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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 May.

I believe we will perform substantially better across the board in 2016, and that we will reintroduce 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, APCIDA Chief Executive Officer

APICDA Board of Directors

Mark Snigaroff
ATKA
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Financial Industry
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Tim Meintz
Fishing Industry
Director

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.


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.

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

www.apicda.com

ON THE COVER
APICDA Vessels Inc. Engineers, Alvin Merculief and his wife was painting the newly painted F/V Taty Z at Northern Enterprise boat storage in Homer.
—Photo by Alf Kashourd, APICDA Engineer

The AVI “Go Team”

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.

ON THE COVER
APICDA Vessels Inc. Engineer, Alvin Merculief inspects the newly painted APICDA Vessels Inc. Engineer, Alvin Merculief inspects the newly painted F/V False Pass, January 2016. —Photo by Kevin Frederic.

ON THE COVER
APICDA Vessels Inc. Engineer, Alvin Merculief inspects the newly painted F/V False Pass, January 2016. —Photo by Kevin Frederic.
Truth In Labeling

A LASKA 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. 

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

Coastal Transportation, Inc.

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 MV 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 allowed Coastal Transportation to load and offload pollock frozen cargo quickly via forklift. Photo courtesy Dakota Creek Industries.

Coastal Transportation is a family-owned company serving the communities of Western Alaska and the Aleutian Islands through fast, efficient and reliable cargo transportation.

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. 

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

The Story:

On November 932, 43-year-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 Chercesen and Serge Soveroff. They reached the hunting grounds on November 15 and met up with four other hunters camping in the trader’s hut (barabara) on the shores of a cove. They were Afenogin Orloff, Andrew Kroukoff, Michael Bezezekoff and Georgie Kroukoff 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:

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. “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!“

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!“

“My advice would be to go back to the cove, Sir,“ Stankus said, turning the wheel over to me.

“We went back. Two hours going; only a half hour returning. Again he dropped anchor. “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.

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 Ermeloff

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 Island 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 Shasib- nikoff, Captain Andrew M. Nelson, Dieacon Mike P. Tutakoff, John Gal- aktanoff, Stephan Kroukoff, Stephan Bezezekoff, Matfey Polyvord, Andre- bik S. Kroukoff, and George A. Kroukoff. 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 18N 168 25W 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, Insured. The vessel was 16.5, Depth 7.8, Built 1929 at Seattle WA, HP 75, Registered Juneau, ON 228027, Master John Stankus of Un- alaska, Owner: Umnak Native Com- munity of Umnak.

W ith 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 instantaneously 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 shut. Then the fog closed in. “The smother and retched continuously. “The interior of the ship was no longer recognizable. I smelled oil, flowing in the out of the broken walls stung my eyes and taste, so that I sickened with the smell and retched continuously.”

In 1933, the Penguin was involved in a winter rescue operation. On January 24, 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.

“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 Stepiten and George Duskin. They took him 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 a box of tangerines by him. “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 a box of tangerines by him.”

“As was usual with the Bishop, he probably would have been alive, but he walked away and didn’t get tired and lied 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, overnighting at a camp called Devil’s Tail. He was finally rescued on February 14 by the FADAY Krukoff’s son. If he had stayed with the Bishop, he probably would have been alive, but he walked away and didn’t get tired and lied down on dry grass to rest. But he died there, where we found him.”

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. “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 didn’t get tired and lied down on dry grass to rest. But he died there, where we found him.”

The Rescue: A first person account of the rescue of Bishop Pokrovsky was recorded in Unugul Tuwmansig—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 Arts Emmeloff, Serge 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.

SERGE SVOROFF 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 where we found him 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.”

“I 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 didn’t get tired and lied down on dry grass to rest. But he died there, where we found him.”

The Wreck of the Umnak Native (continued)
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 Tutiaikoff – 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.
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 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, synthesized in our streams, how the whole living process works and why we have to take care of 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 our selves 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 masou or O. masou) is found only in the western Pacific Ocean in Japan, Korea, and Russia and also landlocked in central Taiwan’s Chai-Chia Wan Stream.

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

APICDA Training & Education Programs (continued)

GPA Scholarships — Spring 2016 Awards:

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Spring 2016 WINS (Work Invest Now) Awards:

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Spring 2016 WINS (Work Invest Now) Awards:

Shasta Anderson, Celeste Kukahiko, Robin Stepetin and Ashley Merculief.

PIN BONES IN FISH— all 32 of them!

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 for Health

Although it’s acrid-tasting, 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 finbones 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-3 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

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 fisheries, gear/ 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 WWVE quarterly newsletter is produced by APICDA and printed in Anchorage, Alaska in March, June, September and December.

APICDA’S Tourism Division hosted booths at the Dallas Safari Club and the International Sportsmen’s Expo in Denver, booking 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 this season for booking Umnak Island reindeer hunts.

Recommended Reading:

ALEUTIAN FREIGHTER

A History of Shipping in the Aleutian Islands —by James Mackevojak


ALEUTIAN VOICES

These publications are produced by the National Park Service and cover a wide range of topics from the war in the Aleutians to Unangan culture. The first edition was printed in 2014. As issues are developed they are made available in print and for easy downloading at www.nps.gov.

“The [Unangax] were...the first and only people in Alaska to be assaulted by our own government and an enemy foreign power in WWII simultaneously. ”

“Working together is what you are going to live off the land,” two young boys write, “working together is important. ”


HARDSCRATCH PRESS

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

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ALEUTIAN VOICES

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

“Are there 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