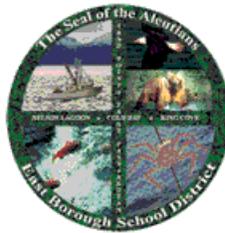
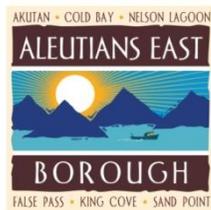


## In the Loop



Bringing the Aleutians East Borough, the AEB School District and Eastern Aleutian Tribes together by sharing common goals.

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## **AEBSD Board Discusses Possible School Closure with Cold Bay Community**



The AEBSD Board met with residents of Cold Bay Feb. 18 – 19, 2015 to discuss the future of the school. Photo courtesy: Kerry Burkhardt.

When Cold Bay community members recently learned that the school board was planning to take action this month about whether to close the school, some residents were surprised.

“I was always told that the school would never shut down because it’s needed,” said Cold Bay resident Candace Schaack, mother

of a two-year old little girl. “It’s a hub. So when I hear about the school possibly shutting down, I’m stressing out. I don’t know what I’m going to do for my daughter.”

The Cold Bay School has four students, and it’s approaching a fourth year with a student count of less than ten. That means the state will no longer provide funding to the Aleutians East Borough School District for Cold Bay.

Shane Watson, a maintenance mechanic for U.S. Fish & Wildlife, echoed Schaack’s sentiments. He and his wife, Molly, who works at the Cold Bay Clinic, have a 3-year old daughter. The family has lived in Cold Bay for 8 ½ years. The Watsons were planning to have their little girl attend the Cold Bay School when she gets a little older. However, now they’re not sure what’s going to happen.

“I guess I never expected there would be the possibility that the school could close,” he



(From left to right) Cold Bay students Matt Lopez, 11 years old; Wake Kremer, 13; Tommy Mack, 8 (attends 1<sup>st</sup> quarter of the school year); Zenny Lopez, 11; and David Young, 11. Photo courtesy: Kerry Burkhardt.



Some families with kids said they aren’t sure whether they’ll stay in Cold Bay if the school closes. Photo courtesy: Kerry Burkhardt.

said. “We came to Cold Bay for an opportunity, for jobs and to put roots down. For me, it’s a fear that if the school goes, then most likely the Watsons will be looking for another opportunity.”

They might not be the only ones. James Young, a maintenance worker with the State Department of Transportation, is also feeling apprehensive. He and his wife, Farrah, have 3 kids. Their oldest, 11-year old David, is in sixth grade. They also have a 1 ½-year old daughter and a newborn.

“It’s pretty hard,” Young said. “We’ve only been here for nine months now, and we’re just getting settled. We spent a lot of our savings just to move here.”

Young said if the school closes, he might have to pursue

another location where he could work for the state.

“Hopefully, it won’t happen,” he said. “But it almost sounds like it might.”

Several community members said they heard talk before the meeting last week with the school board that a decision had already been made.

“There was a rumor that the school board was coming here to humor us, and that their choice was really to shut the school down,” said Schaack. “There was a lot of tension going into the meeting and a lot of concerns. But that wasn’t the case at all. The board members were very professional and seemed open to our ideas.”



**“No school board wants to close a school,” said AEBSD board president Tiffany Jackson. “We understand the implications for a community. It’s devastating.” Photo courtesy: Theo Chesley.**

“No school board wants to close a school,” said Aleutians East Borough School District board president Tiffany Jackson. “We understand the implications for a community. It’s devastating. How do you attract families to come work in a community if there’s no school?”

Jackson said for the board, deciding whether to keep the school open isn’t just a numbers game.

“We want to look at the whole story to see what’s possible going forward,” she said. “That’s why we agreed to delay a decision until April, so that people have time to be creative and share their ideas. Hopefully, we can come to a conclusion that’s beneficial for all students.”

The community hosted a meeting on the evening of Feb. 18<sup>th</sup> and invited the school board to discuss the future of the Cold Bay School. The following morning, the school board held a meeting and decided to delay action after listening to



**The community hosted a meeting on the evening of Feb. 18<sup>th</sup> and invited the school board to discuss the future of the Cold Bay School. The following morning, the school board met and decided to delay action until April 7<sup>th</sup>. Photo courtesy: Theo Chesley.**

residents' concerns and ideas.

Cold Bay residents told the board that several jobs are opening up in the community, bringing with them, the possibility of families with school-age children. Those potential jobs include one with DOT, another with the City of Cold Bay and one with the Weather Service. Another includes a position at the school, if it remains open, to replace the teacher who's been here for three years and is moving back home to be with her husband in Montana. Residents also pointed out that jobs frequently open up with other employers in town.



**A Delta Airlines Boeing 767-300ER made an emergency landing at Cold Bay's Airport on Oct. 30, 2013 with 167 passengers and 11 crew members on board. Photo by Dawn Lyons.**

Cold Bay Resident and DOT Airport Manager Harold "Happy" Kremer, the father of an eighth grade student, brought up another interesting idea to the board. Because Cold Bay serves as an emergency runway for aircraft flying across the North Pacific, he thought it could be worth

pursuing the air carriers for funding.

"The reason we thought they might be interested in assisting us is because that would help keep the heating going in the school building," he said. "Ultimately, if there is an aircraft that's diverted here, we would more than likely use the school as a staging area for passengers while they wait for another aircraft to pick them up."

That scenario has played out in Cold Bay a number of times in the past. Most recently, on October 30, 2013, a Delta Airlines Boeing 767 aircraft came in for an emergency landing after receiving an indication of a possible issue with one of the plane's engines. The entire community pulled together to host 167 passengers and 11 crew members. Because the group was so large, they were split up into three locations: the school, the community center and the bar inside of the Bearfoot Inn.



**The large group of Delta Airlines passengers and crew members were split up and sent to three locations in Cold Bay: the school, the community center and the Bearfoot Inn. Photo by Dawn Lyons.**

Kremer said the school's gymnasium is comfortable for bigger groups of people and has the largest space available. It also has internet capabilities, allowing passengers and crew members to notify family members that they're o.k. and their flight will be delayed.

Earlier this month, it appeared as if Cold Bay was going to experience a similar situation. On February 10<sup>th</sup>, the community was notified that an Air Canada 787 plane en route to Tokyo was experiencing a problem and might be landing in the community with 133 people on board.



**On Feb. 10, 2015, Cold Bay teacher Kerry Burkhardt set up the school and prepared for 133 people on board an Air Canada plane to temporarily stay at the school. However, the plane was able to make it to the Anchorage Airport. Photo by Kerry Burkhardt.**

“We called everybody and they got into their standby positions,” Kremer said. “Kerry Burkhardt, the teacher, had set up the school for the potential of 133 people to come there.”

However, the airline opted to go to Anchorage since it was able to make it there, and the Anchorage Airport was better equipped to accept that aircraft.

“We were ready if they had decided to come here,” Burkhardt said. “This facility

is so much more than a school. It serves a variety of different purposes. It has hosted science camps from other schools and athletic teams.”

Burkhardt said her tabulations show that the Cold Bay School has saved the district \$6,188 by hosting teams and individuals (AEBSD staff members and SERRC employees) who have stayed there instead of at a hotel.

“That’s not taking into account that I’ve transported every person from the airport and back, as well as to the store,” she said. “They have also been able to use the kitchen, laundry and showers.”

There’s no question that the school plays many roles in the community. The question is, where will the money come from to keep the school open?

“We asked the community to set up a committee so they can pass on any information to us, communicate with the board and the district and just keep the lines of communication open,” school board president Tiffany Jackson said.

She added that if the board recommends keeping the school open, it would have to go to the Borough to request funding because the district won’t be receiving any funding from the state.

Kremer pointed out that a few months ago, the School District requested funding from the

Borough to help replace aging playground equipment at the Sand Point School because of safety issues. The Borough plans to address the possible funding of the equipment during upcoming budget discussions for FY2016. Kremer said he's hopeful the Borough will also be willing to provide funding to keep the Cold Bay School open.



Cold Bay students learn archery from U.S. Fish and Wildlife employees. "These kids are our future leaders," said Harold "Hap" Kremer. Photo by Kerry Burkhardt.

"We're talking about education for these children," he said. "These kids are our future leaders."

the community," said Burkhardt. "This community is so much more than just a workforce. It's a warm community. I am fully supportive of this school, and I believe in this community."

"This is a great place to raise a child," said Schaack. "It's an awesome community."

The Aleutians East Borough School District Board is planning to take action regarding the Cold Bay School on April 7, 2015 at 6:30 p.m. via teleconference. Those interested in listening in can do so via VTC at the AEBSD school sites.

Meanwhile, the Cold Bay community has set up a website for those interested in donating funds to help keep the school open. For more information, visit the following link:

<http://www.gofundme.com/coldbayschool>

"Our school is the heart and the spirit of



Candace Schaack and her two-year old daughter, Brooke. "When I hear about the school possibly shutting down, I'm stressing out," Schaack said. "I don't know what I'm going to do for my daughter." Photo courtesy: Kerry Burkhardt.

# From the Office of the Superintendent:

*By Michael Siefert, AEBSD Superintendent*

Last week I attended the legislative fly-in in Juneau with Tiffany Jackson, Hillary Smith, and



**AEBSD Superintendent Michael Siefert and Sand Point student Naomi Krause. Naomi was able to go along on the legislative fly-in to Juneau after winning an essay contest. Photo courtesy: AEBSD.**

Naomi Krause, the district's student representative. We actively lobbied legislators to fulfill their promise of one-time funding which would total \$197,000 for our district. Aside from this, I sent a request to the legislature asking for a 2-year waiver of the new evaluation model which is an unfunded mandate, costing \$40,000 to the district.

The last School Board meeting was held in Cold Bay to help make a better informed decision about the future of the Cold Bay School for the upcoming school year. We were treated to a pot luck and a warm reception from the Cold Bay community members.

Currently I am working closely with Dave Nielson, the district Business Manager, to look into budget cuts that will have the least impact on educational programs for kids. I am happy to report that we recently

were awarded a \$431,000 technology grant which will help improve our technology infrastructure as well as assist with distance delivery to the smaller sites.

In conclusion, I would like to publicly thank the Borough for their unparalleled support of the children of this district.

# Sen. Murkowski: Interior Secretary Continues to Fail King Cove

## Secretary Jewell Fully Unaware of 21 Emergency Medevacs Since Rejecting Road: Has Done Nothing to Fulfill Promises Made

*Republican News - Press Release from U.S. Senate Energy Committee on Energy and Natural Resources*

Earlier this week, U.S. Sen. Lisa Murkowski, R-Alaska, expressed shock and disbelief at Interior Secretary Sally Jewell's continued failure to protect the health and safety of the people of King Cove, Alaska. Jewell blocked a land exchange in 2013 that would have provided community residents with reliable access to medical care in emergency situations, and has done nothing since to find an alternative.

Murkowski, chairman of the Senate Energy and Natural Resources Committee, started her first round of questions at a hearing on the Interior Department's budget proposal for fiscal year 2016 by asking Jewell if she knew when the last emergency medevac occurred in King Cove.



During a hearing on the U.S. Interior Department's budget proposal for fiscal year 2016, Senator Lisa Murkowski (R-Alaska) asked Interior Secretary Jewell whether she knew when the last emergency medevac occurred in King Cove.



Since Jewell's rejection of the road in December 2013, there have been a total of 21 medevacs in King Cove. Photo courtesy: Chris Babcock.

Jewell did not know – even though the medevac occurred this past Sunday night, when a female resident in her 80s was diagnosed with a serious infection that required transport to Anchorage. Jewell was also unaware of how many medevacs have occurred so far in 2015 (a total of five, including one by the U.S. Coast Guard), how many occurred in 2014 (a total of 16, including six by the Coast Guard), or even the total number of medevacs that have occurred since her rejection of the road in

December 2013 (a total of 21, based on the numbers above).

Murkowski condemned Jewell’s continued inaction after the hearing, noting, “How she came to an oversight hearing on her department without any knowledge of the situation in King Cove or even the faint tracings of a real plan to remedy it is simply unacceptable. She took away this life-saving road – and she has consigned the people of King Cove to suffer pain, injury, and illness until a medevac can arrive.”

Murkowski next asked Jewell what she has been done in the past 14 months to find superior alternatives to a roughly 11-mile, gravel, non-commercial, life-saving connector road between the isolated community of King Cove and an all-weather airport in neighboring Cold Bay.

The short answer – nothing.

King Cove is still totally unresolved,” Murkowski said. “Yesterday marked 14 months since this road was rejected – yet, again, we see nothing in your budget request to help those whose lives are in needless danger.”



Senator Murkowski condemned Jewell’s continued inaction, noting that 14 months after rejecting the road, the Interior Secretary has failed to keep her promise to develop any alternatives for the people of King Cove.



The residents of King Cove have fought for a way to safely access the Cold Bay Airport for more than three decades.

When Jewell rejected the life-saving road on Dec. 23, 2013, she said she understood the “need for reliable methods of medical transport from King Cove, but have concluded that other methods of transport remain that could be improved to meet community needs.”

Yet, 14 months later, Jewell has failed to keep her promise to help develop any alternatives. Interior’s budget request includes nothing for King Cove, funded or otherwise, further indicating the secretary intends to provide no help to the isolated community.

Jewell told Murkowski that she’s talking to the U.S. Army Corps of Engineers on alternative transportation options, including the possibility of establishing helicopter service – despite the

fact that the region's frequently severe weather makes landing even a fixed-wing airplane at King Cove often impossible.

The residents of King Cove have argued for a way to safely access Cold Bay, which has the second-longest runway in the state, almost from the creation of the Izembek National Wildlife Refuge, which cut off the Aleut community's traditional land route to the all-weather airport in Cold Bay.

"I know we have lots of isolated communities across the state with transportation challenges," Murkowski said. "The difference in this case is that King Cove is just a few miles from our state's second-longest runway, where flights can land and take off in all kinds of weather. I can't accept doing nothing when the solution is as easy as building a few miles of road."

To see video of this portion of Sen. Murkowski's statement, visit this [link](#):

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## SWAMC's 2015 Economic Summit & Membership Meeting – Seas the Day

*By Erik O'Brien, SWAMC Economic Development Specialist*



SWAMC is hosting its Annual Economic Summit and Membership Meeting March 4 - 6, 2015 at the Hotel Captain Cook in Anchorage.

SWAMC is hosting its Annual Economic Summit and Membership Meeting, March 4 - 6 at the Hotel Captain Cook in Anchorage. The conference agenda is packed with diverse speakers covering everything from energy to quality of life to policy and fisheries. Our 2015 *Seas the Day* Conference embodies the spirit of community and industry in the region, and this year's meet-up promises to be a valuable opportunity to reconnect with people from the region and beyond. We will begin and continue dialogue on a range of subjects important to Southwest Alaska, and with our membership directive to keep presentations short, our 50 speaking topics are sure to cover something for everyone.

## **Energy Day –Strategies for Controlling Energy Costs:**

Just last month, SWAMC hosted an energy summit in Kodiak and began planning similar energy summits for the Aleutians and Bristol Bay. In fact, the Alaska Energy Authority was impressed enough with our efforts that they asked us to use the Conference as an opportunity to coordinate a meeting with our Aleutian Partners. While it will make for a very busy month, we agreed and plan on hosting our first Aleutian Energy Committee Meeting Tuesday March 3rd at the Captain Cook.

Energy costs remain the #1 concern amongst members, which is why these regional energy projects are essential to Southwest Alaska community members. To keep everyone up-to-date on these regional energy plans, SWAMC is hosting an energy-planning workshop on the energy day. This time around, we hope to take these projects a step further by establishing immediate, achievable tasks we can bring to each region, and host a discussion of how these tasks align with broader state goals.



Energy costs remain the #1 concern amongst SWAMC members.

Our energy day and conference kick off with a visioning exercise, reminiscent of Wally Hickel, with a view towards investing in our communities. Later in the day, we'll investigate the best energy investment - efficiency, and learn about quick easy ways to reduce energy costs right away, while planning for sustainable communities and the infrastructure we need to get there. In the energy vein, we are bringing back one of our most popular sessions, a discussion with carriers that move our people and things to and from our communities, because if transportation is not energy, nothing is.

## **Economic Development Day – Living in SW, Technology Review, Substance Abuse & Membership Engagement:**

Last year our Business Council held a candid discussion about what businesses in Southwest Alaska need to create jobs. Thursday afternoon, we will continue to investigate this theme and explain how we plan wider membership engagement through our data collection and feedback project that will allow us to make intelligent decisions about how to improve the operating environment in our communities. The conference makes an excellent forum for community

members to learn more about this project and what it can do for local businesses. The day begins with a fun session, history and culture, the foundations of life in Southwest Alaska. The conference has also made time for the grassroots movement, Reclaim Alaska! This panel brings experts from around the State to discuss the toll substance abuse takes on us all, and methods to provide better options and opportunities, by focusing on what makes our region great.

### **Fisheries and Policy – Elected Officials, Bycatch and the Value Chain:**

A vital issue to the fisheries is how all the component pieces come together to add value at all levels of our economy. Unfortunately, all this complexity sometimes leads to conflict. Of all the issues scheduled for our agenda, bycatch has received the most notice from news outlets and members alike. Much of our third conference day will be devoted to discussing this difficult issue with agencies, industry, national, and academic experts. In the wake of the North Pacific Fishery Management Council's hearing on halibut bycatch, the topic remains strongly on people's minds. SWAMC hopes to provide an opportunity to dig into this issue as it relates to the region on a local level.

And of course, the third day of our conference will provide the same access to elected leadership our members have come to expect. Our congressional team will be in attendance via teleconference this year from Washington DC, while our governor and regional representatives will be in attendance. Providing this chance for dialogue between the representatives and SWAMC members has always been a highlight of our conference, and we aim to deliver on this once again. We also use this last day of the conference to hear the voices of our Membership, where you can vote on policy positions, board members and provide general direction to the organization. Resolutions will also be presented at this meeting to be discussed and voted on by the membership base. Members in good standing can electronically submit resolutions until February 27th to [eobrien@swamc.org](mailto:eobrien@swamc.org).

We look forward to seeing everyone at SWAMC's 27<sup>th</sup> Annual Economic Summit and Membership Meeting, at the Hotel Captain Cook in Anchorage, March 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup>.

**Registration & Agenda:** [www.swamcsummit.org](http://www.swamcsummit.org) or [www.swamc.org](http://www.swamc.org)

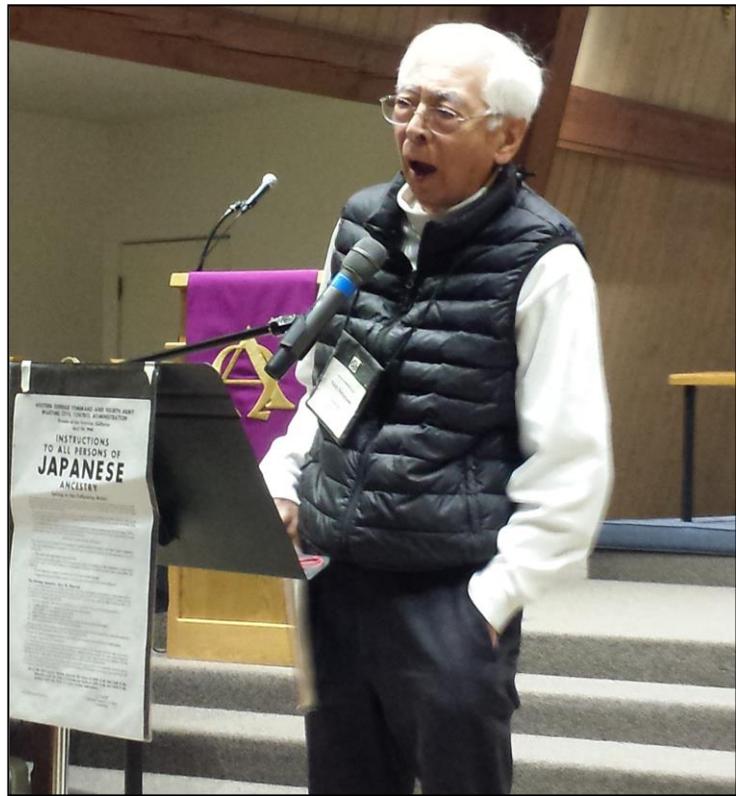
## Day of Remembrance Honors Aleut and Japanese Americans Evacuated to WWII Internment Camps

Eleven-year old Yosh Nakagawa, the son of Japanese immigrants, and his family enjoyed living in the land of opportunity. He and his family lived in Seattle where his parents ran a small grocery store near today's Seattle University. However, the American-born fourth grader, his sister and parents were suddenly ripped away from that life when President Roosevelt signed Executive Order 9066 on Feb. 19, 1942. He and his family were forced from their home and sent to live in the ironically named "Camp Harmony" at the Puyallup Fairgrounds in Washington. They were later sent to an internment camp called Minidoka in Idaho with other people of Japanese descent.

"My story is not a Japanese American story," Nakagawa said. "It is an American story that belongs to you. Today, at the age of 82, I understand what 1941 was all about. Freedom was fragile."

Nakagawa recently spoke in Anchorage at an event called *Day of Remembrance* on the anniversary marking his family's journey to a government internment camp 70 years ago during World War II. Wartime hysteria was at an all-time high. At the time, newspaper reports often fanned the flames of prejudice. Japan's attack on Pearl Harbor intensified hostilities towards Japanese Americans. After Executive

Order 9066 was signed, the military forced those of Japanese descent from coastal areas and parts of Alaska, Oregon, California and southern Arizona. They left their homes, businesses, jobs and everything else behind. It was the largest forced relocation in U.S. history.



"My story is not a Japanese American story," said Yosh Nakagawa. "It is an American story that belongs to you." Nakagawa was forced from his home in Seattle in 1942 and placed in a government internment camp with his family 70 years ago. Photo courtesy: Janice Krukoff.

“I cannot forget the roots of my incarceration,” Nakagawa told the audience.

The government stole Nakagawa’s freedom and that of about 120,000 other men, women and children of Japanese descent. Their cherished ideals of what they thought life, liberty and the pursuit of happiness were all about in the United States were also taken from them. However, they didn’t just lose their freedom. They also lost their dignity.

At Camp Harmony, many families lived in the fairgrounds’ animal stalls. They were unable to escape the stench of urine. At Minidoka, their second camp, they lived in military-style barracks. Each family stayed in a one-room apartment with a pot-bellied stove and a single light bulb hanging from the ceiling in the middle of the room. Nakagawa still remembers the guard towers, the barbed wire and the soldiers with their weapons trained on the prisoners. Perhaps what sticks in his memory most of all is the sense of shame that the forced exile had left on him and his people, just because of their ancestry and that they looked like the enemy.



**“I finally have the courage to break the silence and to be free at last,” Nakagawa said. Photo courtesy: Janice Krukoff.**

“I was only in 4<sup>th</sup> grade when we were forced to leave our homes,” Nakagawa said. “I went to middle school in an American concentration camp. When I was young, I wanted to be successful, but I abandoned my own idea of freedom.”

When the war ended, the prisoners were allowed to leave. However, the life they knew before their incarceration would never be the same.

“When I was evicted from my concentration camp, my government gave us \$25 a piece, and we were homeless,” he said.

The small grocery store that his parents ran in Seattle was gone. Nakagawa said his mother spent the rest of her life working as a domestic in affluent people’s homes. His father worked as a laborer in a gunnysack company.

As Nakagawa grew up, his life slowly improved. He graduated from the University of Washington and later got a job with the National Parks Service. But the shackles of his past remained with him for years. It wasn’t until he started talking about it that he began to heal.

“I finally have the courage to break the silence and to be free at last,” he said.

Others have also found the courage to speak out. In addition to the internment of Japanese Americans during World War II, the government also evacuated 876 Aleuts from their homes after the Japanese bombed Dutch Harbor and subsequently occupied Kiska and Attu.

“I didn’t realize that people of different races and religions were discriminated against until I left Atka,” Alice Petrivelli said. “I always wondered why. God made us with the same hearts and spirits.”

Before the war, 12-year old Petrivelli of Atka lived a sheltered life with her parents, four brothers and a sister. Although she and the rest of the people in her village worked hard to gather food year round, her childhood was full of happy memories until her life was ripped away from her. After they were forced to leave, the government burned down the village so it would not fall into Japanese hands.

“They even burned our beautiful, beautiful church,” Petrivelli said.

She and 90 other villagers were taken 1,600 miles away from their homes to a former herring cannery on Killisnoo Island in southeast Alaska, south of Angoon. They were provided with little more two weeks’ worth of food as well as a mattress, a blanket and a pillow for each family. The government later sent rations of food via ship once a week, weather-permitting. They soon learned that life on this island would be a long, hard struggle.

“Some of the wood in the houses was rotten and there were no windows,” she said. “There were no stoves. We had no utensils to cook with. People had to scrounge around.”

Petrivelli said she will be forever grateful to the nearby people of Angoon.



“They (the government) burned our beautiful, beautiful church,” said Alice Petrivelli, one of the speakers at the Day of Remembrance event in Anchorage on Feb. 19, 2015. The event honored the 120,000 Japanese Americans and 876 Aleut Americans who were evacuated from their homes and forced to live in internment camps during WWII. Photo courtesy: Janice Krukoff.

“When they found out about us, they brought salmon for us to eat,” she said. “They really helped us to survive there. They brought us pots, pans and utensils.”

As if living in such dire circumstances wasn't difficult enough, Petrivelli said they later learned the water on the island was bad.

“The first two years we were in Killisnoo, 17 people died,” she said. “Most of it was from drinking bad water. We lost babies and a lot of our elders. The result was we almost lost our culture and our traditions.”

A measles outbreak also caused many to get sick.

“My father was really sick,” she said. “I left church and went to wake him up to make sure he was alive. As I walked back to church, an elder was passed out on the ground. By the time I went to get help, he was gone. We had no medication at all to help us.”



**Petrivelli and Nakagawa have made it their mission to speak out about their experiences and to pass on their words of wisdom. Photo courtesy: Janice Krukoff.**

After the war, Petrivelli left the island and went to boarding school. She completed her education at the Haskell Institute and received a degree in accounting. She later became very active with the Aleut culture and served as chair of the Aleut Corporation.

Petrivelli has never forgotten her roots or her experience of being evacuated from her home to go to an internment camp. She and Nakagawa have made it their mission to speak out about their experiences and to pass on their words of wisdom.

“America, we have to wake up,” Nakagawa said. “Until all people join together and tell our stories, we will not find common ground. “Let it not happen to your grandchildren ever again,” he said.

It has taken decades for the government to attempt to right the wrongs that were committed against the Japanese and Aleut Americans. In 1980, the Commission on Wartime Relocation and



**“We must work to make sure this lesson is well-learned,” said moderator and Alaska historian Ron Inouye. Photo by Janice Krukoff.**

Internment of Civilians was organized to examine the events of that tumultuous period in U.S. history. Hearings were conducted throughout the country. Two years later, the Civil Rights Act of 1988 was passed. The government admitted its wrongs and tried to make amends by providing settlements to Japanese and Aleut American survivors.

“Perhaps the best lesson from that time is when we look at civil rights today, whether it’s the treatment of people of other nationalities, religions or cultures, we must work to make sure this lesson is well-learned,” said Day of Remembrance moderator and Alaska historian Ron Inouye. “Individually, we must take responsibility. If we don’t, who will? It’s up to us.”

You can listen to the audio of the Day of Remembrance event by clicking [here](#).

Visit the following link to read the government commission’s publication called,

["Personal Justice Denied."](#)

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## U.S. Coast Guard Leaders Visit Cold Bay to See Helicopter Hangar, Clinic



Two high-level U.S. Coast Guard leaders visited Cold Bay last week to see the recently refurbished Coast Guard hangar and to check out the health clinic. Photo courtesy: Harold “Happy” Kremer.

Two high-level U.S. Coast Guard leaders visited Cold Bay last week during a whirlwind tour. With only an hour on the ground, Vice Admiral Charles Ray, Commander of the Pacific Area and the Defense Force West, along with Rear Admiral Daniel Abel, Commander of Alaska’s 17<sup>th</sup> Coast Guard District, started by visiting the refurbished hangar, which houses the agency’s helicopter used during the winter fisheries (October – March, depending on maritime

traffic).

“It was a chance for us to look at one of our forward operating locations,” said Rear Admiral Daniel Abel. “We post a H-60 out there. We obviously want to make sure that the Coast Guard is mobile and responsive to emergencies for fishermen working in and around Bristol Bay, the Bering Sea and the Aleutian Islands. We want to make sure, with the demands placed on us during this time of the year, that the facilities are suitable and meet the mission.”

Last summer, demolition of the old Evergreen hangar occurred and construction of the new one began after the Coast Guard purchased the facility.

“We were very, very impressed,” Rear Admiral Abel said. “It’s tight, but nice and warm. It doesn’t have the snow intrusion that we had with the one we bought as a used hangar. It certainly meets our needs. Our civil engineers did a great job of fixing her up.”

Abel says the hangar construction and repairs are just the beginning. The Coast Guard has plans to build a new \$5 million hangar with a connecting passageway adjacent to the current hangar. Construction will mostly likely begin sometime this summer.

“The hangar we have is barely big enough to squeeze one helicopter,” Able explained. “If you really



“We were very, very impressed,” said Coast Guard Rear Admiral Daniel Abel. Photo courtesy: Harold “Happy” Kremer.

squeeze them tight, you can get two in there. However, aside from housing the helicopter and some basic bathroom facilities, there really is no administrative space. The nature of aviation these days entails doing a lot of work online via computers as far as flight planning, signing for the aircraft and noting discrepancies. So having some office space to support the crews would be a good thing.”

While Rear Admiral Abel and Vice Admiral Ray were there, they walked next door to visit with Cold Bay Clinic personnel. The Coast Guard leaders met with physician’s assistant Carolyn “Royce” Snapp, who provided the officials with a tour. Abel said it’s important to understand the

capabilities and the limitations of the clinic because Cold Bay plays a strategic role when the Coast Guard responds to maritime emergencies during the winter fishery seasons.

“These folks are a major partner of ours,” said Abel. “I was very impressed with their capabilities, especially considering that they have a very lean staff. We had a chance to talk to her about her needs and how we dovetail well with that. It seems like the Coast Guard is working well with her and her staff. It was pretty neat to see the innovative ways they dispense pharmaceuticals with a vending machine that’s computer controlled from a mother hospital. It was also impressive to learn how they take x-rays, and have them instantly available on computers so a radiologist in Anchorage can provide advice.”

Before leaving, Rear Admiral Abel and Vice Admiral Charles Ray also visited FAA housing that Coast Guard crew members use.

“So we got a chance to see where the helicopter spends the night and where our crews spend the night.”

Overall, Abel felt that the visit was successful.

“We certainly appreciated the hospitality of the folks out there,” he said. “We get that it’s a pretty isolated location. Being a good neighbor is important to us. Cold Bay is a strategic site and a hub of activity. Having robust facilities there is important so we can go from a pilot light status to a medium boil status if we’ve got a maritime emergency or a major event. It allows us to swell to multiple helicopters or multiple crews. That provides us with a lot of flexibility to perform our mission.”



Eastern Aleutian Tribes physician's assistant Carolyn "Royce" Snapp provided a tour of the Cold Bay Clinic to the Coast Guard officials. Coast Guard Vice Admiral Charles Ray learned about the capabilities of the clinic. Photo courtesy: U.S. Coast Guard 17<sup>th</sup> District, Alaska.

## Photos Reveal Nearly Complete Form of 18<sup>th</sup> Century Courtney Ford Schooner on Izembek Lagoon Island

For more than a century, an historic treasure has been almost completely buried, imbedded in sand on Glen Island, a small piece of land fronting Izembek Lagoon. However, earlier this month, Cold Bay resident and history buff Harold “Happy” Kremer discovered that Mother Nature recently assisted in unearthing the shipwrecked Courtney Ford schooner, unveiling most of the two-masted, 146-foot long cargo vessel for the first time in decades. For Kremer, who regularly makes trips out to the island via skiff to visit the schooner, the sight was unexpected.

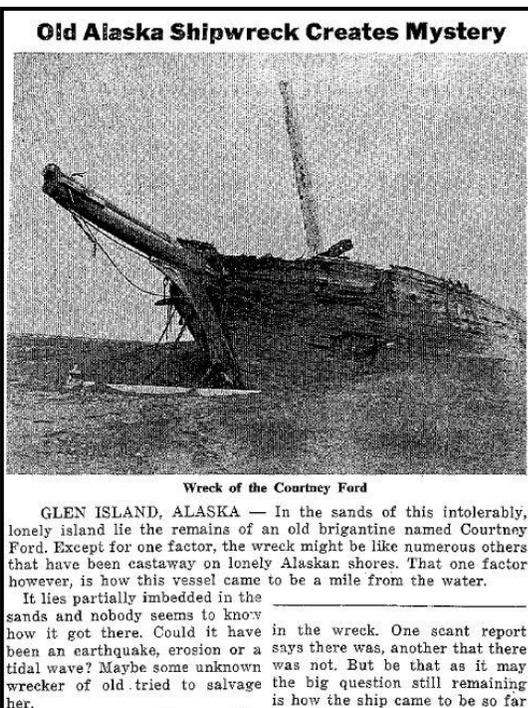
“The top deck has always been exposed. But this was the most I’ve seen of it,” he said. “I was pretty excited! It was cool for us because I had been telling my wife, Paige, about the Courtney Ford for years, and this was the first time she got to see it.”



Paige Kremer poses in front of the wreckage of the 18<sup>th</sup> Century Courtney Ford Schooner located on Glen Island, a small piece of land fronting Izembek Lagoon. Photo courtesy: Harold “Happy” Kremer.

The tale of how the Courtney Ford came to rest on Glen Island is both tragic and fascinating. Shipwrecks in the 1900s were certainly not uncommon. However, the story of this vessel grabbed headlines across the country in 1903. News reports depicted portions of a diary kept by the ship’s loyal watchman, William Ode, who stayed on the island to care for the stranded vessel while the captain and the rest of the crew boarded a passing ship and went for help. Ode, left with a two-month supply of food, died four months later of scurvy after resolutely remaining at his post.

“He talked about how death finally found him, and then the pencil faded away on the paper,” said Kremer.



“I’ve got all kinds of newspaper clippings from the 1900s when this happened,” Kremer said.

compass housing and discovered small pieces of iron that had been inserted into the space around the compass, causing it to provide extremely inaccurate readings. He attributed it to “the dastardly work of some miscreant who had it in for the ship or crew” while they were in port in Washington.

After the vessel had run aground, the captain and the crew set up camp on the island for a week. However, as apprehension set in that the ship might break up, the vessel’s mate and some men boarded a skiff to search for the nearby Aleut village of Morzhovoi. Not long afterward, the skiff capsized in the surf, drowning two of the sailors. The rest of the

A copy of the wording of Ode’s diary can be found at the Izembek Refuge office in Cold Bay.

“I’ve got all kinds of newspaper clippings from the 1900s when this happened,” Kremer said. “Another thing that I read and found interesting was that apparently someone had messed around with the compass, which threw the compass headings off and that’s how the ship ended up running ashore.”

When the vessel went hard aground, the impact killed two men who were thrown off the vessel into the roiling water. According to the Alaska Historical Society, Captain N. E. Burgeson realized there was no way that a sandy beach should have been there on their plotted course. He later tore apart the



Newspapers carried excerpts of William Ode’s log during his four months on the island as watchman before he died of scurvy.

crew and the captain later spotted a passing steamer, which they boarded, leaving Ode to remain with the Courtney Ford until help could arrive.

Meanwhile, Ode dutifully kept a log while he carried out daily tasks such as pumping water out of the stranded ship. In his readings, Kremer found it particularly interesting that the log noted how two Native men from a nearby village arrived on the island in mid-October, nearly two weeks after Ode began his watch of the Courtney Ford.

“They stopped and visited, and they offered to take him up to their village,” Kremer said. “He declined because he felt obligated to stay there and take care of the ship.”



Kremer continues to visit the wreckage of the Courtney Ford on Glen Island from time to time, as he combines his favorite pastimes, learning more about the history of the area and beachcombing. Photo by Harold “Happy” Kremer.

In late November, Ode’s makeshift shelter on the ship was smashed by hurricane force winds. In snow squalls, he attempted to hike out across Glen Island to find the village of Morshovoi.

He wrote in his diary, “Came about six miles away from schooner and at 5 p.m. was swamped by breakers.”

As time goes on, Ode noted in his log how he celebrated his 27<sup>th</sup> birthday on December 1, 1902, with little fanfare, while continuing to carry out his duties, which included pumping out the ship, gathering driftwood for fires, and shooting ducks for food. He faithfully fulfilled those duties until he was no longer physically able to, as scurvy took hold. In early February, he noted in his diary that his feet, chest and stomach were swollen and he felt too weak to get across the galley of the ship.

On February 17, 1903, he wrote, “I don’t think there will



The anchor of the Courtney Ford is located in front of Anchorage’s City Hall. Photo courtesy: Harold “Happy” Kremer.

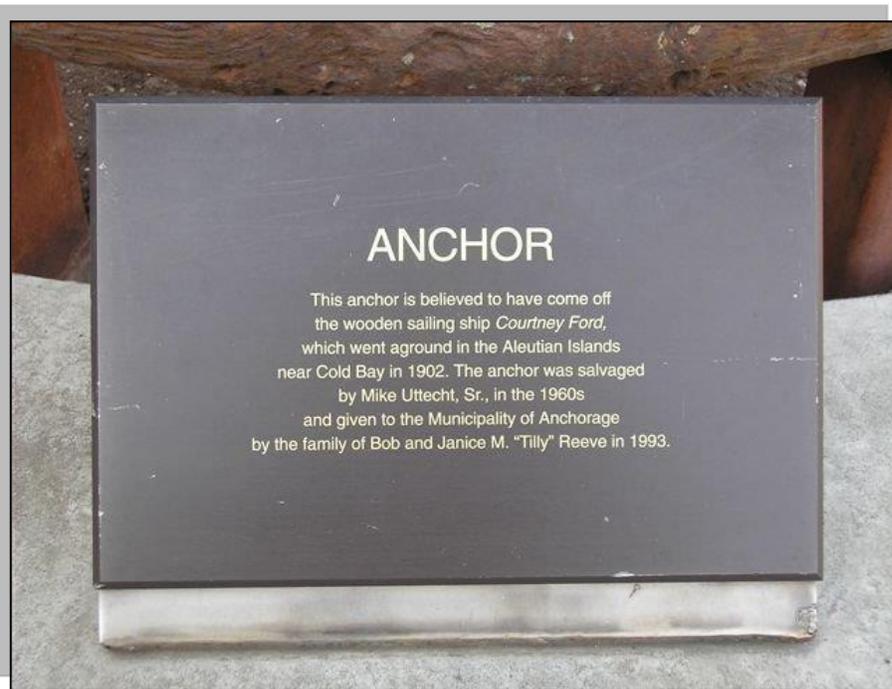
come any help, so the sooner the better. This is only a struggle with the last breath.”

A few days later, he wrote, “Death at last. Four months alone.”

According to a newspaper report that appeared in the *Marlborough Express*, published on March 19, 1903, Ode’s rescuing party arrived too late. The watchman was found lying in his bunk with his open log beside him, still holding onto the stub of a pencil.

While Ode’s story is a sad one, over the years, the timbers from the languishing *Courtney Ford* have continued to fascinate many who live somewhat close to the shipwreck. The Alaska Historical Society noted that the late Mike Uttecht Sr., often visited Glen Island because it was close to one of his hunting camps. He salvaged the anchor from the ship about fifty years ago and displayed it near the airport. After he passed away, Bob and Tilley Reeve ‘inherited’ it. They later brought the anchor to Anchorage and donated it to the Municipality. History buffs in

Anchorage can now pay tribute to the *Courtney Ford* by viewing the anchor, which was installed at the south entrance of City Hall.



The plaque on the anchor that came from the *Courtney Ford* depicts the history of how it came to Anchorage. Photo courtesy: Harold “Happy” Kremer.

Meanwhile, Kremer continues to visit the ship itself on Glen Island from time to time, as he combines his favorite pastimes, learning more about the history of the area and beachcombing.

“Whenever I go to the island,” Kremer explained, “I usually try

to make an attempt to get down to the *Courtney Ford* and pay my respects.

# Aleutians East Borough School District Board Member Urges Congress to Make ESEA Reauthorization a Top Priority

*Aleutian East Borough School District 2015 Advocacy Institute  
- News Release*



(From left to right) AEBSB Board President and Alaska School Boards President-Elect Tiffany Jackson, NSBA President Anne Byrne and AASB President Andi Story. Photo by Norm Wooten.

Sand Point, Alaska – Tiffany Jackson of the Aleutians East Borough School Board and President Elect of the Association of Alaska School Boards joined more than 700 school boards and state school boards association leaders in our nation’s capital to advocate for strong public schools for all students.

Tiffany Jackson was in Washington, D.C., to take part in the National School Boards Association (NSBA) 2015 Advocacy Institute, held February 1 - 3, 2015, which centered on informing and building year-round advocates for public education and local school governance in public, legal, and

legislative arenas. Presenting on legislative priorities at the Institute were key members of Congress, Chairman John Kline (R-MN) and Congresswoman Suzanne Bonamici (D-OR) of the House Education and the Workforce Committee; and John B. King, Jr., Senior Advisor Delegated Duties of Deputy Secretary, U.S. Department of Education. “The National School Boards Association 2015 Advocacy Institute helped me learn about the emerging federal and national issues facing public education like the reauthorization of the Elementary and Secondary Act and full funding of IDEA, as well as drove home the importance of ensuring the local school board voice is heard in every public policy forum in which education decisions are made or influenced,” said Jackson.

With the 114<sup>th</sup> Congress in full swing, the institute came at a pivotal time for school board members to hone their advocacy skills and use them on Capitol Hill to influence the outcome of the reauthorization of the Elementary and Secondary Act (ESEA), and affect legislation to ensure maximum local flexibility and decision-making for districts. “We must ensure all local school districts have greater flexibility and authority to make educationally sound decisions, and

Congress adequately funds public education to help support local innovation for greater student achievement. We really drove this message home when meeting with Alex Ortiz of Representative Don Young’s Staff, Senator Lisa Murkowski and her Legislative Assistant Karen McCarthy, and Senator Dan Sullivan and his Chief of Staff Peter Henry. ” said Jackson. “We have to leverage the power of our collective voice today and every day both on the national and state levels. The timing of the Advocacy Institute was fortunate as it allowed skills and knowledge received here to also be used at the Association of Alaska School Board Legislative Fly-In the following weekend. Together, we’ll really achieve our goals for public education.”

The National School Boards Association (NSBA) is the leading advocate for public education and supports equity and excellence in public education through school board leadership. NSBA represents state school boards associations and their more than 90,000 local school board members throughout the U.S. Learn more at [www.nsba.org](http://www.nsba.org).



**Norm Wooten, Director of School Improvement and Governmental Relations of AASB; and AEBSD Board President and Alaska School Boards President-Elect Tiffany Jackson. Photo by Andi Story.**

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## **Sand Point Student to Represent Southwest Alaska Region at Poetry Out Loud Competition in Juneau**

When 11<sup>th</sup> grade Sand Point student Jillian Bjornstad was assigned to analyze and perform a poem in front of her class, she had no idea that she would be good at it. She also didn’t know how far poetry could take her.

“I had to find a poem that I liked, but I really didn’t know many poems. I just tried it out, and I did pretty well,” Bjornstad said.

So well that the high school junior is representing the Aleutians East Borough School District and Alaska's southwest region in the statewide Poetry Out Loud competition in Juneau on March 10<sup>th</sup>.

Bjornstad's language arts teacher, Christine Krause, would be the first to tell you that Bjornstad is being modest when it comes to how much work was involved to get to this point.

"She worked really hard," Krause said. "Kids doing it for the first time usually tend to go for the easiest and shortest poem they can find. Jillian didn't do that. She looked for one she liked after reading through many selections. This has been a long process for her."

After choosing "A Caged Bird" by Maya Angelou, Bjornstad and her classmates learned to analyze, employ memorization techniques and then perform the poem in front of the class.



Sand Point 11<sup>th</sup> grade student Jillian Bjornstad is getting ready to represent the southwest Alaska region in the Poetry Out Loud competition in March. Photo by Christine Krause.

"Actually performing in front of people for the first time can be very difficult for kids," said Krause. "Kids don't often get opportunities to perform. They need to practice public speaking. This was a great opportunity to do that. Jillian has done a wonderful job."

"Everybody had to practice memorizing their poem with each other," Bjornstad said. "The few who did the best took part in the school-wide competition."

That turned into an entirely different experience.

"The whole school was sitting there in the bleachers watching," said Bjornstad. "My friends and I were practicing at lunch before the competition, and we were freaking out!"

"It was nerve-wracking because they used a microphone and there were four judges from the community, so it was much more formal and difficult compared to performing from the

comfort of the classroom," Krause said. "I thought Jillian gave a very moving and dramatic performance. "You could tell by her facial expressions and her hand gestures that she truly understood the content of the poem. She did very well, and I have no doubt that she'll be ready to perform in front of an even larger venue."

That venue will be the statewide competition in Juneau on March 10<sup>th</sup>. To prepare, Bjornstad is rehearsing her performance of another poem: “*In School-Days*” by John Greenleaf Whittier.

“She was required to choose a pre-20<sup>th</sup> century poem,” Krause said. “This one has some language that would be less familiar to a student.”

“This one is more difficult to memorize,” said Bjornstad. “The other poem rhymed a lot and repeated in a couple of stanzas. This one uses different orders of speaking.”

“I think she chose a really nice one to offset and contrast with the “Caged Bird,” and I’m so excited.”

The excitement is building as the date of the statewide competition in Juneau approaches.

“I think it’s a great opportunity, and I’m very proud of her and the hard work that she has done,” Krause said.

“It really means a lot to represent Sand Point, the AEB school district and the region for the competition,” said Bjornstad.

“I’m hoping she’ll go all the way and end up in Washington, D.C. for the national competition,” her language arts teacher added. “Wouldn’t that be awesome? We’re so proud of her!”

**For more information about the Poetry Out Loud competition,** visit the following link:

<http://www.poetryoutloud.org/poems-and-performance/find-poems>

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## King Cove 2<sup>nd</sup> Graders Take Virtual Field Trip to Africa

How do you inspire second grade students to get excited about researching ecosystems? Does that sound like a difficult task? Not if you use some creativity, which is exactly what King Cove Teacher Joy Smith did.

“We were talking about ecosystems around the world, and one is the grasslands in Africa,” said Smith. “I referenced the *Lion King*, and they weren’t sure if the location of where the movie took place was real or not.

A friend later sent a link for a virtual field trip to Africa to Smith. That's when Smith's creative juices kicked into high gear.

"At first, I told the kids we were going to Africa," she said. "They exploded! They were so excited, and they thought we were actually getting on a plane!"

Smith explained that the class would be visiting Africa via a virtual field trip online. To prepare, they decorated a portion of the classroom to look like Africa.

"We cut up butcher paper and colored it green. Then we cut into it so it was waving," Smith said. "Our main decoration was a four-foot inflatable zebra named Felix."

On the day of the field trip, the kids placed their pillows on the floor while Smith dimmed the lights.

"I was narrating because some of the concepts and words were things they didn't understand," she said.

On the first part of the 'field trip,' the students visited Kenya in Eastern Africa.

"For the kids, it was all about seeing elephants and the wildlife,"



The main decoration in Smith's classroom was a 4-foot inflatable zebra named Felix. Photo by Joy Smith.



"For the kids, it was all about seeing the elephants and the wildlife," Smith said. Photo courtesy: The Nature Conservancy and PBS Learning Media.org.

Smith said. "They thought it was strange that it would even be necessary to protect the elephants after hearing that animals have been hunted for years. They couldn't understand why anyone would shoot an elephant. They thought people would just enjoy them."

Through their research, the students learned that by 1990, uncontrolled hunting for ivory tusks had decreased the number of African elephants in the wild to fewer than 500,000. Following a ban on

international ivory sales and trade, the population began to recover in some countries. However, a resurgence of illegal poaching of elephants in Africa for ivory and meat is threatening the species.

One of the hosts of the field trip talked about his experiences as a boy growing up in Africa.

“One of the things they really remembered was when he talked about trying to milk an elephant as a child,” she said. “That seemed to really bring it to life for them. They were amazed that kids were running around with these animals.”



The students learned about a farmer who pioneered a unique method that has reclaimed the land. Photo courtesy: The Nature Conservancy and PBS Learning Media.org.

The second part of the field trip took the kids to Burkina Faso in western Africa, located at the edge of the Saharan Desert. The kids learned about how the grasslands are quickly disappearing and becoming desert.

“They couldn’t understand why people there were cutting down trees and grass because it was so beautiful,” she said.

“So we talked about how bigger cities need more land for infrastructure development and agriculture, and that with more people, more food is needed. That was the decision they had to make.”

The students were reassured to learn that a farmer had pioneered a unique method to reclaim the land. The farmer dug pits, planted seeds, animal dung, organic material and termites. The termites then crisscrossed the land with dirt tunnels, creating a natural irrigation network. When the rain came, the moisture sank deep into the land. In twenty years, the farmer was able to transform deserts back into grasslands and lush forests. He has since passed on this method to other neighboring farmers.



The farmer used termites to help reclaim the land in areas that were formerly barren. Photo courtesy: The Nature Conservancy and PBS Learning Media.org.

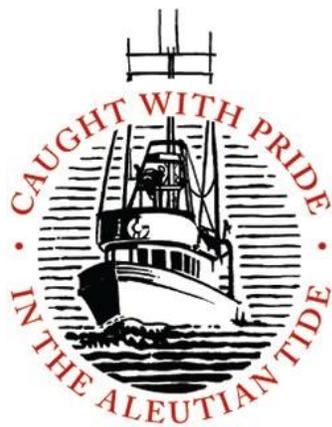
“The kids didn’t know what termites were at first, so we talked about that,” she said. “They seemed to find the whole process to be fascinating.”

The study of Africa and ecosystems continues today. Later in the school year, the research that the students came up will be part of science night at the King Cove School.

Meanwhile, Smith says the students can't stop talking about the field trip.

“They're still researching Africa and different animals,” she said. “They keep coming over to talk to me and show me what they've learned in books. They remind me that ‘this is real’. I just thought it was so awesome!”

If you'd like to take the same virtual field trip that the King Cove second graders did, click on this link: <https://www.youtube.com/watch?v=B7DzF7EQzd8>



**Atka Pride Seafoods**

• Atka, Alaska • an APICDA Company •

## **Job Opportunity:**

### **Quality Control Technician**

#### **Position Summary:**

The Quality Control Technician reports directly to Quality Assurance and Food Safety Manager. This position is responsible for managing, planning, coordinating and directing all programs, policies and procedures designed to ensure that the distribution of seafood products produced, in processing location of technician employment, is done within company food safety and quality requirements, including seafood HACCP and customer specifications.

**Essential Duties and Responsibilities:**

Manage and lead inspections and audits that occur at plant locations (e.g. COC, ADEC, FDA, EPA, USDC, etc.)

Facilitate training of plant personnel to ensure they are adequately versed in HACCP, QC, and cGMPs procedures, sanitation control procedures, environmental procedures.

Monitor plant personnel in compliance with applicable government laws, regulations, guidelines and standards, including HACCP regulations.

Assist Quality Assurance and Food Safety Manager in developing and reviewing HACCP plans, program standards and other assignments as needed.

Report daily quality control activity to plant leads, plant manager, and Quality Assurance and Food Safety

Manager regarding product handling and make recommendations on plant and facility procedures. Maintain on-site and corporate QC document file system.

Responsible for assisting plant manager in implementing QA corrective actions received from corporate office.

**Education and Experience:**

Prefer HACCP certification, sanitation training or certification, basic understanding of microbiology and grading fish species and government inspections.

Minimum of 1 year experience in food safety/quality assurance environment or equivalent combination of education and experience.

Immediate opening for a full-time, temporary/seasonal position located in Atka, Alaska. Must have knowledge of seafood processing and harvesting processes and procedures specific to seafood HACCP, GMPs, sanitation control procedures, environmental monitoring procedures and in developing and maintaining programs that conform food safety and quality standards. Must be familiar with quality control processes, seafood/raw goods production and documentation. Must have excellent time management skills, the ability to pay close attention to details, and demonstrated analytical, mathematical, technical and organizational skills. Must be able to lift and carry up to 50 pounds and be able to stand and walk for extended periods of time. Must be able to perform repetitive motions and be

familiar with basic measurements of weights and temperatures. Competitive wage depends on experience.  
Working hours vary.

Please visit [apicda.com](http://apicda.com) to submit an employment application to [hr@apicda.com](mailto:hr@apicda.com).

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## TelAlaska Accepting Applications for Annual Scholarship Program



In the spring of 2015, TelAlaska will award one \$1,000 scholarship to a graduating high school senior residing in a community served by Interior Telephone Company. Applications must be received by Thursday, April 30, 2015. Eligible communities include Cold Bay, King Cove, Sand Point and Unalaska/Dutch Harbor. More information and an application are available at [www.telalaska.com](http://www.telalaska.com).

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## Got News?

If you have news you'd like to share, please email [ltanis@aeboro.org](mailto:ltanis@aeboro.org) or call AEB Communications Manager Laura Tanis at (907) 274-7579.





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