important public infrastructure from sea-level on up.

— Sylvia Lange
Cordova



Editorial cartoon by Chuck Legge

Chuck Legge worked as a fish processor for Great Pacific in Cordova when he first moved to Alaska in 1995. "I've been a lot of places, but none as stunningly beautiful as your town," Chuck said in a note to the editor with this cartoon. He now resides in Sutton, Alaska.

Cordova's seafood industry depends on the ferry

I'm not usually one to politically voice my humble opinion but this issue hits very close to home. My home is Cordova, Alaska, a landlocked fishing town, surrounded by the beautiful waters of the Prince William Sounds and the Copper River flats. Home of the famous Copper River Salmon fishery.

To get to our quaint, coastal community of 2,000 residents, you have to fly or ride a ferry. Alaska Marine Highway System is our "road" system. Cordova residents and businesses depend on the Alaska Marine Highway System not only bringing supplies into Cordova such as food, building materials, household goods, but for shipping out our most precious and important commodity, fresh and frozen seafood, Cordova's major economic business.

Cordova, Yakutat, Sitka, Ketchikan, Juneau, (I'm probably missing a few communities) share one, yes just one, (which we are very thankful for) Alaska Airlines freight plane each week, every Monday – to service all the coastal community businesses. You have to book space on that plane 48 hours in advance. Sometimes you get space, sometimes you don't.

Every person residing in Cordova along with all coastal communities dependent on the AMHS Ferry will immediately feel the crippling impact of Gov. Mike Dunleavy's decision to completely cut ferry service to these Alaska communities, residents and businesses.

Dunleavy – killing coastal Alaska, one bad decision after another and one ferry at a time.

— Diane Wiese
Cordova

See Page 5, LETTERS

FROM THE MAYOR'S DESK

Alaska Marine Highway mismanagement impacts Cordova

Editor's Note: This is an open letter from Mayor Clay Koplin originally distributed Sept. 18.

To Whom It May Concern
Dear Sirs and Madams:
The future sustainability of the Alaska Marine Highway System (AMHS) is best achieved by reducing operating costs, growing revenues, and improving customer experience. We grow weary of repeating this admonition. Nearly every legislature and administration have collectively violated this basic service model to varying degrees. None have failed as completely as the current administration or caused as much harm to the strong and growing economy of Cordova, Alaska and coastal Alaskan communities like her.
By suspending ferry service in Prince William Sound (PWS) for over seven consecutive months spanning from September 19, 2019 to May 15, 2020, costs are partially reduced, but revenues and service are driven to zero; a collision course with disaster. Limited response to Cordova's efforts to advise and participate in an improved business model can only be interpreted as intentional destruction of the AMHS.
For the community of Cordova, this compromises the world-class seafood catching and processing business which threatens the economy and food security of our state and nation. Seafood is the 5th largest trade



Photo by Zachary Snowdon Smith/The Cordova Times

Mayor Clay Koplin testifies on the effects of a proposed seven-month ferry stoppage. Two hundred and fifty other residents crowded into the Cordova Center on Saturday, July 27, to testify before the Alaska House Transportation Committee.

imbalance in the U.S., which imports 90% of her seafood and suffered a \$15 Billion trade imbalance last year alone. Cordova has spent decades building over \$1 Billion of infrastructure including the largest commercial fishing fleet in Alaska representing 750 small, independent business owners,

hundreds of millions of dollars of private sector investments in seafood processing plants and shipping facilities, and community water and energy expansions.
The AMHS is a key link that helps improve the economics of all of these ventures including the 350 plus PWS fishermen who live

on the Alaska road system in communities like Wasilla (120), Homer (100), Anchorage (100) and others to get their families, boats, vehicles, and equipment back and forth to Cordova in the October and April and intervening timeframes. Copper River Seafoods, an Anchorage-based seafood processor that relies heavily on PWS fish, employs over 250 and has spent as much as \$1.4 Million in ferry fares in a single year when schedules were reliably consistent.
Cordova is in jeopardy of slipping from the 11th largest seafood catching and processing port in the U.S. with an annual ex-vessel catch value of \$95,000,000 to 26th where it ranked a decade ago. This at a time when City of Cordova port and harbor improvements and the newly developing fisheries and shellfish farms are positioned to move Cordova into the top 5 US seafood ports within 10 years to grow domestic strength.
We urgently request the immediate partnership and support of Cordova's internal and external business partners, peer communities, Federal delegation and partners, and, most importantly, the State of Alaska's Governor and AMHS management staff to support immediate reversal of this destructive and irresponsible closure of Cordova's primary transportation mode this winter.
Respectfully,
Clay Koplin
Cordova Mayor

LETTERS

From Page 4

Families forced to make hard healthcare decisions

My name is Jason Leonard, I am a travel nurse working at Cordova Community Medical Center. Since coming to Cordova this summer, I have seen, met and watched the hard-working community deal with adversity, drought and a beautiful summer.
However, as an emergency room nurse I have also treated and spoke with patients and families who are being forced to make decisions about their healthcare and well-being not because it's a matter of choice or personal beliefs. In fact, these unhealthy decisions are due to their state leaders' decisions to neglect, forgo and simply disregard this, and other communities' welfare and future sustainability.
As a person who has given his life to helping others, this decision to abandon Cordova during the ferry stoppage is not about money or other fictitious reasoning — I believe it's about self-absorption and political grandstanding on the part of Gov. Dunleavy and his administration.
Being a caring human being seems to have been forsaken. Just my humble opinion.
— Jason Leonard
Cordova

Hoping the car still runs, come spring

I took advantage of the extra week of ferry service as I was not able to get on sooner because of full booking!!!
I needed to have my car serviced to keep warranty.
While there, we found an issue that had to be fixed! By overnight parts they were able to get the major issue fixed. The rest will have to wait due to NO ferry service! I am praying that it holds together for the next eight months and doesn't break down!
Not only may I not have a highway to take it to get fixed, I may not even have a vehicle.

But most of all I feel bad for all the people that need the ferry for medical issues and for the businesses that rely on it to supply themselves to keep cost down. Our wonderful town will be shutting down and losing more people.
I am at a loss of understanding how the Governor can even sleep at night with his decisions.
I know a lot of us are not sleeping at night, because of his choices!
—Sue Ervin
Owner of Sue's Knives and MORE!, Cordova

Cutting a small town off is unacceptable

I understand how balancing state funds with numerous needs for many individuals can be a challenging undertaking. However, cutting a small town off, such as Cordova, from their ferry is unacceptable. You might as well put a noose around each one of their necks.
They have no access roads to the mainland of Alaska. This decision is unacceptable for all citizens as well as visitors coming into Cordova who spend money there. Cutting off their one essential affordable mode of transportation is a horrid decision.
Shopping for groceries at more reasonable prices in Anchorage, purchasing clothing, essential car repairs, tires, pumps, having access to doctors, dentists, and specialists, just to name a few needs, is essential for any thriving community.
When I checked the population of Cordova today, the figure was 2,187. As you know, Cordova is a fishing community which supplies the rest of us with a great abundance of valuable fish for consumption. These fishermen need access to the mainland for purchases just as they need fresh air for breathing. Please remove the noose that you have placed, Gov. Mike Dunleavy as well as State Legislators, from each citizen of Cordova and allow them access to their essential ferry service.
Thank you.
— Tina Yochum-Magaz
Kansas City, Missouri.
Son and granddaughter reside in Cordova

THANK YOU LETTER

Thank you, AC Value, for supporting Cordova basketball

Fundraiser helps team travel despite ferry service gap

The Cordova boys basketball team held their annual fundraiser at AC at the beginning of the month. For the last three years, Cordova could count on the boys to be outside AC flipping burgers, hotdogs and even chicken adobo at times. The Cordova boys basketball team would like to thank AC Value Center and their amazing staff, especially Robbie and Mona, for the unending, unconditional support throughout the years.
This support is more important now than ever, with the limited travel schedule due to the lack of ferry, opportunities like this are part what keeps Cordova's youth extracurricular activities alive.
Thank you, AC Value Center for ALWAYS supporting Cordova's Youth!
—Keegan Estes
Cordova High School basketball senior



Photo courtesy of CHS basketball

Cordova Jr./Sr. High School boys basketball team serves up food at a fundraiser outside AC Value Center in Cordova. The money raised will help the team travel to away games.

LETTERS TO THE EDITOR

The Cordova Times welcomes letters to the editor

General interest letters should be no more than 300 words. Thank you letters should be no more than 150 words. Letters should be submitted by 5 p.m. Friday for consideration in the following week's edition of the newspaper. However, meeting that deadline is no guarantee that the letter will be published. All letters must include the writer's name and address and daytime phone number. Only the writer's name and city will be published. The Cordova Times also reserves the right to edit letters for content, length, clarity, grammar, AP Style and taste. Unsigned letters will not be published. Letters must be relevant to The Cordova Times readership area and preference will be given to topics covered in recent editions of The Cordova Times. Letter writers are encouraged to use email.

Submit letters to share@thecordovatimes.com

VOUNTEER SPOTLIGHT

Volunteering is part of Pastor Leppert’s faith

BY JANE SPENCER
For The Cordova Times

Editor’s note: Cordova community events and programs run on volunteers. This is an ongoing series of Volunteer Spotlight Q&A’s in partnership with the Cordova Chamber of Commerce to honor those who give their time and efforts to better the community.

Volunteering isn’t a “give to get” concept for Steve Leppert. He lives his life wanting to help others.

As the pastor of the Cordova Church of the Nazarene, helping others is a part of his faith.

Just shy of five years living in Cordova, Leppert is involved with a long list of volunteer roles. He’s a Little League coach. He volunteers at Cordova Iceworm Festival, the Fourth of July BBQ and the Christmas Bazaar. He puts on town rummage sales. And he donates fish he catches to elders and those in need.

Why is volunteering important to you?

As a pastor, folks expect me to be helpful whenever and wherever I can be. However, I believe that as a pastor I need to be engaged in the community.

I have had several rummage sales for the town’s people as well as benefiting the sea-

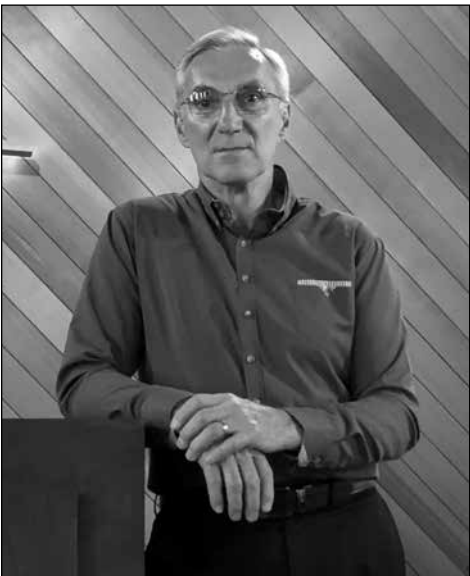


Photo courtesy of Steve Leppert/For The Cordova Times
Steve Leppert, the pastor of the Cordova Church of Nazarene.

sonal workers.

I have coached Little League as a way of engaging people and getting to know their stories. Knowing stories helps meet even more needs.

I have been involved at Iceworm Festival and the Christmas Bazaar. I assisted with the Food for Federal Employees during the

government shut down. We also remodeled a woman’s home after she lost her leg to diabetes with no cost to her.

Why do I do it? As a follower of Christ, I understand that when people are praying for God to help them, it is His church that becomes the hands, feet, hearts and vehicles of those prayers.

A hungry person needs food, a hurting person needs hope and comfort, and addicted person needs loving options, and so on. I do it because we should be compelled to help.

We do not try and fill in the blanks for why people are where they are, but we look at the immediate need, listen to the stories, and try and get them back on their feet.

The old saying is still true, “What would Jesus do?”

What are some of your volunteer roles in Cordova?

On the local level I coached one of the Little League teams for the past three years. On the personal level there are private things done that others would be uncomfortable if what was done for them got out.

I am the pastor of the Cordova Church of the Nazarene. I have a long work history. I was janitor, plumber, schoolteacher, retail manager, carpenters apprentice, and some other odd jobs here and there.

In the church I have been a youth pastor, assistant pastor, hospital Chaplin and senior pastor. I have four degrees: Bachelor’s of Arts degrees in counseling and Biblical Studies and Masters of arts in secondary education and in religion.

Is there something you gained from your volunteer work?

Volunteer work, for me, is not a give to get thing, but I do get something out of it. There is great satisfaction when you see the smile on a face, a life being transformed, someone’s healing, and a long list of life-long friends. When helping others you take whatever skills you have, but you develop new skills on the spot.

How long have you lived in Cordova and where are you from?

I will have been here five years this Christmas, and I am from the New York area.


VOLUNTEER

If you’d like to know more information on ways to volunteer in the community contact the Cordova Chamber of Commerce at 907-424-7260 or visit cordovachamber.com/volunteer.

NOMINATE SOMEONE FOR A FUTURE VOLUNTEER SPOTLIGHT

Contact Jane Spencer at spencerjane@gmail.com

Jane Spencer is a freelance writer for the Cordova Times. She’s a seasonal resident of Cordova for over 15 years and graduated from the University of Colorado at Boulder with a degree in Environmental Studies. She received her Natural Chef certificate in Holistic Nutrition and Culinary Arts, in addition to dabbling as an oil painter and ceramic artist.



The Cordova Conversation

NEWS & NOTICES FROM THE CITY OF CORDOVA

Public Notice

Winter Reminders from Public Works:

We all know the snow WILL fall sometime, so take advantage of the clear ground to winterize around your home and yard. Please remove any personal items in the city rights-of-way (ROW) so that the snow plows have room to work and don't accidentally hit something important.

Notice to the Public

As of Friday September 12, 2019, the following businesses have outstanding sales tax due to City:

- Alascom
- Chelsea Haisman Media
- Cordova Bar
- Cordova Café
- Craig’s Rentals
- Delta Rentals
- Heavy Metal Welding
- Henry Schein, Inc
- Irene’s Place
- Modere USA, Inc
- North Shore Mobile Welding
- Northern Delights
- The Barn
- Tiedeman Construction
- Uluation Arts & Crafts
- West Mobile Automotive Repair & Labor

As of Friday September 12, 2019, the following businesses have unfiled sales tax returns:

- A2Z Construction
- Alaska Marine Coatings, LLC
- Alpine Electric, LLC

- Brent’s Custom Picture Framing
- Cordova Computers, LLC
- Custom Hose & Tube, LLC
- Darling’s Ferments
- Dillon’s Rental
- Duck Inn B&B
- Frontier Glass
- How Brewed
- Humble Glass
- Isabel’s
- J4 Learning
- Jessica’s Crafts
- No Road
- RUS, Inc
- Salmonberry Patch Rentals
- Scribe Fit Fabrication
- The Little Cordova Bakery
- The Side Door Bread Company
- Thumb & Thumber Enterprises
- Uluation Arts & Crafts
- Venturer Enterprise, LLC

Job Announcement

The City of Cordova is accepting applications for a full-time, exempt

FINANCE DIRECTOR

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FIRST REVIEW OF APPLICATIONS:
September 15, 2019

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Cindy Appleton HR at humanresources@cityofcordova.net.

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OBITUARY

Gerald R. ‘Jerry’ Eklund

March 8, 1946 — September 16, 2019



While living in Cordova, Jerry served as a deacon for the Cordova Community Baptist Church, and while living in Anchorage he attended Gloria Dei Lutheran Church. He loved sport fishing and hunting, but if he wasn’t outdoors, you could find him watching his children play basketball or his grandson, Gunnar, wrestle.

The family said, “Jerry came to Alaska in 1975, and loved it so much he never left! He really enjoyed people and meeting new ones. He also loved to talk and share his knowledge — if you did have the time! He was greatly loved and will be missed by all who knew him.”

Jerry is survived by his wife, Alison Eklund, Anchorage; daughter, Jennifer (Marvis) Kildow; grandchildren Marissa and Zane Kildow, all of Fairbanks; step-son, Jason Barnes; step-daughter, Teresa Barnes; step-granddaughter, Nadia Hoffhines; step-grandson, Gunnar Davis, all of Cordova; sister-in-law, Rhonda Sleighter, Anchorage; brothers-in-law, Steven Sleighter (wife, Annie), Anchorage, and Tony Nicolo, Virginia Beach, Virginia.

He is preceded in death by his mother, Lois Eklund; brother, Darrel Eklund; sister, Donna Eklund, and beloved son, Eric Gardner Eklund.

In lieu of flowers, Jerry asked that donations be made to the Cordova Pounders Wrestling Team for their traveling expenses. Please make checks payable to Cordova Pounders Wrestling c/o Coach Nate Taylor, P.O. Box 2351 Cordova, Alaska 99574.

Arrangements entrusted to Cremation Society of Alaska. Words of comfort may be shared with the family at alaskacremation.com.

Gerald R. “Jerry” Eklund, 73, passed away Sept. 16, 2019 at Providence Alaska Medical Center. Services are pending and will be announced later. His cremains will be buried next to his son, Eric, in Cordova.

Jerry was born March 8, 1946 in Anaconda, Montana. He graduated from Eureka High School in Eureka, California. While there, he was awarded the best all-around gymnast of Northern California. Jerry honorably served in the US Navy as a submariner aboard the USS Tiru. He was a certified diver and a torpedo man. After serving in the US Navy from 1965 to 1969, Jerry moved to Alaska in 1975. He married Alison Sleighter on Sept. 6, 1991; the couple lived in Cordova, Alaska until 2013. They moved to Bend, Oregon for a short time and then back to Alaska, living in Anchorage until Jerry’s passing. He was self-employed as a commercial fisherman, primarily in the Cordova area. At times, he also ran tender, crab fished, seined and long lined. In 2012, he retired due to ailing health.

STUTES

From Page 4

\$5 million that was vetoed in HB 2001 as it is still the quickest route to get money back into AMHS operations. The Legislature has 5 days from when we convene in session to override all or some of the vetoes in HB 2001 (The vetoes themselves are covered in my last update to the Times on August 31st.).

That 5-day clock starts once the Legislature convenes for special or regular session, meaning that there could be an opportunity to address the vetoes as early as this fall if the Governor calls us back in for special session. If that does not occur, and there is some doubt whether it will, the vetoes need to be addressed within 5 days of convening the regular session in 2020.

Although, I would be a yes vote, the Legislature does not currently have enough support to call ourselves back into special session and that is unlikely to change.

Regardless of how and when things unfold, we still need the votes for the overrides, and I am currently working on gathering enough support from my colleagues in the House and Senate to make that happen. I certainly support overriding all of the vetoes in HB 2001 but am focusing on the \$5 million. That aside, increasing AMHS’s budget will be my #1 priority next session.

All that being said, how can the public remain engaged and continue to be effective?

Despite comments from an out-of-touch Administration, your voices are making a difference. The Administration’s rhetoric has softened, and it is backing down and even reversing course on issues it was steadfast on 6 months ago.

The number of testifiers, letters, emails, and calls the Legislature received this year in support of the ferry system was amazing. We need to keep the pressure on the Administration until they finally understand what the ferry system means to Alaska.

Continued community engagement will not only be key for these overrides and increasing AMHS’s budget next session, but also for repairing damage that has been done and preventing further harmful cuts in the future.

I strongly encourage all of you to contact the Governor’s Office via phone at 907-465-3500 , via email at <https://gov.alaska.gov/contact/email-the-governor/>, or via mail to: Office of the Governor, P.O. Box 110001, Juneau, AK 99811-0001, to let him know all the ways that winter ferry service is not “a matter of convenience” for you or your family.

Likewise, please reach out to the Commissioner’s Office at DOT at 907-465-3900, via email at dot.commissioner@alaska.gov, or via mail to: Commissioner MacKinnon, Alaska Department of Transportation



Residents crowd the Cordova Center for a meeting of the Alaska House Transportation Committee. The committee’s Saturday, July 27 meeting heard testimony from residents on a seven-month ferry stoppage.

& Public Facilities, P.O. Box 112500, 3132 Channel Drive, Juneau, AK 99811-2500.

The Administration recently announced that commissioners will play a larger role in developing their agency’s budget next session and it appears incumbent on us to continue to educate the Commissioner and the Administration on how integral winter ferry service is to life, health and public safety in coastal communities. Apparently, they didn’t hear us the first time, so we must continue to speak, and speak even louder. Working together, I believe we can make it clear to the Administration that consistent ferry service to all communities is not a matter of convenience, and, just as importantly, that we will not go away or accept anything less.

Pink salmon disaster relief

Shifting gears, I want to take a moment to discuss the 2016 Gulf of Alaska pink salmon disaster relief distribution as there have been some recent developments.

An official request for review/appeal form and revised FAQs are now posted on PSMFC’s website at: psmfc.org/fishery-disaster-programs.

The revised FAQs provide updated information about the timelines and specifics of the process moving forward.

Although the deadline to receive a request for review/appeal is “postmarked” by Nov. 15, I would get on it as soon as possible if you plan on appealing your payment amount or eligibility.

As I discussed in my previous update to The Cordova Times published Sept. 4, I have been reaching out to ADF&G, PSMFC and

our congressional delegation to make sure they are aware of several issues with how some payments were calculated. The most prevalent issues involve the way 5-year averages were calculated for those with a partial catch history and/or basing payments on all of a person’s limited entry permits instead of just that gear type. Essentially, the result for Prince William Sound seiners is that if you happened to have transitioned from gillnetting to seining during the lookback period and/or started seining after 2010, you likely received a much smaller amount than recipients who did not.

I sent a letter to PSMFC, ADF&G and our congressional delegation, pointing out the issues and requesting that they be addressed favorably in the appeals process. The letter explains the issues in greater detail. If you would like a copy, please contact my office at 907-465-3271.

I have since spoke several times to ADF&G about these, as well as other, issues, with how payments and eligibility were determined. ADF&G recognizes that mistakes were made and is working to ensure that PSMFC is aware of them as well. It is also my understanding that, along with actual commercial fishermen, there will be a department representative on the appeals board. The main issue I see, frankly, is how much money will be available in the appeals fund. There is money already in that fund and ADF&G is looking at ways to loop additional funding from unclaimed payments back to the appeals process while still staying within the grant guidelines.

ADF&G and CFEC have offered their ser-

vices in assisting people with information throughout the appeals process.

If you have questions about your address on file with CFEC or need to change that address, feel free to reach out to CFEC at 907-789-6160. If you need to confirm specific fish ticket information from 2016 or earlier, that is also available at CFEC for a nominal fee. If you have questions that I or my staff cannot answer regarding appeals or the state’s ongoing interactions with PSMFC on these issues, I can put you in touch with the appropriate person at ADF&G.

I want to close by saying that throughout this three-year process, my staff and I frequently engaged with ADF&G, discussing the various concerns of stakeholders, as well as those we could foresee regarding how payments and eligibility would be determined. In fact, some of the issues that have arisen are ones that were specifically brought to the attention of ADF&G. For example, I was told personally when I asked about it that a fleetwide average would be blended in for those with a partial catch history. So, in other words, if you started fishing in 2014, a fleetwide average for 2012 and the previous years would be blended with your actual catch in 2014 to determine your five-year average. This would have resulted in much more equitable payments. However, that blending of actual and fleetwide averages was never incorporated and as no one saw the final plan as it left the state, it wasn’t brought to light until people started receiving communications from PSMFC in August.

Particularly given the level of input from the stakeholders and my office, I was extremely surprised and disappointed to see that the final distribution plan resulted in large disparities in payments based on what were essentially oversights.

Since we were made aware of these issues, I have been doing everything in my power to bring them to light and ensure that appeals based on these grounds are successful. If you plan on filing an appeal, please reach out to my office at 907-465-3271. I would be happy to write a letter in support of your appeal and assist you through the process.

In the meantime, I will continue to talk to ADF&G and speak to our congressional delegation about ways to bolster the appeals fund.

Remember I work for you. Please contact me anytime to discuss these or any other issues that are important to you or your family.

Sincerely,
Louise Stutes

Louise Stutes is the Alaska state House representative for District 32, proudly Serving Kodiak, Cordova, Yakutat and Seldovia. She can be reached at Rep.Louise.Stutes@akleg.gov or (907) 465-3271.

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Thank you, readers!

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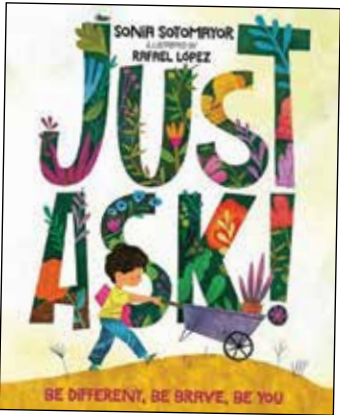
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AT YOUR LIBRARY

Supreme Court Justice Sotomayor’s ‘Just Ask’ inspires children



A book written by a judge reviewed by a former librarian

BY CATHY SHERMAN
For The Cordova Times

Supreme Court Justice Sonia Sotomayor was born in the Bronx, New York earning degrees from Princeton University and Yale School. I have read her life story and so was intrigued when I heard NPR review her newest children’s book: Just Ask!

Sotomayor said she was inspired to write this book by an experience she had at a restaurant. She was in the restroom administering her insulin shot for her diabetes, prior to her meal; another restaurant patron observed this. Upon leaving the restroom and passing the same patron’s table, Sotomayor heard the patron exclaim, “she’s a drug addict, I saw her in the restroom.”

As you might expect, the Judge did not miss this teaching moment and turned to the patron to explain she was not a drug addict, but a diabetic and what she witnessed was an attempt to stay healthy and alive. As a final note to the patron, Sotomayor said, “If you wonder about something, JUST ASK!”

I immediately ordered this book to share with my grandchildren and enjoyed its refreshing and gentle way of dealing with all kinds of various disabilities and health conditions. From asthma to being wheelchair-bound to having a stutter, all the children in this story ask to learn about each other’s conditions and needs. They work together to make sure each one can participate, however best, to plant a community garden.

In this crazy state of the world we live in right now, this was a good book to read to the kids climbing on my lap. The discussions were rich and open. It made us feel good. And that is the best thing of all.

Two copies of Sonia Sotomayor’s book are on the way to the Cordova Public Library – one in English, one in Spanish. Look for it the next time you need a good book to make your heart happy.

Visit the library

The Cordova Public Library is open 10 a.m. to 8 p.m. Tuesday-Thursday, 10 a.m. to 6 p.m. Friday, noon to 5 p.m. Saturday. Closed Mondays.

Cathy Sherman is a retired librarian and museum director for City of Cordova.

HOMECOMING



From top: Coast Guardsman Jacob Carrillo reunites with family members Gustavo, Jessica and Reynaldo.



Coast Guardsman Brigitte Baskin, having just disembarked the USCGC Fir, reunites with her dog, Koda Bear.



Coast Guardsmen reunite with friends and family.

Photos by Zachary Snowdon Smith/The Cordova Times

Coast Guard Cutter Fir arrives from Baltimore

47 crew members return to Cordova after months away



From left: Jack Hall, Canon Ritter and George Sebia prepare to welcome family members aboard the USCGC Fir.

BY ZACHARY SNOWDON SMITH
zsmith@thecordovatimes.com

A U.S. Coast Guard ship has arrived in Cordova after a five-week voyage from Baltimore, Md. The USCGC Fir carried 47 crew, some of whom had been away from home for up to four months.

Residents welcomed the Fir from Spouse’s Point, cheering and displaying banners. After the Fir passed, residents hurried to the city-owned pier where the ship was to dock. As Coast Guardsmen filed down the gangway, they were reunited with spouses, children and friends. Perhaps the most effusive reunion was between Coast Guardsman Brigitte Baskin and her canine companion,



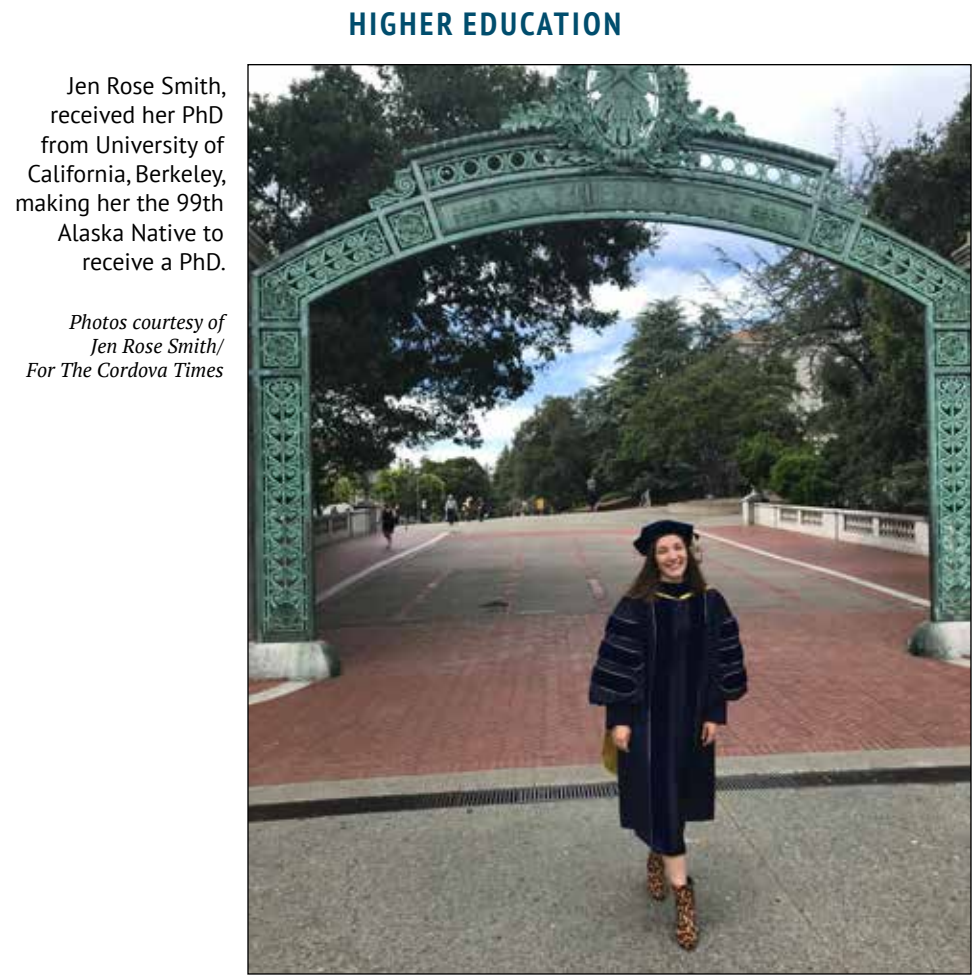
Friends and family of Coast Guardsmen greet the USCGC Fir as it prepares to dock.

Koda Bear.

Calm weather made the trip a smooth one, said Collin Bronson, the Fir’s captain.

The 225-foot cutter’s primary mission is to service buoys and other navigation aids near the coasts of Oregon and Washington

and along the Columbia River, according to a U.S. Coast Guard fact sheet. The Fir is also fitted with a Spilled Oil Recovery System, which would allow it to assist in a cleanup event, as it did during the 2010 Deepwater Horizon oil spill.



Cordova woman becomes 99th Alaska Native to receive PhD

Jen Rose Smith heads to UC Davis as post-doctorate fellow

BY JANE SPENCER
For The Cordova Times

Born and raised in Cordova, Jen Smith always loved school, specifically reading and writing. However, she admits she didn't do well on the SATs and she "wasn't a shiny star" of the school. She was good at basketball and wanted to play in college, but beyond that she didn't know what her career path would be. This past spring, she became the 99th Alaska Native to receive a PhD. It's a remarkably low number and a result of structural inequality that keeps many Native people and people of color out of academia.

"So much of my experience has been luck," she said. "If the right professors didn't come into my life at the right times. Or if randomly, I hadn't learned about some funding resource and applied to it. There's such little structural support for Native people that want to go into higher education, and people of color more broadly. It wasn't until my last year of college that one of my professors was like 'You should apply to graduate school' and I was like, 'What's that?'"

During the summers, she spends time in Cordova with her family. She and her mom, Pam Smith, are busy with many projects that include processing fish, smoking salmon, harvesting wild berries, making tinctures and salves, and cooking up many meals together.

"Some of the things I'm most proud of happening in Cordova, is my mom's genealogy project, and the Eyak place names mapping project with the Eyak Cultural Foundation and the Eyak culture camps," Smith said.

It was leaving Cordova, in addition to having the resources, skills and the time to be able to pour herself into her studies, that led Smith to researching many of the questions she had about being an Alaska Native.

The questions don't have simple answers, but simply learning about her own history, the history of where she comes from, and the history of Alaska Natives that propel her forward.

"Even though my ideas and the trajectory of my project has changed – and changed multiple times over the six years I've been there, at the center of it, the question that I came in with, kind of remained the guiding direction," she said. "Being an Alaska Na-




Photo courtesy of Jen Rose Smith/For The Cordova Times

Jen Rose Smith with her mother, Pam Smith, at her graduation last spring from the University of California, Berkeley Department of Ethnic Studies

tive person, everything is so confusing and not being able to have easily accessible information that teaches you, as a Native person, what your histories are, what the land claims mean, why are they so different from reservations, and what a treaty is... and all of these really basic things that are so different in Alaska. Alaska Native people have had really divergent experiences of colonization while there are of course similarities and overlaps, the experiences of Alaska Natives have been really different. And that remained at the center of 'why have all those experiences been so different than the Lower 48 and Continental U.S.,' and so having that at the center of my research, made archival work really kind of fun, as troubling and traumatizing as it was, as it can be, trying to unearth all these violent histories. It's also empowering to start answering those questions that you grow up thinking but often don't even know how to articulate the question itself. So, in that way, doing research for me is extremely empowering. And knowing one's history."

This past spring, she earned her PhD from the University of California, Berkeley Department of Ethnic Studies. In the fall she will be taking a one-year position as a UC President's Postdoctoral Fellow at the University of California Davis. Next fall, she will be an assistant professor at the University of Wisconsin-Madison in the Department of Geography and American Indian Studies Program.



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ALASKA NATIVE
MEDICAL CENTER





All photos by Zachary Snowdon Smith/The Cordova Times
The M/V Aurora, under lock and key after its final 2019 passenger run out of Cordova.

FERRY

From Page 1

When the ferry arrived in small-town Alaska, it was a tremendous novelty: a floating road connecting islands and fishing villages to the rest of the map. In 1963, Ketchikan residents created traffic jams just to get a look at the 408-foot vessel M/V Malaspina. The following year, Cordova and other roadless towns in the Prince William Sound region were linked to the state-run Alaska Marine Highway System.

“Something happened at that moment,” wrote Ketchikan resident Betty J. Marksheffel, quoted in an AMHS publication. “The feeling of isolation went away! – as I watched the ship coming up the channel. We could take our car, or walk onboard, and go somewhere! Our highway had arrived!”

Five decades later, the sudden closure of that highway to Prince William Sound has drawn an equally profound outburst. Over time, business in Cordova has grown more intertwined with the ferry service: fishing lodges rely on it to transport life rafts to Anchorage for maintenance, stores rely on it to acquire affordable produce, and schools rely on it to bring students to sports competitions. Whether Cordovans are feeding their children or vaccinating their pets, repairing cars or delivering babies, they have come to rely on the ferry.

In 1964, five AMHS ferries transported 100,000 passengers and nearly 22,000 vehicles. In 2016, 11 ferries transported 319,000 passengers and 108,000 vehicles, according to a study by the McDowell Group. Though the ferry is not directly profitable, it produces an indirect economic return of around 2.3-to-1 by transporting tourists like Zapata and by allowing businesses to buy and sell goods without splurging on air shipping, according to the study. Additionally, in 2016, the AMHS accounted for \$103.7 million in wages for Alaskans.

These figures might suggest that Alaska’s ferries were sailing on smooth waters. However, on Feb. 13, Gov. Mike Dunleavy unveiled a revised state budget including \$97 million in cuts to the Alaska Department of Transportation and Public Facilities — a budget reduction of 38 percent. The cuts were necessary to address a \$1.6-billion state deficit, Dunleavy said.

“We can’t continue to be all things for all people,” Dunleavy said at a news conference

announcing the budget.

In April, the Alaska Senate Finance Committee approved a budget reducing DOT cuts from \$97 million to \$44 million, enough to restore some winter ferry service. However, a draft schedule released July 11 showed a gap in ferry service to Prince William Sound stretching from October to May — an unprecedented outage. A legislative attempt to restore an additional \$5 million in funding, which might have provided some service during that period, was blocked by Dunleavy, with the scheduled outage just a month distant.

For many, Dunleavy has become the personification of Prince William Sound’s ferry problems and acquired a kind of negative cult of personality. Since July, Dunleavy has been the subject of a recall campaign alleging, among other things, that he illegally used state funds for partisan advertising. Foremost among Dunleavy’s critics is state Rep. Louise Stutes, R-Kodiak, chair of the House Transportation Committee.

“I believe that Alaskans have had a clear view at what the administration’s vision for the state actually looks like and that, collectively, we have wholeheartedly rejected that vision,” wrote Stutes in a Sept. 4 open letter. “It is a vision of a lesser, depleted rural Alaska and it is something I oppose with every fiber of my being ... Public opinion has firmly shifted away from the governor and his agenda, and I hope that, over time, this will continue to curb the governor away from the destructive course he has charted for Alaska.”

In the pre-dawn hours of Sept. 19, passengers filed into the Aurora under a light mist. Though, at 42, the Aurora is no longer a young ship, its interior is cozy and well kept up, with enough brochures, television screens and jigsaw puzzles to keep anyone distracted during the 11-hour trip from Cordova to Valdez. On this, its final run out of Cordova, the Aurora’s car deck is packed full, although there are roughly a dozen seats available to each passenger. The forward observation lounge is kept in a dozy red half-light, and several riders spread out sleeping bags beneath its windows. Riding aboard the Aurora is, at least, more comfortable than flying.

Ferry terminal workers farewell the vessel with blaring horns and a single red boat flare. Those passengers who don’t, or can’t, sleep keep up the familiar debate: have the protests and the petitions, in the end, accomplished anything? With only five



Passengers aboard the M/V Aurora, en route from Whittier to Valdez.



The car deck of the M/V Aurora.

months of ferry service per year, will Cordova deteriorate into a ghost town? Could the ferry service be privatized? And, above all, who is to blame?

Dunleavy, for his part, has dismissed the uproar as a mere expression of partisanship. At a Sept. 20 speech to supporters in Fairbanks, Dunleavy identified his critics as pandering journalists and left-wing activists who had gone berserk after the election of Donald Trump: “These guys — they go out and protest. They burn, they wreck restaurants, they attack people on the streets. They throw themselves on the ground. They start doing temper tantrums. They can’t accept the fact that, in this country, people may not want to be like them, so they go wild, is what happens.”

■ ■ ■

‘If Cordova would just disappear, it’d make a lot of people real happy.’

With an unruly mane of silver hair and palms callused by decades of hauling fishing nets, Phil Lian seems an unlikely restaurant-wrecker or tantrum-thrower. Nevertheless, the stoic former fisherman believes that recalling Dunleavy may be the first step to restoring regular ferry service to Prince William Sound.

“I’m upset,” says Lian, something that would not otherwise be apparent. “Dunleavy thinks the answer is to move everybody into

A timeline of the transportation crisis

Nov. 2018	Dec. 3, 2018	Jan. 15	Feb. 13	April 17	May 15	May 16	June 10	June 28	July 8	July 11	July 15
Mike Dunleavy elected as Alaska governor. Dunleavy campaigned on a promise to reduce spending and restore full Permanent Fund Dividends.	Dunleavy is sworn in as Alaska governor.	Alaska State Legislature convenes regular session.	Dunleavy unveils his proposed Fiscal Year 2020 budget with sweeping cuts to reduce what he described as a \$1.6-billion deficit. The budget includes a \$97 million cut to the AMHS budget, eliminating all funding for October through the following June. The governor’s proposed budget will go on to the Alaska House and Senate.	Alaska Senate Finance Committee approves a budget proposal including \$44 million in cuts to AMHS, which would restore some winter ferry service.	Alaska Legislature regular session concludes.	Alaska Legislature convenes first special session.	Alaska Legislature passes operating budget including \$38 million cut to AMHS, a slightly smaller cut than the Senate proposed in April.	Dunleavy vetoes \$444 million in line-item cuts from the Legislature’s operating budget.	Alaska Legislature convenes second special session.	Draft winter ferry schedule released, with seven-month gap of service to Prince William Sound.	An effort to recall Dunleavy begins after backlash over his line-item vetoes.



From left: Robin Irving, Pete Rand and Torie Baker sign cards for Alaska Marine Highway System employees laid off due to budget cuts.



The M/V Aurora en route from Cordova to Whittier.

the urban areas ... ‘Move to the city! That’ll solve all your problems.’ A guy coming from wherever he came from doesn’t realize what Alaska is, even if he is the governor... If you want to live in a city, go to Chicago. Don’t come to Alaska.”

Though Lian no longer makes a living by fishing, he periodically returns to Cordova to drop in on relatives and to perform marine surveys. This year, he stayed as long as he could.

Now, Lian is squeezed into a booth in the Aurora’s sternside cafeteria alongside three other fishermen, who sip black coffee from paper cups and devour meat-lover’s omelettes with small plastic forks. They mull over solutions to the ferry problem. Should the system be privatized? Lian says no: even Alaska Airlines requires subsidies to serve Cordova.

As unpalatable as Lian finds tax hikes, he believes that implementing a state income tax to re-fund the AMHS would be worth it — an uncomfortable necessity. The one thing these fishermen do not debate is who is responsible for the current debacle.

In these discussions, critics often cast Dunleavy as a kind of bumbling ogre who has half-unwittingly crushed Prince William Sound underfoot. Lian, however, speculates that Dunleavy’s cuts to the AMHS are part of a targeted attack against a town that has often pushed back against petroleum and sport-fishing companies.

“To me, it’s pretty obvious what [Dunleavy] thinks of Prince William Sound,” Lian says. “I’m speaking outside of what I probably should be saying, but — I think he’s got his marching orders. I know we’re a pain in the butt for the oil industry, and I think that recall petition didn’t set too well with him ... We’ve made him mad, and now he’s going to throw a tissy and act like a little child. He’s

throwing a temper tantrum, and I’d say that right to his face, too.”

Lian may be a fatalist, but he is not a pessimist: Cordova, he points out, has had its share of almost-Biblical disasters: the 1963 fire that leveled Main Street; the Good Friday earthquake that, in 1964, devastated parts of Prince William Sound and South-central Alaska; and, of course, the 1989 Exxon Valdez spill that spread crude oil across 1,300 miles of coastline.

“If Cordova would just disappear, it’d make a lot of people real happy,” Lian says. “But it isn’t gonna happen. Cordova’s been through a lot. We’re survivors.”

■ ■ ■

‘Do we have to crash and burn so that the phoenix can rise out of the ashes?’

Perhaps the only person on board who doesn’t wish to see Dunleavy walk the plank is Cynthia Clark, the ship’s mess steward. A veteran of the catering industry, Clark monitors every detail of the Aurora’s kitchen and cafeteria, right down to the level of salt in the shakers. With a cheery domesticity that betrays her brazenly critical outlook on the world, Clark is capable of doing her job while also delivering a running diagnosis of the ferry system’s problems.

“I, personally, have nothing against Dunleavy,” Clark says. “I’m not on the recall effort. He was handed a bill of goods that was basically crap ... System-wide, it’s waste, fraud and abuse — it’s government.”

To call Clark detail-oriented would be inadequate: preparing the crew mess, she distributes utensils and paper napkins across the tables with surprising speed and in per-

fect alignment. Rarely has the mess been less messy.

According to Clark, Prince William Sound’s ferry service is being torn apart amidst a giant scrum between inept AMHS administrators, shortsighted legislators, lobbyists and “international bankers.” The compulsively outspoken Clark quickly paints a picture of a ferry service in decline, undermined by poor communication from shoreside bosses and friction between engineers who dislike sharing information with one another. A bureaucratic structure, entangling any potential innovation in layer upon layer of protocol, has been unable to meet the changing demands placed upon it, she says.

“The ferry has been in a nosedive for a long time,” Clark says. “It’s a disconnect between shoreside and shipside. We have very talented people that work on these boats, in all different departments ... It’s a broken institutional mentality, and it’s on this ferry, too. We’re not all perfect little bees. People that are lifers just go along to get along and, oh my gosh, if you have any new ideas, you’re rocking the boat.”

Clark has spent up to four and a half months at a time aboard vessels like the Aurora, saving as much as possible. Whatever she ends up doing after leaving the AMHS, Clark knows it won’t be another government job.

“It didn’t start with Mr. Dunleavy,” Clark says. “People are always looking for a target to blame. The state’s problems were highly boiling at the point before he came on. This system has been in place for many, many years, and now we’re witnessing the complete and utter breakdown of that system ... Do we have to crash and burn so that the phoenix can rise out of the ashes?”

■ ■ ■

‘We are owed a response from the state.’

Reclining beneath the heat lamps in the Aurora’s upper-deck solarium as she works on a piece of embroidery, Cordova resident Torie Baker may seem relaxed, even meditative — but she isn’t. Baker is returning from an Anchorage optometry clinic, a visit enabled by a one-week extension of ferry service. Baker doesn’t just believe that future ferry outages can be prevented: she believes that this one can as well.

“This is a very significant event, and there is an air of sadness that you’re picking up on, but I know a lot of people are working very diligently for solutions for this winter,” Baker says. “Not for next year, not for the next cycle — we need this this winter.”

Baker believes that, despite Dunleavy’s claims of nonchalance, he will not be able to ignore the issue forever. There will be hope as long as residents continue to apply pressure by protesting and by advocating for solutions like staggering ship repair times.

The town of Cordova has taken every avenue short of sabotage to voice its displeasure with the prospect of a winter without a ferry. A July 27 meeting of the Alaska House Transportation Committee in Cordova drew 250 residents, more than one-tenth of the town’s population. There, students and retirees, fishermen and ex-mayors, vegans and NRA members lined up to enumerate the risks posed by a long-term ferry stoppage. At the time, few imagined that such a gesture would go ignored.

Cordova has had no more dedicated advocate for working within the system than Mayor Clay Koplin. While legislators like Stutes bluntly denounced Dunleavy’s cuts as “inconceivable,” Koplin maintained a non-confrontational tone, thanking the state for a week-long service extension and refusing to launch explicit attacks on Dunleavy, regardless of how much public approval it might have won. It wasn’t until Sept. 18, when it was clear that no further extension would be granted, that Koplin allowed the dam to rupture:

“The future sustainability of the Alaska Marine Highway System (AMHS) is best achieved by reducing operating costs, growing revenues, and improving customer experience,” wrote Koplin in a public letter. “We grow weary of repeating this admonition. Nearly every legislature and administration have collectively violated this basic service model to varying degrees. None have failed as completely as the current administration or caused as much harm to the strong and growing economy of Cordova, Alaska and coastal Alaskan communities like her ... We urgently request the immediate partnership and support of Cordova’s internal and external business partners, peer communities, Federal delegation and partners, and, most importantly, the State of Alaska’s Governor and AMHS management staff to support immediate reversal of this destructive and irresponsible closure of Cordova’s primary transportation mode this winter.”

As Cordova readies itself for a return to pre-1964 isolation, residents continue to debate diagnoses and treatments for the problem. If one point is agreed upon, it is that things cannot remain as they are.

“We are owed a response from the state,” Baker says. “I know some people are resigned, but we’re not resigned. That’s not what Cordova’s about.”

July 17	July 24	July 27	July 29	Aug. 1	Aug. 2	Aug. 8	Aug. 19	Sept. 5	Sept. 19
Alaska House Finance committee proposes HB 2001, which would reinstate all budget items vetoed by Dunleavy and would provide an additional \$5 million for AMHS to restore partial winter service to Prince William Sound.	Inlandboatmen’s Union of the Pacific, representing ferry workers, strikes after talks break down with the state of Alaska. Sailings are cancelled and all AMHS vessels remain docked as IBU’s first strike in 42 years begins.	Alaska House Transportation Committee meets in Cordova, hearing testimony from among 250 residents opposing winter ferry service gap.	Draft AMHS schedule will be scrapped, announces DOT Deputy Commissioner Mary Siroky.	A campaign to acquire signatures for the recall begins in several locations across the state.	IBU and state reach agreement ending 10-day strike. AMHS announces sailings will resume Aug. 4.	Dunleavy signs Fiscal Year 2020 capital budget.	Dunleavy signs HB 2001, but makes several vetoes including \$5 million in DOT funding proposed by House of Representative, which Stutes said would have restored some winter PWS service.	DOT releases revised winter ferry schedule, extending ferry service to Cordova by one week from Sept. 12 to Sept. 19. Cordova Mayor Clay Koplin and Cordova Chamber urge residents to fill the ferry in hopes for additional service extensions. Also, volunteers in recall effort deliver 49,006 signatures that had been collected in five weeks to the Alaska Division of Elections for certification.	Final PWS ferry scheduled until May 2020 runs.

Fisheries



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FISH FACTOR

Federal fish council will offer workshop on how it works

BY LAINE WELCH
For The Cordova Times

Federal stewards of Alaska’s fisheries will meet in Homer for the first time since 1983 as they continue their pursuit of involving more people in policy making.

From Sept. 30 to Oct. 10, the Homer Spit will be aswarm with entouragees of the 15 member North Pacific Fishery Management Council which oversees more than 25 stocks in waters from three to 200 miles offshore, the source of most of Alaska’s fish volumes.

The NPFMC is one of eight regional councils established by the Magnuson-Stevens Fishery Conservation and Management Act in 1976 that booted foreign fleets to waters beyond 200 miles and “Americanized” the Bering Sea fisheries.

“The council certainly is interested in engaging more stakeholders, particularly from rural and Alaska Native communities, and by going to more coastal communities, it allows them more opportunity for input into the process,” said Dave Witherell, council executive director, adding that in recent years the council has expanded beyond Kodiak, Juneau and Sitka to convene in Nome and Dutch Harbor.

At Homer, following the lead of the state Board of Fisheries, a first ever “Intro to the Council Process” workshop will be held to make the policy process less daunting. Witherell said that came at the suggestion of the council’s local engagement committee created in 2018.

“It’s quite a steep learning curve to understand all the ins and outs and goings on at a council meeting and what’s written in our analyses,” Witherell said. “We’re trying to open it up so that someone who may not follow or live and breathe the council process can still participate. We’re trying to put it out there in plain language.”

Plain language is also what you’ll find on the revamped NPFMC website. All

See Page 18, **FISH FACTOR**

FACILITY FUNDRAISER

PWS science center celebrates 30 years



Photos by Margaret Bauman/for The Cordova Times

Guests at a 30th anniversary celebration and fundraiser for the Prince William Sound Science Center listen to an update on plans for the center’s new facility in Cordova from Katrina Hoffman, president and CEO of the entity at the 49th State Brewing Co. in Anchorage on Thursday, Sept. 19.



Katrina Hoffman, president and chief executive officer of the Prince William Sound Science Center, greeted several dozen guests at a 30th anniversary celebration for PWSSC.

SALMON UPDATE

PWS season’s catch nears 56 million fish

Statewide harvest now tops 201 million salmon

BY MARGARET BAUMAN
mbauman@thecordovaitimes.com

Prince William Sound drift gillnetters headed out for a 60-hour harvest period on Monday, Sept. 23, on the heels of a 60-hour period on Sept. 16 that brought in 16,100 coho salmon in 166 deliveries reported.

With results of the latest catch still to come, the preliminary Alaska Department of Fish and Game harvest report on Monday, Sept. 23, showed that Prince William Sound harvests for the season had reached 55.8 million salmon.

Both the Copper River and Bering River district fisheries remained closed to drift gillnetters due to below weekly escapement targets, and the next salmon fisheries announcement was scheduled for Wednesday, Sept. 25.

Statewide preliminary data compiled by ADF&G showed an overall harvest of 201 million fish, including 124.8 million pink, 55.3 million sockeye, 17.3 million chum, 3.4 million coho and 273,000 Chinook salmon.

With the addition of some 100,000 fish last week, the 2019 Alaska commercial

salmon season is nearly complete, noted Garrett Evridge of the McDowell Group, who compiles weekly commercial salmon reports in season on behalf of the Alaska Seafood Marketing Institute.

The season total of slightly over 200 million fish will rank eighth largest on the harvest record. Historical data indicate a few hundred thousand additional salmon are usually harvested over the next two weeks, Evridge said.

About 94 percent of the 2019 ADF&G harvest projection has already been realized. Sockeye production exceeded the projection by 33 percent, or 14 million fish. About 91 percent of expected pink salmon production was achieved and Chinook production met its mark too. Keta Production came to 59 percent of its forecast, representing nearly 12 million fewer fish than anticipated. Coho production also lagged behind, down about 25 percent from the anticipated harvest of 4.6 million fish.

Evridge notes that the sockeye harvest of over 55 million fish is the fourth largest on record, measured in numbers of fish. Bristol Bay harvesters brought in 78 percent of that total, followed by the Alaska Peninsula and Aleutian Islands, with 7 percent and Prince William Sound, with 5 percent. Kodiak and Ook Inlet each added 4 percent and Southeast, Chignik and the Arctic-Yukon-Kuskok-

wim provided the remainder.

ADF&G’s Bristol Bay salmon season summary notes that the 2019 harvest was the most valuable on record and the second largest harvest measured in pounds landed.

The pink salmon harvest of about 125 million fish is the eighth largest on record. Prince William Sound contributed the most of any region with 38 percent of the total, while Kodiak’s harvest was about 26 percent. The Alaska Peninsula, and Aleutian Islands and Southeast brought in 16 percent of the total and other areas of Alaska caught the other 4 percent.

The Keta Salmon harvest was the 16th largest on record and nearly equal to the five-year average, Southeast accounted for 42 percent, followed by Prince William Sound with 31 percent, the Alaska Peninsula and Aleutian Islands with 8 percent and the Arctic-Yukon-Kuskokwim with 7 percent. Bristol Bay at 6 percent and remaining areas took the rest of the keta harvest.

The current year-to-date pace of the coho harvest is 22 percent behind the five-year average Southeast has produced nearly 40 percent of this year’s volume. Prince William Sound and the Alaska Peninsula and Aleutian Islands each account for 15 percent. Kodiak has 11 percent of the coho harvest, Chignik 6 percent and other areas brought in the rest.

Cordova Tide Tables

DATE		TIME	HEIGHT		TIME	HEIGHT		TIME	HEIGHT
09/27	Fri	12:30 AM	13.80 H		06:51 AM	-1.40 L		1:16 PM	13.36 H
09/28	Sat	01:22 AM	14.36 H		07:33 AM	-1.74 L		1:56 PM	14.24 H
09/29	Sun	02:12 AM	14.55 H		08:14 AM	-1.59 L		2:34 PM	14.82 H
09/30	Mon	02:59 AM	14.31 H		08:55 AM	-0.97 L		3:11 PM	15.01 H
10/01	Tue	03:46 AM	13.66 H		09:36 AM	0.04 L		3:49 PM	14.75 H
10/02	Wed	04:34 AM	12.68 H		10:19 AM	1.31 L		4:27 PM	14.09 H
10/03	Thu	05:27 AM	11.51 H		11:05 AM	2.71 L		5:07 PM	13.09 H
								7:10 PM	0.15 L
								7:55 PM	-1.07 L
								8:40 PM	-1.83 L
								9:25 PM	-2.04 L
								10:11 PM	-1.72 L
								11:00 PM	-0.96 L
								11:51 PM	0.09 L

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BELUGA COUNT

Citizen scientists help count endangered whales

Third annual Cook Inlet beluga count attracts over 1,100 participants

BY MARGARET BAUMAN
mbauman@thecordovatimes.com

More than 1,100 citizen scientists turned out in light rain in Anchorage on Saturday, Sept. 21 to help NOAA Fisheries and others concerned about endangered beluga whales to count them at 14 scientist-manned stations along Cook Inlet.

“Our hot spot this year was Bird Point,” said Julie Speegle, public affairs officer for NOAA Fisheries’ Alaska regional office in Juneau. “There were 34 beluga sightings there and 337 people.”

This third annual NOAA Fisheries event aims to bring together residents of South-central Alaska to educate them on the plight by getting them talking with fisheries biologists manning the watch stations along Cook Inlet.

Following the beluga count in the morning, with a preliminary total of 58 whales spotted, there was a Belugas Festival at the Alaska Zoo, with events for children ranging from story time to a marine debris obstacle course.

Back in October 2008 Cook Inlet beluga whales were listed by NOAA Fisheries as endangered under the Endangered Species Act. Cook Inlet belugas historically numbered 1,000 to 2,000 animals. In the late 1990s the population declines to a few hundred whales, due largely to unsustainable subsistence harvests in the mid-1990s, NOAA officials said.

Scientists estimate there are currently between 300 and 400 beluga whales in Cook Inlet. These whales have been designated by NOAA Fisheries as one of eight “Species in the Spotlight” – species who need a concerted effort from individuals, agencies, groups, tribes, institutions and organizations to survive.

The goal of the Beluga Count is to have partners and interested members of the public work together to help these whales recover.

Among the participants was the Alaska Beluga Monitoring Partnership, (akbmp.org), a collaboration of several organizations offering opportunities for volunteer citizen scientists to join in monitoring the



Photo by Margaret Bauman/for The Cordova Times

David Kroto, lands director for the Tyonek Native Corp., with his daughter Paige, 6, and son, Adams, 8, manned the Tyonek booth at the third annual Beluga Festival on Saturday, Sept. 21, at the Alaska Zoo in Anchorage. Kroto is a member of the habitat and threats management committee of NOAA's Cook Inlet Beluga Whale Recovery Implementation Task Force.

endangered belugas, who are considered a distinct population segment.

Others partners included NOAA Fisheries, Alaska Department of Fish and Game, The Alaska Zoo, Alaskans for Palmer Hayflats, Alaska SeaLife Center, Alaska Wildlife Alliance, Alaska Wildlife Conservation Center, Anchorage Water and Wastewater Utility, Audubon Alaska, Anchorage Waterways Council, Beluga Whale Alliance, Bureau of Ocean Energy Management, Cook Inlet Beluga Photo-ID Project, Defenders of Wildlife, Friends of the Anchorage Coastal Wildlife Refuge, Georgia Aquarium, Glacier Oil and Gas, HilCorp, Mystic Aquarium, SeaWorld, Shedd Aquarium, U.S. Forest Service, University of Alaska Kachemak Bay Campus, and committed individuals.

Belugas are a small toothed whale, also known as the white whale because of the

white coloration of adults. Beluga caves born from June through October have a dark to brownish gray coloring which becomes lighter as they get older and eventually turns white. Adult belugas are about 12- to 14-feet long, weigh about 3,000 pounds and may live 60 years or more. Their diet consists of a wide variety of fish and invertebrates, including eulachon (hooligan or candlefish) and Pacific salmon when they are abundant in the spring and summer. Little information is available on their prey in winter months.

The Recovery Plan for the Cook Inlet Beluga Whale, released in December 2016, is online at [fisheries.noaa.gov/resource/document/recovery-plan-cook-inlet-beluga-whale-delphinapterus-leucas](https://www.fisheries.noaa.gov/resource/document/recovery-plan-cook-inlet-beluga-whale-delphinapterus-leucas). The plan identifies a strategy, goals, criteria and actions targeted at recovering these whales.

CLIMATE CHANGE IMPACTS

Tanner crab among most vulnerable Eastern Bering Sea stocks

BY MARGARET BAUMAN
mbauman@thecordovatimes.com

A new federal study led by NOAA Fisheries shows that Tanner crab are among the six commercial fisheries stocks most vulnerable to climate change in the Eastern Bering Sea.

The climate vulnerability assessment released on Sept. 19 by NOAA scientists and partners also identified as among the most vulnerable stocks flathead sole, Pacific Ocean perch, rougheye rockfish, shortraker rockfish and shortspine thornyhead.

Researchers used existing information on climate and ocean conditions, species distributions and species growth and development for 36 groundfish, crab and salmon stocks, as they sought to identify potential impact of changing climate, ocean temperatures and other environmental conditions, the report said.

Bob Foy, director of the Alaska Fisheries Science Center, noted the importance of Alaska fisheries, which contributed 58 percent of U.S. landings and 29 percent of U.S. ex-vessel value in 2016, with the majority of Alaska landings and value from Eastern Bering Sea shelf harvests.

“In the past few years, water temperatures have been much warmer than average, making the need for studies like this all the more imperative,” Foy said.

“Our science both in the field and in the lab is critical to monitor ecosystem changes and provide short-term and long-term forecasts to help commercial, recreational and subsistence communities anticipate and respond to changes that impact their way of life,” he said.

“Our models projected more variability in salinity and water temperatures in the offshore ocean habitats where all of these species tend to be found, making them more vulnerable than other species which inhabit different areas,” said Paul Spencer, a NOAA Fisheries biologist and lead author of the study.

The researchers classified nine flatfish stocks, crab, forage fish, rockfish, sablefish, Giant Pacific octopus, sculpins, Pacific cod and walleye Alaska Pollock as having lower vulnerability due to their mobility. Field and lab studies on Pacific cod have also shown that warmer water temperatures and lower pH levels can affect prey availability, as well as Pacific cod egg, larvae and juvenile development, the report said.

COHO BAG LIMITS

Sport fishing restricted to ensure escapement

BY THE CORDOVA TIMES STAFF

Sport fishing for coho salmon in Copper River Highway streams is reduced to a one fish per day and limit of two in possession through Dec. 31, in an effort by state fisheries biologists to help increase escapement in the Copper River Delta drainage.

The new limit announced on Monday, Sept. 23 by the Alaska Department of Fish and Game, in effect on Wednesday, Sept.

25, is in conjunction with the sport fishing restriction prohibiting bait in the Copper River Highway streams.

These streams include all freshwater drainages crossed by the Copper River Highway from and including Eyak River to the Million Dollar Bridge, including Clear Creek at Mile 42 downstream of the Carbon Mountain Road Bridge.

Biologists have been unable to conduct an aerial survey since Sept. 17. Without ad-

ditional information to support sufficient escapement to meet escapement needs, a further reduction in harvest is necessary, said Jay Baumer, sport fish area management biologist.

As of Sept. 17, the Copper River Delta drainage aerial survey count for coho salmon was estimated at 7,725 fish versus an anticipated range of 16,908 to 35,401, prompting the limits.

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HONORING WILD FISH

Murkowski speaks out on mine permits

Senator tells Bristol Bay advocates that deficiencies in Pebble DEIS need to be addressed

BY MARGARET BAUMAN
mbauman@thecordovatimes.com

A celebration of Bristol Bay’s wild salmon in the nation’s capital on Sept. 18 was marked by comments from Sen. Lisa Murkowski, R-Alaska, that deficiencies in the draft environmental impact statement for a proposed mine must be properly addressed.

“We should never pit one resource against another and if a mine cannot stand on its own without negative impact to the fisheries resource than that mine should not be permitted,” Murkowski said in comments during an outdoor gathering of the Bristol Bay Native Corp. and others, to which the Alaska congressional delegation and other supporters of Bristol Bay’s salmon were guests. The event was part of the third annual celebration of Bristol Bay Wild Salmon Week.

“I am a policy maker and as a policy maker I need to be able to say that we are sure we have processes that people can trust, and so we go through a very arduous, a very difficult process ... and we are where we are today,” she said during the filmed event. “We have looked at the draft EIS, we have read what the EPA has said and their very strong criticism of statements that just didn’t hold up, of data that just wasn’t sufficient.

“It’s not just the EPA,” she said, noting criticism of the draft EIS also came in com-



Photo courtesy of Bristol Bay Native Corp.

From left, Bristol Bay Native Corp. board members Kimberly Williams, Peter Andrew Jr., Hazel Nelson, Marie Paul, Joseph L. Chythlook, Diedre S. Hill, Russell S. Nelson, Everette Anderson, BBNC President and CEO Jason Metrokin, and BBNC Vice President of Lands and Natural Resources Dan Cheyette.

ments from other federal and state agencies about scientific data. If the data in the draft EIS “can’t demonstrate that you can have a successful mining project in an area that

is as sensitive as the Bristol Bay watershed than a permit should not issue.”

“I believe that we have a process in place, but I want to make sure the Army Corps of

Engineers and the EPA look very critically to those gaps, those deficiencies and work to address them, and if they are unable to address them than the permit should not be issued,” she said.

The senator also said she intends to use her seat on the Senate Appropriations Committee “to make sure that the EPA and the Corps hear clearly that they must address these (issues)...and if they fail to do so then a permit should not be issued.”

The week-long celebration, sponsored by Bristol Bay Regional Seafood Development Association, included the presentation of Fish First awards to Alaska Speaker of the House Bryce Edgmon, I-Dillingham, and Ekwok Tribal Council President Luki Ake-lkok. Both were also presented with hand-crafted baskets made from salmon and trout skin, created by Bristol Bay resident Marlene Nielsen.

“Whether it’s in Dillingham or the District of Columbia, Bristol Bay salmon are a fish worth celebrating,” said Jason Metrokin president and CEO of BBNC. “It’s a privilege to once again bring a taste of Bristol Bay to the nation’s capital and honor those who have contributed to the success of this incredible sustainable resource.”

Fish First awards honor those who have supported and championed wild Bristol Bay salmon. Past Fish First honorees have included the Alaska congressional delegation,

See Page 15, MINES

GREENHOUSE GASES

Science data struggles to keep up with climate change

BY THE CORDOVA TIMES STAFF

Researchers at the University of California Santa Barbara say a fundamental gap in understanding how humanity is affecting oceans is limited knowledge about the pace of change in cumulative impacts on ocean ecosystem.

In their paper, “Recent pace of change in human impact on the world’s ocean,” published in Scientific Reports, combined impact humans are having on marine ecosystems.

What’s more, researchers Benjamin Halpern and Melanie Frazier said, is the need to find out the locations, drivers and patterns of these changes.

To assess the pace of change in cumula-

tive human impacts (CHI) they calculated and mapped the cumulative impact of 14 stressors related to human activities, which included climate change, fishing and land-based pressures, on 12 marine ecosystems globally for each of 11 years spanning 2003 to 2013. The stressors included ocean acidification, sea surface temperature, sea level rise, shipping, nutrient pollution, organic pollution, direct human, light pollution, five types of commercial fishing and artisanal fishing.

Halpern and Frazier said they found that 59 percent of the ocean is experiencing significantly increasing cumulative impact, in particularly from climate change, but also from fishing, land-based pollution and shipping.

According to Frazier “increasing green-

house gas emissions have resulted in large increases in ocean temperature which impact many ocean habitats and animals.”

High sea surface temperatures account for 75 percent of CHI, but high sea surface temperatures along coastal ecosystems only account for 40 percent of CHI, while increasing sea level explained 41 percent of the increasing CHI.

Consequences of increasing temperature are compounded by the resulting loss of sea ice and rising sea levels, Frazier said. In addition to warming, carbon dioxide emissions also cause ocean acidification, he noted. In areas with low cumulative impact, including Western Pacific oceans, increased sea surface temperatures accounted for most of the CHI increase.

One of the best actions to take would be to reduce greenhouse gas emissions, but this is challenging because it requires concerted action by many countries, and the political motivation to do so is depressingly low in many places, he said.

The study detailed that the Paris agreement would have a tremendous impact on the state of many marine ecosystems and significantly slow or halt the increasing CHI trend.

The central aim of the Paris Agreement is to strengthen global response to climate change by keeping a global temperature rise well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit temperature increase even further to 1.5 degrees Celsius.

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MUSEUM MEMORIES



BY CATHY SHERMAN
For The Cordova Times

On a recent Autumn drive out the road to visit the 36-mile bridge and observe water levels, noticeable changes were obvious. This photo of the Mile 27 bridge taken by Cordovan Pilot and Photographer Cliff Collins sure shows how the Copper River has

changed course over the years. Water in places on the river was so low you could observe former foundations of the original Copper River and Northwest Railway bridges.

This photo came from the archives and collections of the Cordova Historical Society.

CELEBRATING BLACK HISTORY

SB 40 honors contributions of African Americans

BY THE CORDOVA TIMES STAFF

Senate Bill 40, sponsored by Sen, Elvi Gray-Jackson, D-Anchorage, and honoring contributions of African Americans in Alaska and the nation, was signed into law on Sept. 19 by Gov. Mike Dunleavy. Gray-Jackson’s bill passed the Alaska Legislature in May.

Henceforth every February will be Black History Month in Alaska. The bill calls for schools, community groups and other public and private agencies and individuals to observe the month with appropriate activities to honor and recognize contributions of African Americans on a state and federal level.

GUESS WHEN



CLOWNING IT UP — Tamara Oswalt and Ria Faye Beedle clown it up at the ball park as summer events near a close and fall schedules of activities take over.

Email us your best guess!

Can you guess when this photo was published?

Email share@thecordovatimes.com the day, month, year you think this photo was published for your chance to be mentioned in next week’s “Guess When.”
Photo from The Cordova Times archives

LAST WEEK’S GUESS WHEN: MOOSE CALVES – Hollis Henrichs is pictured above as a moose calf follows him down Second Street and again as he feeds two calves.
ANSWER: Published Thursday, Sept. 26, 1974

MINES

From Page 14

the late Sen. Ted Stevens and his wife Catharine, the late Gov. Jay Hammond and his wife Bella, and the late Bristol Bay leaders Bobby Andrew and Harvey Samuelsen. Twenty-six restaurants in Washington D.C. and Wegman’s grocery stores in Virginia and Maryland are featuring wild Bristol Bay sockeye on their menus during the week. One of the participating restaurants is Mitsitam Café in the National Museum of the American Indian, which is using traditional Alaska Native recipes for two of its dishes. The festivities came in the wake of news from the Alaska Department of Fish and Game noting that the 2019 Bristol Bay preliminary exvessel value of \$306.5 million of all salmon species ranked first in the history of the fishery and was 248 percent of the 20-year average of \$124 million. The harvest of 44.5 million salmon was the second


largest in the history of the fishery after 45.4 million fish harvested in 1995, noted Tim Sands, an ADF&G commercial fisheries manager in Dillingham, in his Bristol Bay salmon season summary. The sockeye harvest of 43 million fish ranked second behind 44.2 million fish caught in 1995. Preliminary data compiled by ADF&G included average price, weight, harvest and value of sockeye, Chinook, chum, pink and coho caught in Bristol Bay in the summer of 2019. The total value of 43 million reds, weighing in on average at 5.2 pounds, was \$303.9 million, based on \$1.35 per pound. The 30,579 Chinook, average weight 11.4 pounds, garnered harvesters \$175,725, based on 50 cents a pound. The 1,379,169 chums, average weight 6.5 pounds, brought in \$2.3 million, based on 25 cents a pound. At 5 cents a pound, 5,680 humpies weighing an average of 3.8 pounds brought in \$1,079, and the 75,517 coho, average weight 6.0 pounds, earned harvesters \$250,737.

SALOMES’S STARS

ARIES (March 21 to April 19) An upcoming trip could create some problems with your schedule unless you tie up as many loose ends as possible before you head out the door. Ask a friend or colleague to help you.
TAURUS (April 20 to May 20) Being eager to start a new project is fine. However, moving ahead without knowing what actually will be expected of you could cause a problem down the line. Ask some questions.
GEMINI (May 21 to June 20) Getting through some recent challenges in good shape might give you a false sense of security. Don’t relax your guard. You need to be prepared for what else could happen.
CANCER (June 21 to July 22) Caution is still advised, even though you think you’re as prepared as you need to be. Keep in mind that change is in your aspect, and you should expect the unexpected.
LEO (July 23 to August 22) The Lion’s gift of persuasion helps you get your points across, even to some of your most negative naysayers. An old friend might seek you out for some advice.
VIRGO (August 23 to September 22) Being sure of your convictions is fine. But leave some room for dissenting opinions. You might learn something that could help you avoid a possible problem later on.
LIBRA (September 23 to October 22) Getting good legal advice on what your rights actually are is the first step toward resolving that pesky problem so that it doesn’t re-emerge at a later date. Good luck.

SCORPIO (October 23 to November 21) Longtime relationships work well this week, whether they’re personal or professional. It’s a good time to invite new friends and colleagues into your life.
SAGITTARIUS (November 22 to December 21) This is a good week to do the research that will help you uncover those irrefutable facts that can back you up on your new venture when you most need it.
CAPRICORN (December 22 to January 19) Change is an important factor in your aspect this week and could affect something you might have thought was immune to any sort of adjustment or “alteration.”
AQUARIUS (January 20 to February 18) Being asked to share someone’s deeply personal confidence might be flattering, but accepting could be unwise. Decline gracefully but firmly.
PISCES (February 19 to March 20) As wise as you are, you could still be misled by someone who seems to be sincere but might not be. Take more time to assess the situation before making any commitments.
BORN THIS WEEK: You like to face challenges that others might try to avoid, and by so doing, you set an example of courage for all.


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FOR SALE

Purse Seine Vessel
The F/V JOURNEYMAN is for sale. \$500k. Located in Valdez harbor. Text or phone Alan Kapp at 907-831-3214 for more information.

LOST & FOUND

Missing Something?
The Cordova Times wants to help you get your missing items back. Email a brief description to advertising@thecordovatimes.com and we'll help spread the word. Found keys can be dropped off at the Post Office and all other items to Cordova Dispatch.

MISCELLANEOUS

Captain for Hire
1600, 5000FIV, towing. Exp. Ferried, dive boats, processors, towing. Call Koke Reed at 509-528-6709 or email riverreed@gmail.com

Take a Break

Amber Waves



Out on a Limb



R.F.D.



The Spats



Just Like Cats & Dogs



LAFF - A - DAY



SCRAMBLERS

Unscramble the letters within each rectangle to form four ordinary words. Then rearrange the boxed letters to form the mystery word, which will complete the gag!

Hitch

RECUSE

Braid

WITTS

Origin

COURSE

Berate

CLODS

TODAY'S WORD

King Crossword

ACROSS

- 1 Salary
- 4 Homer's out-cry
- 7 Duck
- 12 Position
- 13 Exist
- 14 Eye surgery device
- 15 Grecian vessel
- 16 Syrian capital-ist?
- 18 Encountered
- 19 Step
- 20 Boast
- 22 Compass pt.
- 23 Distort
- 27 Paul Newman movie
- 29 Crooner Vic
- 31 Dope
- 34 Steer
- 35 Maiden
- 37 Needlefish
- 38 Bat a gnat
- 39 Praise in verse
- 41 Young horse
- 45 Good, in Guadalajara
- 47 To and —

- 48 Sinner's fate
- 52 Vat
- 53 Hunter in the sky
- 54 Prime meridian hrs.
- 55 Recede
- 56 Madrid mother
- 57 Ultramodernist
- 58 Aye undoer
- DOWN
- 1 Downright
- 2 Drying rack
- 3 Busybody
- 4 Root beer brand
- 5 Gave a talk
- 6 Macho type
- 7 Otherwise
- 8 Fond du —
- 9 Work with
- 10 Lair
- 11 Preceding
- 17 On in years
- 21 Specter
- 23 Blue cartoon character
- 24 Japanese pond carp

- 25 Conclude
- 26 Teensy
- 28 Multipurpose truck
- 30 Khan title
- 31 Egos' counter-parts
- 32 Margery of rhyme
- 33 "— Little Teapot"
- 36 LummoX
- 37 Human — Project
- 40 Condescend
- 42 Frequently
- 43 Caribbean resort island
- 44 Theater vesti-bule
- 45 Poison
- 46 Aware of
- 48 Comical DeLuise
- 49 Coach
- 50 Central
- 51 Neither mate

1	2	3		4	5	6		7	8	9	10	11
12				13				14				
15				16			17					
18				19								
20			21		22				23	24	25	26
			27	28			29	30				
31	32	33						34				
35					36		37					
38					39	40			41	42	43	44
				45				46		47		
48	49	50	51							52		
53						54				55		
56						57				58		

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Trivia test

by Fifi Rodriguez

1. ANATOMY: What is a more common name for the condition called podobromhidrosis?
2. MUSIC: Which famous rock singer was born with first and middle name Michael Phillip?
3. LITERATURE: What was the name of the mountain featured in "The Hobbit"?
4. TELEVISION: Which 1960s animated show included a character called Sweet Polly Purebred?
5. ENTERTAINERS: Which swash-buckling actor penned an autobiography titled "My Wicked, Wicked Ways"?
6. U.S. PRESIDENTS: What was President Richard Nixon's Secret Service code name?
7. MOVIES: On which planet did Luke Skywalker grow up in the "Star Wars" series?
8. GENERAL KNOWLEDGE: Which island nation sometimes is referred to poetically as Inisfail?
9. ANIMAL KINGDOM: What is a group of porcupines called?
10. LANGUAGE: What does the word "zorro" mean in Spanish?

Answers

1. Stinky feet
2. Mick Jagger
3. Lonely Mountain
4. "Underdog"
5. Errol Flynn
6. Searchlight
7. Tatooine
8. Ireland
9. A prickle
10. Fox

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CryptoQuip

This is a simple substitution cipher in which each letter used stands for another. If you think that X equals O, it will equal O throughout the puzzle. Solution is accomplished by trial and error.

Clue: H equals S

Z FEDM R KYI MND'H

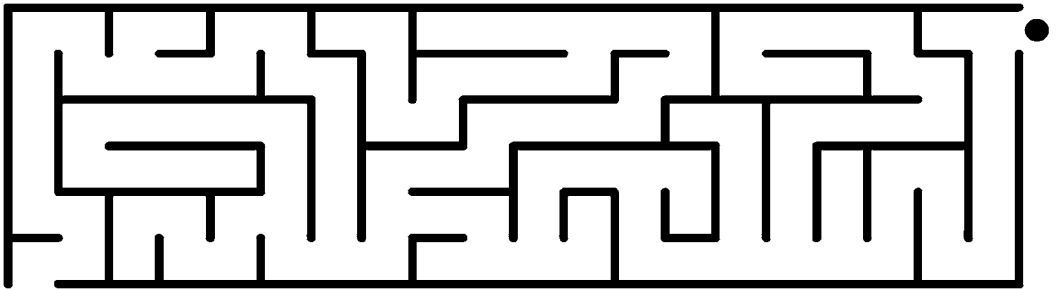
UDEHGREGVI LDWRVZQZEK

QPRVDYHVI. Z HYBBDHP IDY

LZKNG HRI NP'H BWPRUNI-FPPE.

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Kids' Maze



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Weekly SUDOKU

by Linda Thistle

	2			8	9		
	6	5		7		8	
1			2				7
4			3		6		9
		3		1		2	
	1				5	7	
	4			3	1		8
		2		6		4	
7			8				6

Place a number in the empty boxes in such a way that each row across, each column down and each small 9-box square contains all of the numbers from one to nine.

DIFFICULTY THIS WEEK: ♦

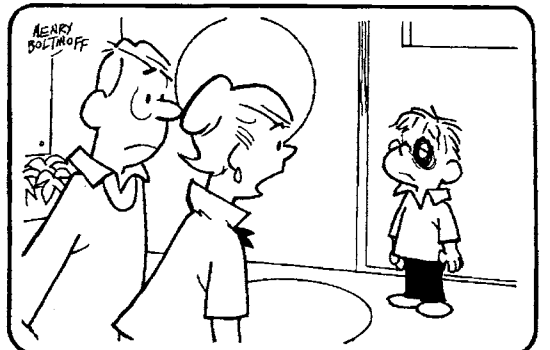
♦ Moderate ♦♦ Challenging

♦♦♦ HOO BOY!

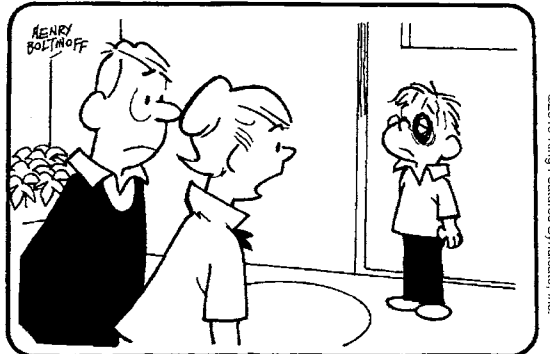
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HOCUS-FOCUS

BY HENRY BOLTINOFF



Find at least six differences in details between panels.



Differences: 1. Man's sweater is black. 2. Plant is missing. 3. Boy's right arm is hidden. 4. Boy is taller. 5. Earring is missing. 6. Boy's picture is missing.

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SYSTEMIC FAILURE

ACLU: Alaska police agency failed to protect Native women

BY THE ASSOCIATED PRESS

NOME — The American Civil Liberties Union on Tuesday accused police in this small Alaska city of “a systemic and disastrous failure” to keep Native women safe from sexual assault.

ACLU’s Alaska branch made that charge in a letter demanding the city pay \$500,000 to a former 911 dispatcher who says her colleagues at the police department failed to investigate her report that a man raped her in her home. The letter said Clarice Hardy, who is of Inupiaq heritage, was unable to continue working there, and suffered nightmares, flashbacks and panic attacks.

The ACLU’s action comes 12 days after an AP investigation into complaints by Alaska Native women from Nome and surrounding villages that their reports of sexual assault were not investigated aggressively by the city’s police. Nome police data show that from 2008 through 2017, 8 percent of calls about sexual assaults against adults resulted in arrests with charges filed.

In a written statement, Nome’s interim city manager, John Handeland, declined to respond to questions about the ACLU’s letter.

“The city’s efforts to improve community policing, and sexual assault investigations in particular, have been well publicized,” he wrote.

After a group of Alaska Native women began publicly raising complaints about Nome’s police last year, the city of fewer than 4,000 residents hired a new police chief, launched an audit of hundreds of old sexual assault cases and created a civilian police oversight committee.

While the ACLU said it was writing the letter on behalf of Hardy, it said it is “prepared to seek justice” for other women who had similar experiences with the police department.

“Dozens of other Alaska Native women have complained of sexual assaults to the Nome police, only to have their concerns dismissed or allowed to languish without investigation,” the ACLU’s letter charges. “It has become evident in recent months that a systemic, decades-long indifference to the safety of Alaska Native women in Nome has led to the deprivation of their rights to equal protection under the Constitutions of the United States and Alaska.”

Stephen Koteff, the ACLU’s legal director in Alaska, told the AP he couldn’t comment on whether other women have contacted the organization with potential claims involving Nome police.

NOME ASSAULTS

In Alaska hometown, Native women say police ignored rapes

BY VICTORIA MCKENZIE
The Associated Press

This story was produced through a partnership with National Native News with support from the Pulitzer Center on Crisis Reporting and the Fund for Investigative Journalism.

NOME — There’s not much that scares Susie. As an Alaska Native woman, she thrives amid sub-zero winters in her village near the Arctic Circle, and camps with her family each summer at the Bering Sea, catching, drying and smoking salmon to put away for winter.

But Susie is afraid to return to Nome. The man who raped her, she says, is still there.

“Just scares me, and I’m scared to see him, and thinking what he might do,” she says. “But I’m not scared in the village, or any other villages, because I know he won’t come.”

“But Nome is like ... I don’t really like to overnight in Nome.”

He is a free man — no charges were filed against him. Susie reported to Nome police that she had been assaulted and went with the investigating officer to the hospital, where a forensic nurse was prepared to perform a sexual assault exam.

But the officer told the nurse not to bother, according to a hospital record that Susie released to The Associated Press.

“The Officer stated that he was going to cancel the exam because he had already talked to the suspect and the man admitted that he ‘had sex’ with the patient but that it was consensual,” the nurse wrote in the report. “Therefore the officer did not see a need for an exam.”

Susie’s story isn’t uncommon in Nome, a city of fewer than 4,000 full-time residents that serves as a regional hub for dozens of smaller villages across western Alaska’s Bering Strait region. Rape survivors and their supporters told the AP that the city’s police department has often failed to investigate sexual assaults or keep survivors informed about what, if anything, is happening with their cases.

Survivors and advocates contend that Nome police pay less attention and investigate less aggressively when sexual assaults are reported by Alaska Native women. More than half of Nome’s population is Alaska Native, largely of Yupik heritage or — like Susie — of Inupiaq heritage. All of its police department’s sworn officers are non-Native. It has one female sworn officer.

In many ways, Nome mirrors the national debate that has gained momentum over the past three years in the wake of a series of sexual abuse scandals involving entertainers, Hollywood moguls and politicians. Nome’s grassroots struggle illustrates how one American hometown is wrestling with

issues of sexual violence and law enforcement — and how a history of racial disparity and unacknowledged trauma has impeded efforts to address what the what the human rights group Amnesty USA has called an epidemic of sexual assaults against Native women across the United States.

In 2013 — the year Susie reported she had been sexually assaulted — Nome police received 33 calls about sexual assaults against adults. That year, the department made one arrest on a sexual assault charge. In all, Nome police records show, the department fielded 372 calls about sexual assaults against adults from 2008 through 2017. During that span, 30 cases — 8 percent of the total — led to arrests on sexual assault charges.

By comparison, a study of six police departments across the U.S. published this year by researchers at the University of Massachusetts Lowell found that just under 19 percent of sexual assault reports led to arrests.

Even that arrest rate raises questions about how seriously police agencies take sexual violence, according to criminal justice experts and advocates for sexual assault survivors. Police agencies in big cities, suburbs and small towns have been accused of failing to test DNA evidence gathered in thousands of rape cases ; dismissing rape reports because officers believed that victims did not “fight back” hard enough ; and showing less concern about rape complaints from African Americans, Native Americans and other less powerful groups.

In Nome, local officials defend the police department, saying low staffing levels make it difficult to respond to calls for help of all kinds.

John Earthman, district attorney for Nome and surrounding areas, said Nome police of-

ficers “are very hard-working people that live in this community. They want to make their community safer. Unfortunately, out here a lot of times, it is a triage situation. It’s very hard. Just having a rural police department in rural Alaska is very hard.”

Officials and citizens in Nome are still struggling to come to grips with a history of strains between its police force and the Alaska Native community. There has been some progress. The police department has new leadership and has increased its workforce to roughly two dozen employees. A key catalyst for change has been an informal support group formed by survivors of sexual assault and other violence.

After taking over late last year as the city’s new police chief, Bob Estes announced that the department was performing an internal audit of over 460 old sexual assault cases. The City Council meanwhile has approved the hiring of the police department’s first victims advocate and passed an ordinance to create a civilian oversight committee to monitor police conduct.

But change isn’t a simple or swift process. Lisa Navraq Ellanna, an Inupiaq member of the survivors advocacy group, says the group wants lasting policy changes, not just new leadership.

“We can’t look away for one minute,” Ellanna said. “Or all of this goes away.”

To hear voices of some of the people involved in Nome’s struggles over sexual assault, listen to a podcast series that the AP’s partner in this project, National Native News, launched on Friday, Sept. 13, at nativenews.net.

A longer version of this story is online at thecordovatimes.com

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PERSONALIZED QUALITY HEALTH CARE FOR THE ENTIRE COMMUNITY

FEEDING THE HUNGRY

Canned pink salmon purchased for food assistance program

BY THE CORDOVA TIMES STAFF

Millions of pounds of Alaska’s 2019 harvest of pink salmon is now earmarked for child nutrition and related domestic food assistance programs, thanks to a U.S. Department of Agriculture purchase of over \$25 million in canned product from four processors.

USDA officials announced on Sept. 20 the purchase of 442.3 million cases of one-pound tall cans of pink salmon for the federal agency’s food assistance programs, with deliveries to be made from Nov. 1 through March 31, 2020. The agency noted that a contract for 182,400 cases of canned pinks was not awarded due to a lack of bids.

Contract awards included \$11.7 million to Ocean Beauty Seafoods for 199.1 million cases, \$6.8 million to Peter Pan Seafoods for 115.5 million cases; \$4.7 million to Icicle Seafoods for 73 million cases, and \$2.7 million to Trident Seafoods for 54.7 million cases.

Recipients earmarked by USDA include programs in Arizona, Arkansas, California, Colorado, Florida, Georgia, Guam, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin and Wyoming.

FISH FACTOR

From Page 12

postings of meeting agendas, document overviews, etc. are in a “conversational style” and have been consolidated in one place, said Maria Davis, council IT specialist.

“Some of the topics are very complex so distilling them down into two or three sentences may not be exactly what is happening, but it gives them a large overview. Then you can read the analysis if you’re really interested in a lot of the detail,” she said adding that searchable digital content is included back to 2014.

“It’s so easy to find documents and it’s so easy for the staff to upload their documents,” Davis said. “There’s also a public comment portal where you can read comments and you can upload your comments for committee and council meetings under each agenda item. It’s very user friendly and you get a return email that says thank you, your comment has been received and council members and the general public can see it immediately. It’s really been a game changer as far as accessibility for the public.”

The council members know that the topics they discuss and the decisions they make affect many who are not directly involved in fishing, Davis added.

“It’s also all the businesses where you live year-round and the communities,” she said. “We want to hear from them, and we want to make it easy and not intimidating.”

The industry will get a first glimpse at potential 2021 catches of Alaska pollock, cod, sablefish, rockfish, flounders and other whitefish at the Homer meeting. Find out more at npfmc.org.

More women in fish

Dave Witherell stepped up to the NPFMC executive director role when after 16 years Chris Oliver moved to Washington, D.C., to take the helm at NOAA Fisheries two years ago. Witherell chose Diana Evans to be deputy director, the first woman to hold that position. Evans has worked as a fishery analyst for the council since 2002.

At the Homer meeting, two women also will be newly seated to replace Theresa Peterson of Kodiak and Buck Laukitis of Homer whose terms have expired.

Cora Campbell and Nicole Kimball both have previously represented the State of Alaska on the NPFMC, but they now will be industry representatives. Campbell, a former commissioner of the Alaska Department of Fish and Game, is now CEO of Silver Bay Seafoods. Kimball served for many years as federal fisheries coordinator for ADF&G and now is vice president of Pacific Seafood Processors Association.

Carina Nichols of Sitka was hired by Sen. Dan Sullivan, R-Alaska, as a new legislative assistant focusing on fisheries. Nichols has fished for sablefish and halibut in Southeast

and salmon in Bristol Bay. She also has been a member of the NPFMC Advisory Panel.

“I am glad to welcome Carina to my team in Washington, D.C. Her many years of experience both working on the water and in fisheries policy brings a depth and breadth of knowledge about the issues facing Alaska’s fisheries and coastal communities that will be invaluable in guiding my work serving Alaskans,” Sullivan said in an emailed message.

Big Bay pay day!

Bristol Bay salmon fishermen are set to take home their biggest paychecks ever. The 2019 preliminary ex-vessel (dockside) value of \$306.5 million for all salmon species ranks first in the history of the fishery and was 248 percent of the 20-year average of \$124 million, according to an ADF&G release.

The 2019 sockeye salmon run of 56.5 million fish was the fourth largest and it was the fifth consecutive year that inshore runs topped 50 million fish.

The all-species harvest of 44.5 million is the second largest on record, after the 45.4 million taken in 1995. This year, over 43 million of the Bristol Bay salmon harvest was sockeyes.

Here are the 2019 salmon base prices at Bristol Bay with comparisons to 2018 in parentheses: sockeyes - \$1.35 per pound (\$1.26); Chinook - \$0.50 (\$0.80); chums - \$.25 (\$0.43); pinks - \$0.05 (\$0.20) and cohos - \$0.55 (\$0.80).

The weight, harvest and price of each species were used to estimate values and do not include future price adjustment for icing, bleeding or production bonuses.

Fish guts go plastic

A 23-year-old student at the University of Sussex in England has invented a biodegradable plastic bag made from fish guts.

Lucy Hughes was bothered by the “unwanted offcuts” from seafood processing that are dumped each year and discovered that red algae along the local coastline worked as a binding agent.

SeafoodNews reports that Hughes used the algae to bind together the fish waste proteins into a translucent, plastic-like material that biodegrades in four to six weeks.

Initial testing suggests that it is stronger, safer and much more sustainable than its oil-based plastic counterpart. Hughes plans to commercialize her product called MarinaTex.

“For me, MarinaTex represents a commitment to material innovation and selection by incorporating sustainable, local and circular values into design,” she said. “As creators, we should not limit ourselves in designing to just form and function, but rather form, function and footprint.”

Laine Welch of Kodiak has been covering news of Alaska’s seafood industry for print and broadcast since 1991. Visit her website atalaskafishradio.com.

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AROUND TOWN

From Page 2

to child and family wellness from 8 a.m. to noon on Saturday, Oct. 5 at the Cordova Center. Contact Barb Jewell at 907-424-8249 for more information.

ONGOING

Medical fundraiser

An ongoing fundraiser is being conducted for Shawn Stimson, who was recently diagnosed with stage 4 pancreatic cancer. Donations can be made at any Wells Fargo branch.

Open gym for Cordova’s youth

The Bidarki Rec Center has reserved open gym time for Cordova’s youth. Ages 12 to 18 are welcome to enjoy the gym for free from 1:30-4:30 p.m., Monday through Saturday. For more information, contact the Bidarki at 907-424-7282 or stop by the facility at 103 Council Ave.

Skeet and trap

Join the Cordova Trap & Gun Club every Sunday from 1-3 p.m. and Thursdays 6-8 p.m. for skeet and trap shooting at the Cordova Public Shooting Range out Sheridan Glacier Road. For more information, follow their Facebook page at facebook.com/groups/CDVTrapGun or email CDVTrapGun@gmail.com.

Bidarki adult volleyball

Adults 18 and older are welcome to play open league volleyball 6-8 p.m. Mondays and Wednesdays at the Bidarki Rec Center. For information on drop-in and membership rates, contact the Bidarki at 907-424-7282 or stop by the facility at 103 Council Ave.

Tot Time

The Bidarki Rec Center opens the upstairs gym for little ones 10 a.m. to noon on Tuesdays and Thursdays. Toys, mats and other items are provided so tots and their caregivers can enjoy some free, inside playtime, rain or shine. There is no fee to attend.

Bidarki adult basketball

Adults 18 and older are welcome to play open league basketball 6-8 p.m. Tuesdays and Thursdays at the Bidarki Rec Center. For information on drop-in and membership rates, contact the Bidarki at 907-424-7282 or stop by the facility at 103 Council Ave.

MONDAYS

Moms, Pops & Tots

A play group for children, infants to age 4, is 10 a.m. to noon Mondays at the Masonic Lodge throughout the school year. The group is free to attend. For more information contact NVE Tribal Family Services director Katie Goodale at 907-424-7738.

Al-Anon in Cordova

Al-Anon for friends and family of alcoholics meets 7 p.m. Mondays at the Wellness Center (old DMV office). For more information, contact Katie at 907-965-5909.

TUESDAYS

Life Hacks for Kids

Life Hacks for Kids is a free weekly after-school program at Cordova Public Library for students grades four through six. Students will learn useful life skills such as using common household tools, restaurant etiquette and ordering, grocery shopping, laundry, camping, first aid and fire safety, and basic sewing. Stop by the library from 4-5 p.m. Tuesdays to participate. For questions, call the library at 907-424-6667.

Gospel sing-along

Join members of St. George’s Episcopal Church on Tuesdays from 4-5 p.m. at the Cordova Community Medical Center for a gospel sing-along to bring smiles to the long-term residents and hospital staff. For more information contact Belle at 907-424-5145.

Knit & Lit Book Club

Bring your knitting and join the Knit & Lit Book Club at 7 p.m. at the fireplace in the Cordova Public Library, the last Tuesday of every month.

Ilanka community wellness and recovery support circle

A wellness and recovery support circle will meet on Tuesday evenings from 7-9 p.m. at the Ilanka Wellness Center located at the old DMV office across from St. George’s Episcopal Church. The group is for those wanting to develop skills to live a substances-free life in a safe environment. For more information, call John at 907-424-3622.

Tuesday Night Talks

The Prince William Sound Science Center hosts weekly science lectures September through April. Stay up-to-date on upcoming lecture topics, times and locations and watch past lectures online at pwssc.org/education/Tuesday-night-talks.

WEDNESDAYS

Storytime

A children’s story time activity will be held at the Cordova Public Library at 10:30 a.m. Wednesdays. Caregivers must attend.

Celebrate Recovery

A Christian program to help overcome issues with substance use, abuse, divorce, fear, anxiety, food, gambling, and other hurts, habits and hang-ups is every Wednesday from 7-8 p.m. at the Church of the Nazarene’s Christian Education Building on Adams Avenue. Childcare is provided. For more information, contact Alan Roemhildt at 907-429-7667 or Amber Wasson at 907-440-7347.

THURSDAYS

Around Town!

Have an event that’s open to the public? Fill out our event form at thecordovatimes.com/submit-your-event, or email us at share@thecordovatimes.com and we’ll add it to our Around Town section for free!

FRIDAYS

Patch the Pirate Kids Club

Patch the Pirate Kids Club will be held 3-5 p.m. Fridays at the MorningStar Independent Baptist Church, at their new location at the old troopers building, for children grades first through sixth.

After-school art

Free art activities for first graders and up will be held weekly at 3:30 p.m. Fridays at the Cordova Education Room. No school no art.

SATURDAYS

Homeport

Homeport Coffee Shop is open from 6:30-9:30 p.m. Saturday nights. Enter at the side door, below the Cordova Community Baptist Church, and enjoy coffee, desserts, free Wi-Fi and board games.

SUNDAYS

Cordova Disc Golf Club league play

Join the Cordova Disc Golf Club at 4 p.m. Sundays at the base of the Meals Reservoir on Whitshed Road for weekly league play, weather permitting. For more information, follow the club’s Facebook page at facebook.com/CordovaDiscGolfClub or email Micah Renfeldt at micahrenfeldt@gmail.com.

Youth gathering

Attend youth gatherings at 6 p.m. Sunday nights at the Church of the Nazarene Education Building. Students grades 7-12 are welcome. Call Pastor Steve Leppert at 907-429-6262 for more details.

Visit our event calendar at thecordovatimes.com/events. Have an upcoming event? Submit it at thecordovatimes.com/submit-your-event or email suggestions for Around Town to share@thecordovatimes.com.

Public Notice of Abandoned Property at Prince William Marina



The following vessels have been abandoned at the Prince William Marina. The Marina is now taking steps to clear out all abandoned vessels. If you own one of these vessels or if you know who owns them, we would appreciate hearing from you.

VESSELS WITH NO KNOWN NAME



Vessel #1 – ID No. AK 4223 M



Vessel #2 – ID No. 24968



Vessel #3 – ID No. 32835



Vessel #4 – ID No. 22910 – AK 7925



Vessel #5 – 5605 P



Vessel #6 – only identification observed - letters in boat name “RYMAR”

VESSELS WITH NAMES



Tamarack – ID No. 33547



Kara Sea – ID No. AK-4349 AD



Pole Cat – ID No. 4905

CLAIM YOUR ITEMS SOON:

All items need to be moved at owner’s cost. If boats are removed prior to **November 30, 2019** the Marina **will not** take steps to collect back rent.

Contact the Marina manager at **907-253-4332** to make arrangements to move property.

Any property not claimed by November 30, 2019 may be auctioned off or disposed of.

FOR MORE INFORMATION, VISIT: nveyak.com/public-notice-of-abandoned-property-at-prince-william-marina

CONTAMINATED WATERS

Report identifies threats to drinking water, public health

BY MARGARET BAUMAN
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A new investigative report compiled by citizens groups and Alaska Community Action on Toxics (ACAT) identifies nearly 30 locations in Alaska where drinking water is contaminated by unregulated substances known to have adverse impact on human health.

The 75-page report on threats to drinking water and public health in Alaska was released in Anchorage on Wednesday, Sept. 25 by the Alaska PFAS Action Coalition, Gustavus PFAS Action Coalition and Alaska Community Action on Toxics.

The report identifies the discovery of per- and polyfluoroalkyl substances (PFAS) at over 100 individual sites in nearly 30 areas across Alaska. Ten of these communities have PFAS in their drinking water at levels deemed unsafe by the U.S. Environmental Protection Agency and it is likely that the number of communities with contaminated water will grow as more sampling is conducted throughout the state, the report said.

The report notes that 12 wells near the Valdez Airport, eight wells near Cordova Airport and six near Kenai Airport were sampled for 14 PFAS compounds in Decem-

ber 2018, with no wells showing detections of PFAS above the Alaska Department of Environmental Conservation’s August 2018 action levels. In Valdez three wells had minimal detections of PFAS, and no PFAS were detected at or above detection limits in Cordova’s groundwater.

PFAS have been linked to health issues including liver and kidney damage, reproductive and developmental harm, immune system impairment and certain cancers.

Meanwhile, said ACAT, the Dunleavy administration has rolled back protections and site investigations.

The report includes several recommendations, including prohibiting any further use of firefighting foams that contain PFAS, setting enforceable, health-protective contaminant levels in drinking water for PFAS, and requiring all public water systems in Alaska to test for PFAS.

The report further recommends requiring stringent and health protective clean-up of contaminated areas and remediation of groundwater cording to best available technologies and standards, and exposure assessments and medical monitoring to include firefighters and other first responders, as well as workers at contaminated facilities.

DISASTER FUNDING

Congress urged to speed relief for fishery failures

BY MARGARET BAUMAN
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A bipartisan effort is underway in the U.S. Senate to provide harvesters hard hit by fisheries disasters with more funding and timely relief.

During a Sept. 25 hearing of the Senate Committee on Commerce, Science and Transportation, Senators Roger Wicker, R-Mississippi, chairman, and Maria Cantwell, D-Washington, ranking member, voiced concerns for importance of responding to fisheries disasters and pushed for reforms.

Wicker said he welcomed news from Commerce Secretary Wilbur Ross of approval of a federal fishery disaster declaration and relief process for Mississippi, “but problems remain with the fisheries disasters declaration process. Our fishermen deserve more timely consideration and relief,” he said.

Commercial fishermen in Alaska hard hit by the 2016 Prince William Sound pink salmon disaster are still waiting for compensation under the promised disaster relief.

In July, Wicker introduced the Fisheries

Failures: Urgently needed Disaster Declaration. Cantwell spoke of the importance of fisheries, and in particular the 2016 salmon fishery disaster which impacted fisheries across the state.

“Washington has experienced 17 fishery disasters since 1992 including crab, groundfish and salmon,” Cantwell said. “Unfortunately, the fisheries disaster process has become more burdensome, and has resulted in less funding and lengthy delays, putting an unnecessary burden on fishermen and fishing communities.”

In particular, Cantwell spoke to the 2016 coho salmon fishery disaster, which impacted fisheries across Washington state.

“The coho disaster impacted tribes, commercial fishermen, charter and recreational fishermen, but not all groups received adequate funding from NOAA,” she wrote.

“In a shift from previous policy, the administration determined that the charter fishermen should not be included in the economic determination. Thus I believe Washington did not receive adequate funding for this disaster,” she said.

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