



APICDA
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Aleutian Wave

Spring 2016

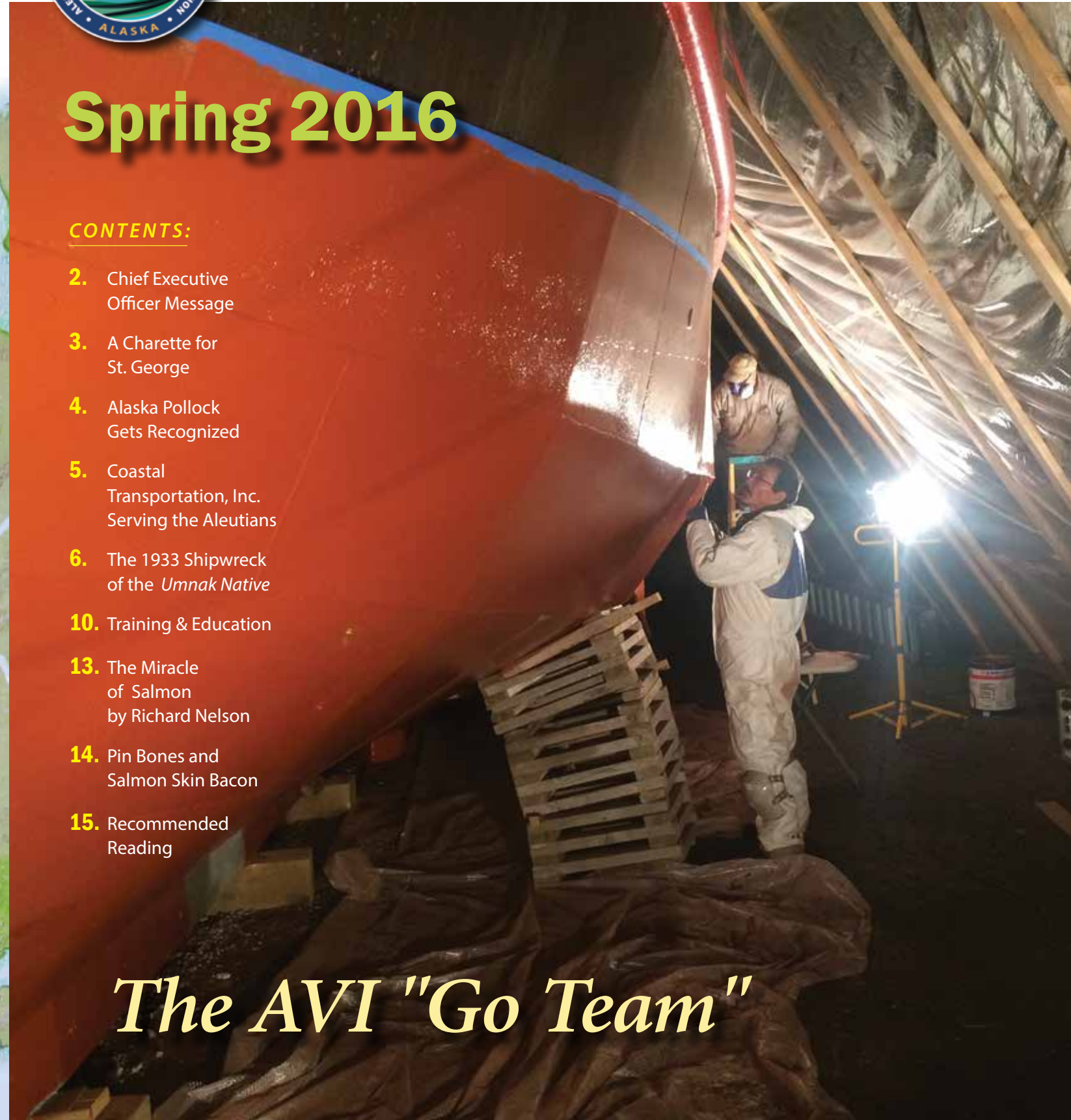
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The AVI "Go Team"



APICDA Communities



Message from the CEO

To our APICDA Communities and Stakeholders,

Two key values at APICDA that are closely connected and critically important are transparency and accountability; in the interest of both I am providing a candid review of APICDA's 2015 financial performance. Unfortunately, the combination of a variety of factors has led to very difficult decisions going into 2016.

The seafood industry overall has experienced a very difficult time for the past two to three years. Many Alaskan seafood businesses are in their second or third year of consecutive net losses, unheard of for many operators. This is due to a variety of reasons, including: the strengthening U.S. dollar has resulted in a 25-30% loss of buying power against foreign currencies; the market for pollock roe has collapsed; the value of salmon has declined precipitously; the global supply of cod has increased significantly, causing prices to decline.

In addition, there were a host of other events that negatively impacted our revenues.

Had we executed perfectly we would have lost money. The truth, though, is we did not execute perfectly, and we made things worse for ourselves as a result. This was particularly true at Bering Pacific Seafoods (BPS) where we lost several million dollars in excess of what we would have lost had we managed well. We have made significant management changes at BPS, we are working hard to improve our productivity, improve quality and reduce operating costs.

The challenges we experienced in 2015 forced us to critically evaluate all levels of our operations which led, in turn, to substantial adjustments in our management practices throughout all of our companies. One of the most difficult decisions was to temporally suspend the community dividend disbursement in 2016.



I believe we will perform substantially better across the board in 2016, and that we will reinstate the community dividend in 2017. I plan to address the challenges of 2015 and our strategic response to them in more depth at the Community Conference scheduled for April 4 and 5. ▴

Larry Cotter, APICDA Chief Executive Officer



False Pass, January 2016. —Photo by Kevin Frederic.

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ON THE COVER:
APICDA Vessels Inc. Engineer, Alvin
Merculief inspects the newly painted
F/V Taty Z at Northern Enterprise boat
storage in Homer.
—Photo by Jeff Kashevarof, AVI Engineer



www.apicda.com

The AVI “Go Team”

If you have ever wondered what it takes to operate and maintain a fleet of fishing vessels, just ask APICDA's Fleet Manager, Clarence Gould. Clarence wears many hats and states simply, “Aside from fishing, a lot goes on behind the scenes.”

Clarence was born and raised in King Cove and later spent time in the lower 48. He traveled back to the region during the summers to fish with his family and eventually moved back to Alaska full time in 2005, after earning a BS in Business Management.

“It helps to be an approachable person who understands crews, yet be able to provide solid direction and knowledge when it comes to the fishing industry,” as Clarence puts it.

Getting the vessels ready to fish can be one of the most challenging parts of the job. In addition to hiring personnel, there are Coast Guard safety requirements, licensing, permitting, maintenance, fishing quotas, planning, and budgeting aspects to the job. While the boats are out fishing, it's time to field calls for needed supplies and repairs, track expenses, manage crews and employees, and plan for the off-season.

His Anchorage team includes engineers, Jeff Kashevarof and



The F/V Taty Z in the Homer boat yard with fresh paint and ready to launch.

Alvin Merculief, who together have a long history serving APICDA. They keep track of work needed to keep the boats in top performance which can include anything from replacing parts, fixing equipment and new paint. This work might be done while a vessel is on water or on shore. Vessel engineering involves mechanical, electronic, hydraulic and diesel knowledge and sometimes it gets down and dirty to scraping paint, welding and crawling into small spaces.

It takes a team of highly skilled and experienced personnel to keep the fleet in top shape and working efficiently. ▴

APICDA Hosts a Charrette

In early January, APICDA hosted the U.S. Army Corps of Engineers' series of meetings called a charrette in the Anchorage office. These 3-day meetings focused on the goals, funding, problems and solutions to the collective goal of improving the harbor on St. George Island in 2018. Over 40 individuals were in attendance or joined via teleconference.

The many entities represented included; APICDA, The City of St. George, St. George Tanaq Corp., St. George Traditional Council, Alaska Dept. of Transportation, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Dept. of Homeland Security, Alaska Dept. of Environmental Conservation, National Oceanic and Atmospheric Admin., as well as engineering designers and legal counsel.

Origins of the Word "Charrette"

The term "charrette" is derived from the French word for "little cart." In Paris during the 19th century, professors at the Ecole de Beaux Arts circulated with little carts to collect final drawings from their students. Students would jump on the "charrette" to put finishing touches on their presentation minutes before the deadline. ▴



18th Annual
Community Conference

APICDA is pleased to announce our annual Community Outreach Conference will be held on April 4-5, 2016 at the Marriott Hotel in downtown Anchorage. This two-day conference creates an opportunity for the APICDA Board of Directors, management team, and community leaders to come together to present reports and discuss the needs and desires of the APICDA communities and the overall APICDA program. This year's conference features speakers, information booths and door prizes!

For more information please contact:
Max Malavansky, Conference Coordinator
at mmalavansky@apicda.com or by phone:
(907) 929-5273 / toll free at 1-888-927-4232.

Staff News

LAURA DELGADO was promoted to the new position of General Manager of APICDA Joint Ventures, Inc. As GM, Laura will be in charge of our processing operations and associated field offices in Atka and False Pass, and the Nelson Lagoon Storage Co.

ANFESIA TUTIAKOFF was promoted to Manager of APICDA's Training and Education Program.

GARY CHYTHLOOK, Chief Administration Officer for APICDA, has been appointed to the board of Aleknagik Natives Limited. Mr. Chythlook stated, "It's always been my goal to serve people of rural Alaska. I was honored to put my name forward for consideration and was grateful to be elected to serve."

ANGEL DROBNICA, Fisheries and Renewable Energy Liason for APICDA, has been appointed to the Advisory Panel of the NPFMC—North Pacific Fishery Management Council.

ANGELA MARTINEZ has been promoted to Production Coordinator at Cannon Fish Co. and MARISA KETZEBACK was hired as Cannon's new Office Administrator. ▴

Truth In Labeling

ALASKA POLLOCK is having a good 2016 so far, with boosted quotas, favorable certification and a federal rule that will give Alaska an edge over Russia.

According to a GMA Research consumer report, up to 40 percent of what is currently sold as "Alaska pollock" is in fact from Russian waters, which do not have the same controls particularly concerning marine habitat protections and prevention of overfishing.

Alaska Senator Lisa Murkowski said, "I have long fought to resolve this issue, and I am thrilled that this change has been made to protect both our fisheries and consumers. Alaska is the gold standard of fish management. It is disingenuous and harmful to our fishing industry for Russian-harvested pollock to be passed off as Alaskan. Now consumers can be confident that pollock labeled as 'Alaskan' is caught only in our state's healthy, sustainable waters."

Pollock is the largest fishery in the U.S., producing 2.9 billion pounds and accounting for 11 percent of U.S. seafood intake. In the North Pacific management region, pollock accounts for more than \$400 million worth of landings annually. ▴

Excerpted from Morris News Service-Alaska, Author: DJ Summers 1-22-16.



Photo courtesy ASMI

Now, only pollock caught in Alaska waters can be labeled "ALASKA" pollock.

Coastal Transportation, Inc.
Connecting Western Alaska to the World
Serving Alaska since 1984

Helping APICDA fulfill a critical transportation link, Coastal Transportation, Inc. delivers needed supplies from Seattle to our APICDA communities and facilities in False Pass and Atka and returns to Seattle with our seafood products.

Coastal Transportation was founded by Peter and Leslie Strong, who had tendered salmon in Alaska since the early 1970s. On June 3, 1984, from rented dock space on Lake Washington's Ship Canal, the M/V *Coastal Trader* departed on the company's first voyage. She returned a month later, her holds full of frozen crab.

It was crab that largely provided the foothold that allowed Coastal Transportation to establish itself in the business. In 1985, a second ship was added and by 1987 Coastal Transportation was operating four vessels and providing weekly scheduled departures to Western Alaska. In 1989, the company established its own cargo terminal on a fourteen-acre site near the Ballard Bridge in Seattle. A fifth vessel was added in 1990.

These first fish tender vessels were gradually replaced with more efficient and capable "second generation" Aleutian trade vessels that currently comprise the fleet. In 1999, Coastal Transportation established a permanent presence in Dutch Harbor when it purchased a dock that can accommodate vessels up to four hundred feet in length. Forty-five refrigerated vans on the site can hold three million pounds of frozen product. In September 2015, the company added

its own cold storage facility in order to better serve fishermen.

New Vessel: The COASTAL STANDARD

The company is replacing older vessels and is pleased to announce the new 242-foot by 54-foot *Coastal Standard* which set sail in

Feb. 2016. The new vessel features a unique side port freight elevator system making it more efficient than any of its predecessors. This version has four elevator platforms that move on articulated hydraulic arms, enabling the loading simultaneously and repeatedly, of four items of cargo onto the three different decks. The system can work to offload one

cargo hold while back-loading another. The platforms can also work independently of each other or be locked together. It simplifies operations, requires less labor, and there is minimal potential for damaging cargo. The system on the *Standard* is the only one of its kind in the United States.

Sailing the Seattle/Alaska run is no easy job for Coastal's seasoned crews and officers as they work in some of the harshest seas on earth. During the past thirty years, Coastal's ships have served Western Alaska with more than 1,200 roundtrip voyages. ▴

Sources: www.coastaltransportation.com. Excerpts reprinted with permission from Pacific Maritime Magazine Feb. 2016, Kathy A. Smith, Peter Marsh. (www.pacmar.com).



The M/V Coastal Trader at the False Pass dock, 2014. —Photo by Laura Delgado.

Coastal Transportation provides weekly service between Seattle and Southwest Alaska.

Vessels: Coastal Trader, Coastal Navigator, Coastal Progress, Coastal Nomad, and Coastal Standard.

PORTS OF CALL:

- 1. Larsen Bay
- 2. Chignik
- 3. Sand Point
- 4. King Cove
- 5. Cold Bay
- 6. False Pass
- 7. Point Moller
- 8. Akutan
- 9. Dutch Harbor
- 10. Captain's Bay
- 11. St. Paul Island

Coastal's vessels have the flexibility to deviate from scheduled routes, enabling timely delivery of supplies to remote locations.



The unique elevator installed on the new M/V Coastal Standard allows the vessel to load and offload palletized frozen cargo quickly via forklift. Photo courtesy Dakota Creek Industries.



Coastal Transportation, Inc. is a family-owned company serving the communities of Western Alaska and the Aleutian Islands through fast, efficient and reliable cargo transportation. —It has been doing so for over 30 years.

PASCHA Qagaadan

Russian Orthodox Easter is Sunday, May 1, 2016



The Paschal greeting is a custom among Orthodox Christians, consisting of a greeting and response. Instead of "hello" or its equivalent, one is to greet another person with "Christ is Risen!" The response is "Indeed, He is risen!" This greeting is used during liturgical services and informally at other times, starting with the feast of Pascha and lasting until Ascension—the period known as the Paschal season or Paschaltide.

Source: OrthodoxWiki. Special thanks to Moses Dirks and Crystal Dushkin.

Xristuusaġ Agġagikuġ!
Christ is Risen!
Agġangulakan Agġagikuġ!
Indeed, He is Risen!



Nikolski History:

The Wreck of the Umnak Native

When Nikolski resident SERGIE ERMELOFF recently stopped by to visit the APICDA offices in Anchorage, he mentioned a story about a shipwreck off the coast of Umnak Island in the winter of 1933. His grandfather, Afenogin Ermeloff, endured a nightmare in the sinking boat, and survived nearly a week on foot back to his village to report the wreck. In researching this story, we learned the details of that horrific life and death event and learned more about the resilience of the Unangans who have survived and thrived for centuries in the remote Aleutians.



Afenogin Kirillovich Ermeloff
(Jan. 20, 1890 – Dec. 19, 1955)



Afenogin was a reader in the Russian Orthodox church and did not speak English. He was a survivor and hero of the tragic sinking of the M/V *Umnak Native* in January of 1933. His story was translated from the original Aleut in 1936 by Mr. Jay Ellis Ransom, a government teacher and anthropologist at Nikolski with the help of the Aleut-Russian priest Reverend Gregory Kochergin and Ardelion Ermeloff as interpreters. He was born in 1890 in Umnak Village in the Aleutians West, Alaska Territory of the United States what is now known as Nikolski. He was the son of Chief Kirill Ermeloff and Anastasia Ermeloff (Shaposhnikoff) and was married to Maria Ermeloff (Kudrin). He had four children; Heretina, William, Katherine Marie and Joseph.



Afenogin's father—
Chief Kirill Ermeloff
(Born 1853 – death unknown)



The United States Constitution directs a census to be taken every 10 years. These records are made available to the public after 72 years.

The Story:

In November 1932, 43-yr. old Aleut hunter Afenogin Ermeloff started to walk from Nikolski Village to his fox trapping grounds 70 miles away at the north end of Umnak Island. With him were Artie Ermeloff, Alex Chercasen and Sergie Sovoroff. They reached the hunting grounds on November 15 and met up with four other hunters camped in the trapper's hut (barabara) on the shores of a cove. They were Nikolai Orloff, Andrew Krukoff, Michael Bezezekoff and Georgie Krukoff who had been dropped off there from the *Umnak Native* to trap through the winter. The trading ship had planned to return to pick them up in late January. Here is Afenogin's story:

“On January-twenty-one as evening fell, I returned from my trapline laden with furs. From the crest of the island I noticed a ship anchored in the cove. It was good to see her so close, and hurrying my feet, I half ran down the intervening slopes. It was the *Umnak Native*, sure enough. My village had purchased this motor ship in the rich fur year of 1929. Although nominally ours, it was actually operated by the White trader whose stores at Nikolski, Atka and Kanaga bought our annual fur catch at a fine profit to himself. He did not desire that we should operate our own ship, for then we might sell our furs to the Alaska Commercial Company in Unalaska for a higher price. This some of us did anyway, hiding out a few skins whenever we could.”

The boat was in the control of Captain Andrew M. Nelson who needed a pilot to help guide the boat into Nikolski. He asked Afenogin and Alex to come aboard, leaving the others to finish the trapping season. Afenogin stated later, “As I climbed the rope ladder to the salt-encrusted deck, vague doubts assailed me. While the ship was getting underway, I wished that I had remained behind with my friends. Down in the ‘tween decks’ where I went to help store my furs and baggage, I found an old Aleut friend, Captain Stankus, a man of long experience with the sea (his wife and her three-year old neice were also aboard). I greeted him saying “What’re you doing here?”

“First Mate,” the burly Aleut replied bitterly, “and on my own ship. That Nelson, I do not trust him, but Trader make him captain this trip. He does not know the currents or the fierceness of this wind. He is crazy to put out to sea when even the Government Coast Guard cutters refuse.”

Already, the ship was beginning to roll sharply.



The wreckage of the M/V *Umnak Native* as it appeared in 1937 on the rocky coast of the Bering Sea at Umnak Island. Credit: Acme Newspictures.

“This is not good,” Stankus said to the captain. “My advice would be to go back to the cove, Sir,” Stankus said, turning the wheel over to me.

Nelson shrugged his massive shoulders. “Go back? Why? Hell, you dumb Aleuts are just scared!”

As darkness closed in, we pulled out, while from the south a fresh gale set in, wild and terrible. And yet, Captain Nelson put out from that sheltering cove to sea!”

“During the night, he anchored on the north side of Idak Island. There the ship slept up to dawn. On the morning of the twenty-second we weighed anchor and headed out to sea. For two hours we fought with full strength into the solid wind, but could make no headway at all.”

“We went back. Two hours going; only a half hour returning. Again he dropped anchor, this time half way up the west side of Umnak Island where we remained all day, unable to move. Finally, we turned and steered back to Chernofski on Unalaska Island where we passed the night.”

That night they anchored on the lee side of Idak Island. Afenogin said, “In the moaning wind I seemed to hear all the spirits of the dead warning us to go back.” About two o'clock in the morning of the twenty-fourth, Nelson dropped anchor in front of Cape Kigunak. They sailed from there, going toward Inanudak and again dropped anchor. (continued next page)

“Possibly, I thought, I might save myself by diving overboard, but I didn’t know. I determined to save my strength because to be dead, I was thinking, would be lonesome.”

—Afenogin Ermelof

The Official Report:

The 49-ton 59-foot wooden diesel screw (propeller) *Umnak Native* stranded and was lost on Umnak Island the evening of Tuesday January 24, 1933. The vessel departed Unalaska January 19, 1933 bound for Atka. There were 10 passengers and 5 crewmen aboard. All 10 passengers and the master of the vessel perished in the disaster. The following are excerpts from the casualty report:

“Strong gale, boat stranded at 7 o'clock p.m. Inanudak Bay, Umnak Island. Engine failed and anchor chain parted.”

The *Umnak Native* was a total loss. Lost with her were Skipper John Stankus (of Unalaska), his wife Olga Stankus, an infant child, Vern Shasibnikoff, Captain Andrew M. Nelson, Deacon Mike P. Tutiakoff, John Galaktianoff, Stephan Krukof, Stephan Bezezekof, Matfey Pobvorof, Andrebik S. Krukof, and George A. Krukof. The *Umnak Native* was also carrying \$3,815 worth of furs and general merchandise. The vessel had a value of \$12,000 which was a total loss along with her cargo. The vessel was not insured but the cargo was fully insured. Eleven lives were lost.

Mapping and Location: Southwest Alaska 53 18 N 168 25 W Chart 16011

Additional Information: Tonnage: 49 Gross 33 Net, Length 59.2, Breadth 16.5, Depth 7.8, Built 1929 at Seattle WA, HP 75, Registered Juneau, ON 228207, Master John Stankus of Unalaska, Owner: Umnak Native Community of Umnak.

Sources: 1. U S C G Report of Casualty May 20, 1933 at Unalaska by Larry Stepetin, Seaman, 2. Merchant Vessels of the U S (1932) Pgs 556-7 3. San Diego Evening Tribune (February 13, 1933) “13 Die on Ship in Storm as Trio Saved.”

The Wreck of the Umnak Native (continued)

With winds recorded in Unalaska at 110 knots (approx. 125 mph), the small boat began dragging anchor. Nelson attempted to make it to Inanudak but while hoisting the anchor chain “a williwaw of hurricane force struck us sidewise, the wheel spun out of my grip, and the ship lurched sickeningly. With one tremendous plunge the bow shot out of the water. With a wrenching of wood and rail the anchor chain snapped, and in another moment we were completely buried under the smothering seas. Both men at the winch vanished overboard and were lost as we drifted shoreward.”

Then the engines failed.

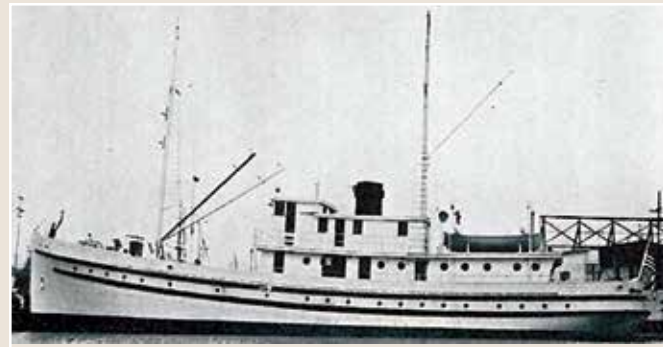
Afenogin continued, “Unbelieving, Nelson stood, furiously jangling the signal bell, now too terrified even to curse. This time nothing could save us, as the *Umnak Native* started for shore like a wounded seal coming home to die.”

“Back to the galley!” Nelson shouted, slamming the door open. Frightened, yet with the stoicism which is so characteristic of my people, the others followed. In a moment a dozen men, soaking wet, were gathered in the tiny space. Beside me huddled Larry, Duskin and Alex and in one corner Nelson stood alone, for no Aleut would go near him anymore. Stankus nudged me, “The dories,” he said.

“Through the rear ports I could see the ships’ four life boats, lashed one on top of the other, and as we watched with sinking hearts, the seas ripped them away and crushed them like cormorant eggs, one by one.”

“Stankus’ wife was inconsolable, crying for the child and Larry, who was her brother, and I tried to comfort her. When she could no longer stand it, she got up and went out. Her eyes were like animal eyes, without reason, and I motioned to Larry. Immediately, he followed her and I rose to help. But it was too late, for as I stood stupefied, another graybeard rolled over the ship. Larry grabbed for her, but missed, and saved himself only by catching the hand rail at the last moment. After the sea had passed, he emerged from the smother and returned, crying: “I tried to save her,” he sobbed. “My own sister, but it was no use.”

“The interior of the ship was no longer recognizable. I picked up the moaning child, and sitting there in the shambles of a ruined ship, on overpowering sadness squeezed my heart. The ship’s oil, flowing in the out of the broken walls stung my eyes and taste, so that I sickened with the smell and retched continuously.”



The BOF Pribilof tender *Penguin* sailed for 20 years before burning at its moorings in Seattle. It was replaced with the *Penguin II*. Credit: Bureau of Fisheries 1931. Source: NOAA

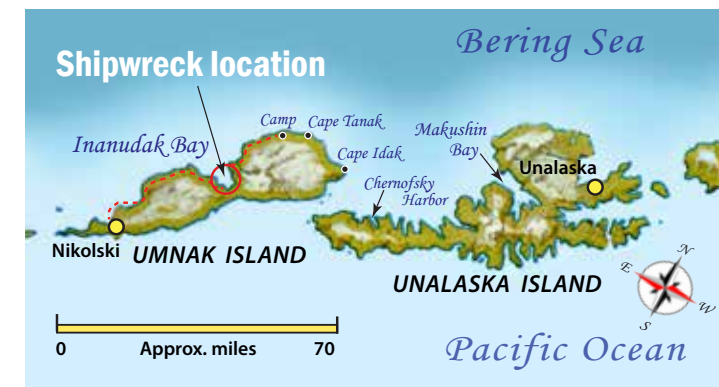
In 1933, the *Penguin* was involved in a winter rescue operation. On 24 January, the 59-foot wooden Unangan trading boat *Umnak Native* found herself in a violent storm while moored in Inanudak Bay on Umnak Island. Consequently, her anchor chain snapped and her engine failed to start. The foundering vessel broke apart and 11 lives were lost to drowning or exposure. One of the four survivors was BISHOP ANTONIN POKROVSKY, of the Russian Orthodox Church, who had managed to reach shore with the help of George Krukoff who later died of exposure. The steamer *Starr* was in the vicinity, but her captain lacked the charts needed to enter the bay safely. The BOF was contacted and dispatched the *Penguin*, which, on February 14, was able to rescue the bishop who was suffering from severe illness and frozen legs.



Credit: Alaska Survey Expedition

Father Antonin inside the church at Atka, 1932. On his second visit to Alaska, Bishop Antoninus Pokrovsky survived the shipwreck of the *Umnak Native*. Although originally reported to have died in the storm, he suffered 13 days on the deserted beach with frostbite and lack of food before being found by Afenogin Ermeloff’s team of local hunters. One record states that he officiated at the funeral in Nikolski for the victims and wept when reading their names. Little more is known about him after that.

Records state he died on May 2, 1939 in Calistoga, California at the age of 71.



Umnak is one of the Fox Islands of the Aleutian chain. In 1941, it was used as a defence base by the U.S. with a native population of 50. Today there are approx. 17 residents.

“The chains of our last anchor shivered with the strain. Even at that, against the wind, we could do nothing at all, and the ship, its anchor dragging, started to go to shore.”

“The ship struck the bottom and began to pound heavily on the rocks. Breakers came crashing over the top and, at last there was nothing more we could do for ourselves for one could not help another. The ship was heavily loaded with tons of coal which was the reason the sea broke over her even when far out at sea.”

“Just before dawn the ship struck with a peculiar sound, as if the ocean floor had heaved up to push the vessel higher onto the reef, so that with a hideous lurch it toppled over. Stankus, having taken over the command, “Try to get ashore!” he shouted through the door. “It’s every man for himself now.”

We remained there on the exposed bow for more than an hour with the seas breaking over us constantly. There that child died; from cold, from wind and rain, from stinging sleet and the blinding snow.”

Afenogin made it to shore along with Seaman Larry Stepetin and George Dushkin. It took them nearly a week to walk back to the village fighting lack of food and bad weather all the way. In Nikolski he rested only one night and on January 31, Afenogin returned with the rescue team to the wreck site.

In a later interview Afenogin stated, “This many fox skins I lost; thirty-eight reds, and five cross. Besides them, two rifles worth \$65.00. Also, a pair of binoculars costing \$37.00 and besides these, all of my personal property.”

Excerpted from The Alaska Sportsman, Feb. 1941 by Jay Ellis Ransom; “I Survived the Umnak Native,” PIC Magazine July 1953, Vol. 24, No. 4 and UMNAK: The People Remember, “The Wreck of the Umnak Native.”

—Researched and compiled by Penny Panlener, APICDA Media.

The Rescue:

A first person account of the rescue of Bishop Pokrovsky was recorded in *Unugulux Tunusangin—Oldtime Stories* an oral history project by the Unalaska City School District, published for use in the Aleut Cultural Program in 1992.

After Afenogin Ermeloff made it back to the village to report the wreck, he wanted to return immediately but the school teacher demanded he rest and wait out the bad weather. On January 31 he set out again with a small group of men which included Arti Ermeloff, Sergie Sovoroff and Leonty Sovoroff. They packed dry fish, sugar, tea and bread. It took them 31 hours to reach Inanudak Bay with the purpose of recovering survivors or burying victims.



Sergie Sovoroff was born September 17, 1901 in Umnak Village. Sergie became a famous iqya-x (model sea kayak) builder. He traveled around Alaska, teaching model baidarka classes. He died on September 27, 1989. Sergie is buried in Nikolski, next to his wife Agnes Sovoroff.

SERGIE SOVOROFF stated; “I used to be the forward man for others when we were searching for people. When we passed Captain Nelson’s body on the beach, we started to search the area. I told my men to drag him to the bank near the beach and bury him with sand and we covered the grave with large rocks.

“When we were parallel to the boat, I saw barrels and Japanese tangerines scattered on the beach. This was aboard the boat when it wrecked. As I was standing, I heard a moan, ‘Oh, oh.’

I said, “That sounds like the Bishop!”

“I heard the Bishop’s voice this time, “Good boy! Glory be to God!” I saw him among the boulders, sitting covered with blankets. He was waving his hand for me to come to him. When he did this, I got excited, started to take off my outer clothing and covered him with it. He looked soaked, and he was wet. They had put two mattresses under him and covered him with blankets. He was like that for thirteen days. They also put a box of tangerines by him.

“It was George Krukoff who had helped the Bishop (during the wreck). He was Faday Krukoff’s son. If he had stayed with the Bishop, he probably would have been alive, but he walked away and walked until he got tired and laid down on dry grass to rest. But he died there, where we found him.”

The men built a shelter for the Bishop, made a stove out of an old oil drum, dried his clothes and gave him tea and dry fish. Unable to transport the Bishop, It took the men about two days to return to Nikolski, overnighing at a camp called Devil’s Tail. He was finally rescued on February 14 by the Pribilof Tender, *Penguin*.

Sergie added: “The people who died at Inanudak Bay were buried there at Cemetary Cove.”



APICDA Training & Education Programs

APICDA offers higher education and supplemental scholarship programs to support and encourage the education and training goals of community residents. The programs enable our residents to have access to college and university programs and to qualify for jobs within the region that may otherwise be filled by non-CDQ residents.

To Apply:

Applications must be completed, submitted and RECEIVED in the APICDA office by:

- APRIL 1 for the summer term(s).
- JULY 1 for the fall and spring semesters award.
- NOVEMBER 15 for the spring semester award.

For Information about application instructions and requirements:

Contact APICDA's Training & Education Program Manager, Anfesia Tutiakoff — education@apicda.com
Toll free: 1-888-927-4232
or www.apicda.com



Emil William Berikoff Sr.
1944 - 2012

Emil Berikoff, Sr. served on the APICDA board for 15 years. His contributions as a trusted board member and to the APICDA community were invaluable. APICDA's scholarship program is named in his honor.

Community Training Opportunities:

APICDA is expanding our training opportunities to provide communities with group trainings. In January we provided training for residents of Atka with Microsoft Word, Excel and Customer Service. We had 19 participants, including four youth. We are currently planning to provide residents of False Pass and Nelson Lagoon a class on boiler maintenance.

APICDA will provide up to four community trainings per year and one of those trainings will be specifically for youth. We are very excited about this opportunity to bring trainings to residents. Funds were available to sponsor these trainings due to the unused Supplemental Education Scholarship fund. If you are in need of supplemental education training or are interested in having training conducted in your community, please contact Anfesia Tutiakoff, Training & Education Manager.



In early February, 19 participants attended the computer training class, including four middle school and high school students. Thank you APICDA for sponsoring this training opportunity! —Photo by Crystal Dushkin, Atka Community Liaison.

YOUTH INTERNSHIP PROGRAM

Created to introduce our youth between the ages of 14-17 to employment opportunities, and to gain valuable work experience needed to bridge the gap between going to school and landing a great job. Youth will be partnered with a mentor to help the youth navigate their work experience and maximize their internship.

COLLEGE INTERNSHIP PROGRAM

The APICDA College Internship Program provides employment opportunities for residents who receive the Emil Berikoff, Sr. Memorial Scholarship. The program assists in placing students in summer internships that offer practical experience to their interests and education goals.

Participants must maintain acceptable performance and remain in good standing under the Emil Berikoff, Sr. Memorial Scholarship program to continue in the internship program. Internships are available during the summer for three months.

EMPLOYMENT INTERNSHIP PROGRAM

APICDA offers the Employment Internship Program to residents interested in gaining work experience. Participants must meet the minimum employment qualifications for positions advertised. Duration of placement is three months.

Internships are available within the APICDA family, subsidiaries, partnerships and other organizations affiliated with the region. Salaries and other costs are born in whole or part by APICDA with any difference being made up by the host entity.

Emil Berikoff Sr. Memorial Scholarship Awardees – Spring 2016

Student	Community	School	Major
Jessica Andersen	Unalaska	Humboldt State University	Molecular Biology
Darling Anderson	False Pass	University of Alaska, Fairbanks	Anthropology
Shasta Anderson	False Pass	University of Alaska, Anchorage	Medical Technology
Ken Balbarino	Unalaska	University of Alaska Anchorage	Nursing
Noah Betzen	Unalaska	University of Alaska, Fairbanks	Computer Science
Raul Carpintero	Unalaska	University of Alaska Anchorage	Chemistry/Natural Sciences
Erin Dickson	Unalaska	University of Alaska Anchorage	Construction Management
Nikka Dirks	Atka	University of Alaska Anchorage	Biological Sciences
Joey Fernandez	Unalaska	University of Hawaii at Manoa	Civil Engineering
Joshua Fernandez	Unalaska	University of Alaska Anchorage	Dental Hygiene
Christina Gordon	Unalaska	Carroll College	Nursing
Rachell Gulanes	Unalaska	University of Alaska Anchorage	Nursing/Health Sciences
Martin Gundersen	Nelson Lagoon	University of Alaska Anchorage	Accounting
Bethany Hladick	Unalaska	Willamette University	Political Science
Kevin Huynh	Unalaska	University of Alaska Anchorage	Business Mgmt. & Marketing
Angela Johnson	Nelson Lagoon	University of Alaska Fairbanks	Rural Development
Jacob Jones	Unalaska	Central Washington University	Electrical Engineering
Georgia Kashevarof	St. George	University of Alaska Fairbanks	Business Admin
Douglas Krukoff	Unalaska	George Washington University	Biology
Anesia Kudrin	Akutan	University of Alaska Fairbanks	Science/Chemistry
Celeste Kukahiko	Unalaska	University of Hawaii at Manoa	Nursing
Anthony Lekanof	St. George	Embry-Riddle Aeronautical U.	Aeronautical Science
Jana Lekanoff	Unalaska	University of Alaska Anchorage	Anthropology
Jesse Lestenkof	St. George	University of Alaska Anchorage	Social Work
Alec Magalong	Unalaska	University of Alaska Anchorage	Nursing
Bobbie McNeley	False Pass	University of Alaska Fairbanks	Tribal Government Admin
Dasha Moyer	Unalaska	Art Institute of Portland	Computer Science
Vincent Naanos	Unalaska	Pacific Lutheran University	Biology
Tommy Nguyen	Unalaska	University of Alaska Anchorage	Nursing
Sean Peters	Unalaska	Liberty University	Psychology
Jaila Pili	Unalaska	DePaul University	Biological Sciences
Rosie Pound	Unalaska	Art Institute of Portland	Game and Art Design
Kanesia Price	Unalaska	Western Washington University	Biology
Michael Remolino	Unalaska	University of Alaska Anchorage	Pre-Nursing
Taytum Robinson	Unalaska	University of Hawaii at Manoa	Biology
Cameron Samuelson	False Pass	Pacific University	Integrated Science
Raven Samuelson	False Pass	Pacific University	Integrated Business
Shayla Shaishnikoff	Unalaska	University of Alaska Anchorage	International Studies
Haliehana Stepetin	Akutan	University of Alaska Anchorage	International Studies
Jacob Stepetin	Akutan	Stanford University	Undeclared
Robin Stepetin	Akutan	University of Alaska Anchorage	Criminal Justice
Sarah Stepetin	Akutan	University of Alaska Anchorage	Biological Sciences
Melissa Streitmatter	Unalaska	Yakima Valley Community College	Biology
Jhiddle Sugabo	Unalaska	University of Alaska Anchorage	Nursing
Claudine Tungul	Unalaska	University of Alaska Anchorage	Nursing
Kiecel Tungul	Unalaska	University of Alaska Anchorage	Pre-Nursing
Amber Vernon	Unalaska	Massachusetts Maritime Academy	Marine Transport
Asia Vernon	Unalaska	Massachusetts Maritime Academy	Marine Transport
Levi Vernon	Unalaska	University of Alaska Fairbanks	Accounting
Danielle Wittern	Unalaska	Western Governors University	Accounting/Business
Rachael Yatchmeneff	False Pass	University of Alaska Anchorage	Nursing

Sunrise from the F/V Taty Z by Skipper Jeb Morrow, 2014

“Whatever you can do, or dream you can do, begin it. Boldness has genius, power, and magic in it. Begin it now.”
– Goethe

APICDA Training & Education Programs *(continued)***GPA Scholarships – Spring 2016 Awards:**

Jessica Anderson	\$ 750	Jaila Pili	\$ 1,000
Noah Betzen	\$ 750	Kanesia Price	\$ 1,000
Raul Carpentero	\$ 1,000	Michael Remolino	\$ 1,000
Christina Gordon	\$ 500	Shayla Shaishnikoff	\$ 500
Martin Gunderson	\$ 500	Halihanna Stepetin	\$ 1,000
Bethany Hladick	\$ 750	Robin Stepetin	\$ 1,000
Jacob Jones	\$ 750	Melissa Streitmatter	\$ 750
Jana Lekanoff	\$ 500	Jhiddle Sugabo	\$ 750
Tommy Nguyen	\$ 750	Kiecel Tungul	\$ 750

Spring 2016 WINS (Work Invest Now) Awards:

Shasta Anderson, Celeste Kukahiko, Robin Stepetin and Ashley Mercurief. ▴

**Congratulations!
Fall 2015 Graduates**

DERICK MAGNUSEN, from Unalaska, graduated in December 2015 from the University of Massachusetts, Boston with a Bachelor of Science in Management and Marketing.

DESIREE T. MERCULIEF, from St. George, graduated in December 2015 from the University of Alaska, Anchorage with an Associate of Applied Science in Nursing.

APICDA would like to congratulate Derick and Desiree for their efforts in receiving their degrees.

Salmon – The Miracle

SALMON— millions and millions of them, like living stars coming out of the dark universe of the ocean coming into all these streams and rivers along the 30,000 miles of Alaska's convoluted coastline. The ancestors of the first salmon came into existence probably in Northern Europe somewhere between fifty and a hundred million years ago.

For most people in the villages and towns in Alaska, salmon are a key element in their cultural traditions and subsistence way of life. Alaska Department of Fish and Game have cataloged 17,000 salmon streams and expect to map upwards of 50,000 waterways where salmon are found in Alaska. Think about those waterways as something like a human body with all of the arteries like the big rivers and the smaller rivers and streams like capillaries, the little baby streams we don't notice unless we get out and look around. We see salmon in water that doesn't even cover their backs, where they spawn to bring on the next generation.

The most famous thing about salmon is their incredible life history. Every salmon is born in fresh water in specific areas, pinks, cohos, sockeye and kings can co-exist without competing in the same water—a built-in insurance policy of variability which allows for diversity in species. Some stay for a few months, some stay for several years before moving downstream, into estuaries to salt water, seeking food in the ocean. Highly variable, some stay in the sea six months or maybe six years before beginning the great miracle of navigation as they make their way back to the place where they were born. Some, like the sockeye, come back to the very same patch of gravel or sand where they were born after swimming 1,000 miles or more. Pinks and chums may wander or stray to a different stream close to home. Some spawn right at the edge where salt and freshwater meet, others migrate tremendous distances like the longest migrating king salmon in the Yukon River which can travel 2,000 miles from salt-

water to their spawning place. Every aspect of their behavior is somehow genetically programmed for distance. This complex genetic diversity is a key to the success of salmon throughout time.

Every salmon dies after spawning, bringing nutrients from the far reaches of the ocean into an immense vascular system of waterways for bears, wolves, otters, gulls and eagles— over 100 species of animals that make use of them in this part of the world. Those nutrients also get delivered way up to the tops of the trees. Trees that grow along salmon streams grow faster and bigger. It's not just the animals

moving nutrients from the water up into the woods, but something called the hyporheic flow of a river bed that extends out under the gravels of the stream and into the forest.

Salmon have helped sustain humans since the very first people crossed the Bering Strait. We know salmon runs can be amazingly resilient as long as we take care of the waters where they spawn. If you treat salmon right, they can last literally forever. It's as if the forces in the universe created salmon to show us true perfection. To teach us through life and death, synchronized in our streams, how the whole living process works and why we have to take care it if we want to keep going. Perpetuating whole communities in animals as well as people, the beauty and complexity of salmon is far beyond anything humans have ever created. They make our computers look simple and elementary. It's a testament to what the natural world can do if given millions of years to work at it. By protecting the salmon we protect ourselves and we have a place in our life for absolute miraculous perfection. ▴

RICHARD NELSON is a cultural anthropologist and nonfiction writer whose work focuses on human relationships to the natural world. He writes and narrates *Encounters*, a naturalist radio program. This excerpted transcript was presented at the Sitka Fine Arts Camp, Aug. 18, 2012 and reprinted with permission.

Editor's Note: In Alaska we have all five species of salmon. A sixth species known as CHERRY salmon (*Oncorhynchus masu* or *O. masou*) is found only in the western Pacific Ocean in Japan, Korea, and Russia and also landlocked in central Taiwan's Chi Chia Wan Stream.



KING —Chinook Salmon
Oncorhynchus tshawytscha



RED —Sockeye Salmon
Oncorhynchus nerka



SILVER —Coho Salmon
Oncorhynchus kisutch



PINK —Humpback Salmon
Oncorhynchus gorbuscha



CHUM —Keta Salmon
Oncorhynchus keta

“Salmon, the world's most perfect animal” —Richard Nelson at TEDxSitka



NIKOLSKI by Charlene Lestenkof, 2015 photo contest.

Aleutian Pribilof Island Community Development Association

Photo Contest

2016 *Get Ready, Get Set, Get Snapping!*

\$100
for each
winning entry!

We are looking for images from the APICDA communities of:
Atka • Akutan • False Pass • Nelson Lagoon
Nikolski • St. George • Unalaska

All original photos must be maximum resolution for quality reproduction use in the APICDA 2017 Calendar and/or 2016 Holiday Card. Capture the seasons, holiday traditions, cultural events, people at work, children at play, wildlife and scenics.

Click often and send us your best shots by 5:00 pm on September 30, 2016

APICDA • 717 K Street • Anchorage, Alaska 99501 • 1-888-927-4232 • media@apicda.com

PIN BONES IN FISH— *all 32 of them!*



McGee, the purpose of pin bones is to “stiffen some of the connective-tissue sheets and direct the muscular forces along them.”



Salmon for Health

Although it’s acidifying, salmon is a flavorful reservoir of bone-rejuvenating, nail-strengthening nutrients. It’s especially rich in B12, a deficiency of which can cause your fingernails to become dry and darkened. Bones and fingernails are so closely connected, that your fingernails actually give you a visual glimpse of the condition of your bones

Salmon also has bone-building Vitamin D, a crucial vitamin for bone growth. Additionally, salmon is an excellent source of anti-inflammatory Omega-3 fatty acids, which work by regulating various biochemical reactions in the body. For example, components of Omega-3s block the inflammatory effects of Omega-6 fatty acids, which are high in the typical Western diet. This is why a balance of fatty acids is important for optimal bone health and overall wellness.
—From *saveourbones.com*

These pesky bones are called “pin bones” or “intermuscular bones” and they’re found in many popular fish, especially salmon. Filleting a fish removes the flesh from the main skeleton (backbone and ribs), but the pin bones are “floating” bones, not attached to the main skeleton.

According to food-science writer Harold McGee, the purpose of pin bones is to “stiffen some of the connective-tissue sheets and direct the muscular forces along them.”

Salmon-Skin Bacon

by Maria Finn via CHOW

Ingredients:

Salmon skin

Drizzle of sesame oil

Red pepper flakes and coarse sea salt, to taste

Directions:

- Preheat oven to 325 degrees F.
- De-scale salmon skin with a sharp knife by running the blade against the scales and lightly pushing them off.
- Place skin, flesh-side down, on baking sheet.
- Rub de-scaled side with sesame oil, and sprinkle with red pepper flakes and coarse sea salt.
- Bake for 25-30 minutes.

Pressurized Salmon Bones

by Bun Lai (*A Delightful Snack!*)

Ingredients:

Salmon skeleton

Special equipment: Pressure cooker

Directions:

- Fill pressure cooker approximately half-full with water. Add salmon bones.
- Seal top and place over stove burner on low for 3 hours.
- Drain water and pat bones dry before storing in jar. —Recipes from *grist.org*. ▲



APICDA Vision Statement:

The Aleutian Pribilof Island Community Development Association (APICDA) will develop commercial and sport fishing industry related opportunities to enhance the long-term social and economic viability of the coastal communities and their residents in the Bering Sea and Aleutian Islands.

APICDA will optimize benefits to its member communities and their residents through the development of infrastructure and fishery support services in the communities, the acquisition of seafood related businesses, including fishing vessels and/or processing facilities and support service industries at economically beneficial prices, and the acquisition of harvest and processing rights. By enabling the communities to participate in the Bering Sea and Aleutian Island fisheries,

APICDA will:

- Promote and participate in business opportunities with capital investment funds;
- Relieve chronic social problems through the creation of jobs, and encourage individual growth through educational and vocational opportunities;
- Promote community control over their individual economic and social destinies; and,
- Continue to assist each community as they make the transition from reliance upon a CDQ allocation to economic and social self-sufficiency.

Who We Are

APICDA— Aleutian Pribilof Island Community Development Association is a vertically integrated seafood company responsibly harvesting, processing and marketing wild Alaskan crab, pollock, cod, black cod, halibut and salmon from the Bering Sea and Pacific Ocean in a sustainable manner. We maintain the highest standards of quality for our wild Alaskan seafood from the icy ocean waters to the table.



The Aleutian WAVE quarterly newsletter is produced by APICDA and printed in Anchorage, Alaska in March, June, September and December.

Inquiries or comments may be directed to: Media Department: APICDA 717 K Street, Anchorage, AK 99501 (907) 929-5273 / Toll-Free: 1-(888) 9-APICDA Fax: (907) 929-5275 / Email: media@apicda.com / Website: www.apicda.com

APICDA’S Tourism Division hosted booths at the Dallas Safari Club and the International Sportsmen’s Expo



in Denver, booking season 2016 trips to both the Sandy River Lodge and the Sapsuk River Camp near Nelson Lagoon. The Las Vegas Safari Club International Convention and Trade Show in February was the last show for this season for booking Umnak Island reindeer hunts. ▲

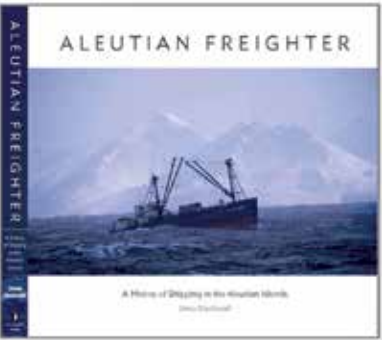


Vinny Lestenkof, Nikolski hunting guide and Community Liaison Officer, works the Tourism booth at the Safari Club International in Las Vegas.



Aleut elder, Sergie Ermeloff recently stopped by the Anchorage office with Vinny Lestenkof. Mr. Ermeloff shared some memories of his long life in the village of Nikolski.

Recommended Reading:



ALEUTIAN FREIGHTER

A History of Shipping in the Aleutian Islands —by James Mackovjak
Published by Documentary Media, 2012. Available at www.amazon.com.



SS NORTHWESTERN: Sailing Sheltered Seas

Aleutian Voices Volume 1, No. 1, 2014



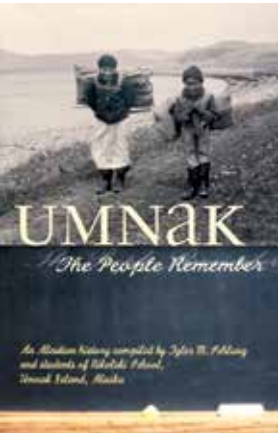
FORCED TO LEAVE:

The Evacuation of Unangax from the Aleutians during World War II.
Aleutian Voices Volume 2, No. 1, 2015

UMNAK: The People Remember

An Aleutian history compiled by Tyler M. Schlung and students of Nikolski School, Umnak Island, Alaska.

"There are tragic chapters here, stories of betrayal and loss. The fatal wreck of the *Umnak Native*. The little-known saga of forced evacuation and a heart-breaking return in World War II. But



there are also the clear voices of the village children, the hope of all. 'If you are going to live off the land,' two young boys write, 'working together is important.'"

ISBN: 0-9678989-4-3. LCN: 2002117860. 164 pages, \$16.50.

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All proceeds from *Umnak: The People Remember* go to the Museum of the Aleutians. ▲

