



Seldovia Gazette

Serving Seldovia, Alaska and Kachemak Bay southeast

Seldovia, AK

50 °F / 10 °C

Mostly Cloudy
at 5:53 PM

Advisory!



Click for Forecast

Thursday, Sep. 20, 2007

Just another day in paradise

Vol. 3, No. 38, September 20, 2007

Local News

Calendar

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- ▶ Special notices . . .
- Boys & Girls Club
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Opinions



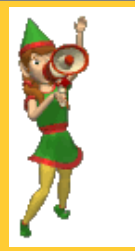
- ▶ Letters to the Editor
- Darlene Crawford
- ▶ Forum
- None currently

Spotlight

- ▶ Andrea Morris - Seldovia Welcomes a Beautician!



PhotoStory
Coming Home Week &
July 4, 2007 Festival
July 1-8, 2007



City of Seldovia Job Openings
(click job description to view descriptions)

1. Facilities Maintenance (Positions filled)
2. Fire Administrative Assistant (pdf)

Top Stories

KBay Ferry Project Public Meeting *by Tom Glover*

[Editors Note: Due to the large amount of new information on this project and the lack of time to adequately compile the large number of public comments at the meeting, we have decided to do this week's coverage as a Phase 1 Summary Report of only what SNA and SVT presented at the meeting.]

Seldovia Native Association (SNA) conducted "agency and public scoping meetings" in Homer and Seldovia this week to discuss their proposed Kachemak Bay Ferry Project (KBF Project). The proceedings were conducted by SNA CEO Michael Beal.

A copy of the 5/8" thick Feasibility Study was given to each attendee at the meeting and project personnel were available to answer questions and gather input. A complete downloadable copy of the Feasibility Study in fifteen individual, PDF files is available at the following website:

<http://www.kbferry.com>

If you're going to read the entire document and study the results, plan on committing some serious time to your effort.

The following summary of the project, dated September 2007, was also

Marketplace



Jenny Chissus
234-8000
Your Seldovia Connection

www.seldoviaproperty.com
RE/MAX of Homer



Come In,
Browse,
Have Fun!

Herring Bay
Mercantile
Seldovia, AK

Support the
Seldovia Sea Otter
Booster Club
Help keep sports and
academic travel programs
alive for our school!



Seldovia Boat Slips
for Rent
The Seldovia harbor has 32
foot and 42 foot slips for
rent. Call for details:
Harbor Master
(907) 234-7886
City Office (907) 234-7643

School

▶ [Susan B English School by school reporter Rochelle Purpura and Katie O'Leary - Click here](#)



Notices & Newsletters

▶ [The Seldovia Visitor 2007, Seldovia Chamber of Commerce. Click here to download PDF \(6mb\)](#)

▶ [Comprehensive Plan Public Final August 10, 2005 \(pdf\)](#)

▶ [Amended FY05 Seldovia City Budget 7-8-2005 \(pdf\)](#)

▶ [Boys and Girls Club Calendar](#)

Archives

2007 Archives

▶ [Archive of all pages](#)

▶ [Seldovia Walking May - 8-1/2 x 11 pdf](#)

▶ [Seldovia Summer Visitor Newspaper 2007](#)

2007 PhotoStories

▶ [July 4 Festival](#)

▶ [Craft Invitational Chainsaw Carving Contest - May](#)

▶ [SBE Graduation - May](#)

▶ [Seldovia Lodge Fire](#)

▶ [SBE Prom - "Casino Royale 007"](#)

▶ [SBE Last Home Basketball Game of the Season](#)

2006 Archives

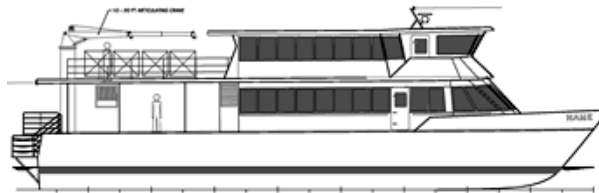
▶ [Archive of all pages](#)

handed out at the meeting:

"SNA and SVT initiated the KBF Project to improve social and economic development opportunities. The primary ports of call for the new ferry will be Seldovia (the home port) and Homer, Alaska. Potential future ports include: Halibut Cove, Jakolof Bay, and Port Graham.

The new passenger-only ferry service will complement, not replace, existing Alaska Marine Highway System (AMHS) ferry services between Seldovia and Homer; private marine taxi and charter boat services; and air services. Currently, AMHS ferry services between Seldovia and Homer are available to to three times a week during the summer and weekly in the winter.

The proposed ferry will complete up to four trips per day seven days a week during the summer season. Optional winter operations will be dictated by demand. The estimated transit time for the 16.7 nautical mile route between Seldovia and Homer is 45 minutes at a 25 knot cruising speed. Due to U.S. Coast Guard limits on crew work hours, the operating day for the ferry is not likely to exceed 12 hours in any given 24 hour period. As a matter of routine, the vessel's operating day is not likely to exceed 8 hours.



The vessel proposed for the project is a passenger-only catamaran. A KBF Project Design, Development and Feasibility Study that was completed in May 2007 concluded that this vessel could 1) be constructed with available funds, 2) generate sufficient revenue to cover operating costs (during sustained operations), and 3) provide social and economic benefits. Vessel details are summarized below:

- Length – 75 to 85 feet
- Beam – 25 to 30 feet
- Draft – less than 8 feet
- US Coast Guard – Subchapter T dayboat
- Tonnage – less than 100 gross tons
- Passenger capacity – 149 persons
- Crew – 4 persons
- Cruise speed – 25 knots
- Sprint speed – 30 knots
- Fuel consumption – approximately 125 gallons per hour at cruising speed

The vessel will utilize existing port and docking facilities. Minimal upland staging areas are required. The sites need only accommodate areas for passenger drop-off, waiting, and ticket sales. If optional light freight totes are utilized; an area to stage, load, and upload them will also be required.

▶ Seldovia Walking Map - 8-1/2 x 11 pdf
▶ Seldovia Summer Visitor Newspaper 2006
2006 PhotoStories
▶ SBE Play - December
▶ Halloween Carnival
▶ Aleutian's Tusty Trip - July 25 - Part 3
▶ Aleutian's Tusty Trip - July 25 - Part 2
▶ Aleutian's Tusty Trip - July 25 - Part 1
▶ July 4 Festival
▶ Summer Solstice Music Festival - June
▶ CofC Chainsaw Carving Contest - May
▶ SBE Graduation - May
▶ SBE Spring Concert - May
▶ SBE School Play - May
▶ SBE Science Fair - May
▶ Prom - May
▶ SBE Basketball - Feb.
▶ SBE Basketball - Feb.
▶ SBE Basketball - Jan.
2005 Archives
▶ Archive of all pages
▶ Seldovia Summer Gazette Newspaper
▶ Seldovia Summer Gazette Newspaper 2004
2005 PhotoStories
▶ SBE Christmas Play
▶ SBE Halloween Carnival
<hr/>
Photo Archives
▶ Click here to view all photos from the Gazette over the past years
<hr/>
Classified Rates
▶ Instructions and rate sheet

The ferry will home port in Seldovia with routine maintenance and logistics coordinated there. Routine logistical support (fuel, water, sewage, and refuse) is available in either Seldovia or Homer. Due to availability and costs, it is likely that fuel will be loaded in Homer.

Environmental Review: Federal funds obtained for the KBF Project require the completion of an environmental review to assess potential environmental impacts of the project pursuant to the National Environmental Policy Act (NEPA.) The environmental review being completed by SNA includes an open scoping process to learn the concerns of individuals, groups, and agencies about the proposed project.

Scoping: The Council on Environmental Quality Regulations at 40 CFR 1501.7 required an early and open process to determine the scope of issues to be addresses and for identifying the significant issues related to a proposed action. The scoping process is used to learn the concerns of individuals, groups, and agencies about a proposed project. It is an integral part of the NEPA review process because it allows agencies and the public to become familiar with a project and voice preliminary concerns about the purpose and need for a project, the alternatives to be considered, the likelihood and nature of impacts, and the methodologies to be used in the course of analysis.

Scoping is a process that may involve a series of meetings, telephone conversations, or written comments. A fruitful scoping process leads to an adequate environmental analysis, including all reasonable alternatives and mitigation measures.

Opportunities for Providing Comments

- Written comments submitted to project personnel at the public meeting.
- Written comments submitted by mail, email, or fax to: Ms. Holly Morris, Environmental Coordinator, Michael L. Foster & Associates, Inc., 13135 Old Glenn Highway, Suite 200, Eagle River, Alaska 99577, by fax to (907) 696-6202, by email to hlm@mlfaalaska.com
- Oral comments provided at the public meetings or by telephone to Ms. Holly Morris at (907) 696-6200

Schedule: We would appreciate receiving scoping comments by October 19, 2007.

An environmental report will be prepared and submitted to the Bureau of Indian Affairs during Winter 2007/2008.

Key Considerations and Findings

As reported in the Executive Summary of the Feasibility Study document, the following are key findings of the Study. They are not presented in any particular order of priority.

1. Only one of the vessel alternatives can be built with currently available funding. One other vessel alternative can potentially be built with available funding.
2. Only one of the vessel alternatives has a chance of operating



PDF files require a special "Reader" in order to view pdf files. Click the Adobe button above to get a FREE pdf reader!



Large print version of this page - click here. Please note that we do not have large print versions of the other pages on this site.

Corrections

None this week

without a loss on a year-round basis (depending on the operating schedule and tariffs). This same alternative can operate profitably during the summer Kachemak Bay Ferry Study 5/18/2007 Executive Summary 1-4 months (depending on the operating schedule and tariffs) after "stabilization" of operations.

3. It is unlikely that the State of Alaska, or any other public entity, will subsidize the Kachemak Bay Ferry service. 4. The traffic study indicated that the year-round population in Seldovia has dropped from 449 (2002) to 386 in (2005). It is believed that enhanced ferry service could reverse this trend.

5. In general, the level of ferry service provided by AMHS would need to significantly improve to stimulate increased traffic demand and utilization of the service.

6. A ferry with vehicle carrying capacity cannot operate without a substantial subsidy. Further, it would be impossible to operate in competition with AMHS.

7. At this time, it is highly unlikely that another operating entity could provide better vehicle ferry service than AMHS.

8. Survey results (assembled outside of this Study) indicate that potential ferry users do not want to see the AMHS withdraw its service from Seldovia.

9. The new service should be designed to complement that of the AMHS, not compete with it.

10. Modeling of the vessel schedule and speed indicate that speed comes at a premium cost. It is questionable if this higher cost can be recovered through higher tariffs. Therefore, speed for speed's sake is not desirable. Establishing the proper speed is critical.

11. Current construction project funding is \$8.2 million. This is \$3.8 million short of the original request of \$12 million.

12. Even if the Preferred Alternative is selected, certain aspects of the service cannot be constructed with the current level of funding, including:

- Peterson Point dock and landing ramp
- Jakolof Bay dock improvements
- Stage one and two dock extension in Seldovia
- Light freight capability in Homer

13. Even if additional funding were secured to allow construction of another vessel alternative, it would not make it operationally viable.

Construction Cost

The estimated cost to construct Vessel Alternative #1 is \$4,675,786

Keys to Success

- Homer Visitors Center
- Strong Marketing Program
- Development of new Kachemak Bay package tours
- Integration with Anchorage, Homer and Seldovia tourism

Next Steps

The following steps should be considered:

1. Community Meetings
2. Environmental Study
3. Design of Shoreside Facilities
4. RFP for:
 - Vessel
 - Shoreside Facilities
5. Completion of Construction
6. Begin Operations, May 2009"

Remote River Float Hunting *by Tamara Blodgett*

Lean and mean wilderness hunting at it's primeval level...

Just about as north and Cro-Magnon as a hunt like this can get, it was! 12 men from around the country challenged themselves to a 2-team, 6 individual inflatable canoe expedition down the Karupa and Colville Rivers . This rarely traveled stretch of river ended up being a 173.8- mile trek with swift current and rocks barring the way throughout. Seldovian Dan Blodgett was selected for the 12-member expedition when one member could not commit to the adventure. Thrilled to have the opportunity to float hunt and travel to an area where most never see, he jumped on the chance. Although well researched and in good condition to start with, Blodgett admitted it was a real accomplishment to finish.





Sight-seeing not an option...

A systematic thinker, Blodgett figured he and partner John would need to row 24+ miles per day to complete the 174 miles of river, giving both ample time to check out the scenery and scout for Caribou. This was not to be, as things got exciting from the onset.

The team suffered the first of many catastrophes when 4 of the 6 canoes flipped while traversing a waterfall. Tragically, on day 5, one canoe was instantly routed through a whirlpool where an estimated 5K of gear was sucked into the vortex of water. 2 new .500 caliber pistols were lost, GPS Navigator, Satellite phone and misc. equipment were given up to the swirling pool. The remaining waterlogged canoes were filled with water and all equipment/dry bags needed to be retrieved in the river and subsequently dried out. What a start to the trip; everyone soaking wet and gear everywhere! One of the men had his face slammed into a boulder when the force of the waterfall pushed him down stream. This injury on the first day stayed with him until he could receive much-needed stitches at journey's end. Finally, with the waterfall incident behind them, the men pressed forward. Blodgett dragged and hauled his canoe through boulders and rocks that would not let them float for the first 18-miles of the trek. He wore his waders like a "uniform" and they are in tatters from the abuse they received from this rugged terrain.

Not all lost...

With a diverse lot of men from 5 different states including Alaska , Idaho ,

Michigan , Pennsylvania and Texas it was no wonder that the motivating factor of the hunt was a unique challenge. All the men had Caribou tags with a few having Brown/Grizzly Bear & Dall Sheep. 8 Caribou were taken with 2 by Blodgett. Blodgett completed the entire row on his own and said even though it was difficult and there was no “pleasure stopping,” they saw a great deal of wildlife such as Wolverines, bear, wolf, moose, Caribou, Eagles, Falcons, 36” Char and Grayling between 18-21”. The weather was a brisk 33+ degrees in the AM with it warming up quite a bit by day’s end to around 74 degrees during the first couple of days.

Catch-up for completion...

The boulders and indigenous rock in the riverbed cost all the rowers’ time. Time needed to complete the float in the allotted 7 days. One canoe did the most miles in a day at 39.85 with one boat rowing 128.25 the last three days. All the men were more than satisfied to finish what ended up being a mental and physical challenge that ended on a rewarding note of completion.

Real life in the wild...

The entire trip was filmed and organized by Pristine Ventures of Fairbanks www.pristineventures.com. The float tour was named, “PV Float Draggin’ Alaska Members Tour 2007.” A DVD will be edited and compiled of this trip as with prior trips and offered for sale at a later date. Having traveled from Seldovia to Fairbanks , flying to Bettles, then landing on Karupa Lake for the beginning of the journey, it was a long haul to their completion stop in Umiat where the weary group straggled in to find they could eat something “real” and not freeze dried! Blodgett was ecstatic to discover that this 4-person town offered some of the best cooking to be had! There was a terrific cook there that fed the group until they thought they could not eat any more and live. Blodgett emphasized it was a terrific end to a grueling trip of lean meals to be sure!

Still “game”...

A tan and 19-pound skinnier Blodgett is already avidly planning his next years’ float hunt for moose and possibly bear. Having learned what to do differently next year, he hopes to get some more pleasure perusal next time!

Vladimir Zhikhartsev Workshop

by Mary Glover

Russian born Vladimir Zhikhartsev is in Seldovia teaching a watercolor workshop on Friday, Saturday and Sunday. Vladimir is a well known artist of excellent quality. The workshop is sponsored by the [Seldovia Arts Council](#) and the [State Council on the Arts](#). The workshop commences at 10:00 AM and there is a limited amount of space open for a few more artists to join the group. Tonight he gave a short presentation about his art and briefly explained his teaching method which is patterned after his art education in Russia.

Not only is Vladimir an accomplished watercolor artist, he is also an renowned ice sculpture. He is credited with winning the Gold Medal in the World Art Ice Championships, not once but fifteen times!

Vladimir told us a story of how he was commissioned to sketch while an orchestra in Russia played Tchaikovsky’s music. When he started to sketch during a quiet movement, the charcoal made a disturbing noise when it touched the paper. People glared at him! Thus, he had to sketch during the loud

movements. Vladimir said his wife saw him madly and sketching as fast as he could to accomplish the task during the loud times. Vladimir said it was quite an experience!



Vladimir talking to a few attendees after the presentation.

We are anticipating a remarkable learning experience with his gentle teaching manner. Come join the group or just drop in to browse. [A fee and supplies are required to take the class.](#) Workshop is being held at the MPR from 10:00 to 4:00 PM. In the event anyone wishes to purchase a print, commission a work or purchase an original, come to the MPR on one of the days that Vladimir is in town.

Special Notices . . .

KARATE – Beginners Class

Tuesdays & Thursdays
5:00 – 6:00 p.m.
Starts September 18th

Want to learn some karate? Looking for a great workout?
Try out karate for beginners each Tuesday and Thursday at the Boys & Girls Club. Participants of all ages are welcome.
Special Fee of only \$40 per month (just \$5 a session!)
Classes start Tuesday, September 18th at 5:00 p.m. Come early to stretch out and warm up!
Call the Seldovia Boys & Girls Club at 234-7577 for more information.

Crazy Crow Concert September 22

Katie Evans and Vickie Tinker

Smart Acoustic Guitar with Lots of Harmony. Katie also plays with "The Couzins" and "Mail Order Brides" and Vickie plays with "Worth Many Cattle", "Food for the Soul", and plays fiddle for local contra dances. They have written over 20 songs together since mid-January.

You are invited to attend at the Seldovia Rowing Club on the old Boardwalk.

Show starts at 7:30 p.m.
Dessert and Concert \$15.

Please RSVP • 234-7614

Boys & Girls Club Update

Parent Spotlight: Each month, local businesswoman and Club parent Jenny Chissus generously donates money to the Boys & Girls Club on behalf of her realty clients. These funds were used to provide free guitar lessons all summer long. Each Wednesday, folks of all ages were able to come up to the Clubhouse to play guitar with instructor Rob Rurka, and to pick up some new skills. From beginners to advanced, the opportunity was a great one for all involved, and now guitar music can often be heard in the air at the Club. Thanks, Jenny, for your fantastic and ongoing support of the Seldovia Boys & Girls Club.

Seldovia Boys & Girls Club Hours:

Clubhouse: Mondays – Fridays, 3:00 – 6:00 p.m.

Pottery: Mondays, 3:15 – 5:15 p.m.

Teen Open Gym: Tuesdays, 7:00 – 9:00 p.m.

SVT's Teen Movie Night: Fridays, 9:00 – midnight

Karate Lessons: Mondays-Wednesdays-Fridays, 5:00 – 6:30 p.m.

Music Lessons: Saturdays, 12:30 – 5:00 p.m.

Any questions, contact: Laurel A. Hilts, Unit Director Seldovia
234-7577 office; 234-2004 fax & kid phone during Clubhouse hours
lilts@positiveplaceforkids.com

Tidbits . . .

18th birthdays get interesting in Seldovia sometimes . . .



City Manager's Corner

by Howard Davis

>> Repeat Story <<

Managers Report (period covering 8-23-07 through 9-12-07)

- I received a phone message from a Mr. Gregg Murray regarding the “boat parking fee”. Mr. Murray objects to the boat parking fee and stated “The City has lost his business for stopping with clients for lunch”. Attempts by the City Manager to contact Mr. Murray have so far failed.
- The two DPW positions for Maintenance/Operator have been filled by Garry Corradi who started on 9/06/07 and Dora Coen who will start on or about 9/24/07, possibly sooner.
- I have been assured, by Steve Kroll, that the grading of the City Streets will be completed by the end of this week, 9/14/07.
- Grading of the roads at Outside Beach and the Campground has been completed by Jack Thomas. Cost of this service was Fuel only.
- I have been told by Robert Sandel, CE2 Jobsite Supervisor, that the fuel barge is scheduled to be here on 9/26/07 and fueling of the new fuel tanks should begin.
- Mike Rabe mailed the CRW Contract paperwork for the Water / Sewer update program to Seldovia on 9/10/07 for City Council review on 9/12/07.
- Our VISTA Volunteer Grant Writer is no longer with the City. A conversation with Lisa Michael, Energy Program Coordinator/VISTA Leader, indicates that we can reapply for another in April 2008.
- A citizen’s complaint regarding loud and dangerous operation of ATV’s is being responded to by our Police Chief.
- The apparent unauthorized cutting of trees in the campground, overlooking Outside Beach , is being investigated by our Police Chief.
- GCI came to the City on 9/10/07 to investigate Cellular site locations and opportunities in securing land or leasing land for a building or tower.

Seldovia Police Report by A.W. Anderson, Seldovia PD**Emergency? Not Really!**

I received a call from the Homer Police Dispatcher at approximately 6:10 p.m. on September 14th and was asked to contact Pat at Bald Mountain Airlines in Homer. She was in need of assistance in searching for an overdue aircraft that was believed to be in the Seldovia area.



I called Pat and she told me Bald Mt. Airlines yellow Beaver aircraft, on floats, had radioed in telling them he was 22 miles southwest of Seldovia and was running low on fuel and would be landing in Seldovia to take on some gas before continuing to Homer. That was the last transmission they had with the pilot, Dale Baughman. Five passengers were aboard the Beaver aircraft. Pat asked that the Seldovia harbor be checked in hopes the airplane had already landed and was in the harbor. I checked the harbor and did not find the airplane. Gary Porter, owner of Bald Mountain Airlines, had taken off in his single engine Otter aircraft, also on floats, and had started a search from the air for the overdue airplane. Mr. Porter flew over the Seldovia area and then along the beach line to Port Graham Bay and out to Nanwalek. At one point a message was passed on that the Beaver was in the Seldovia Slough to the East of the Seldovia airport. Upon responding to check the Slough, I called Fire/EMS Dispatch and asked that they put the Fire and EMT Department personnel on standby and that we could have an airplane, with passengers aboard, down in our area. In only moments a number of the emergency response personnel had arrived in their private vehicles to assist in the effort. Information was received that the aircraft was on the beach in the area of Backer's Island. A response to Sue Burnett's beach revealed the Beaver aircraft being held just off the beach by the pilot. Mr. Baughman was somewhat surprised with all the attention. He told me he had talked to his office and they should have been aware of his location. Due to the weather, and some whale watching, he was running lower on fuel than he liked and thought it best to land and pick up some fuel before continuing on to Homer. Better safe than sorry. I called Pat on my cell phone, thank goodness for the cell coverage, and Dale talked to her. Gary Porter flew to Homer, picked up fuel, and then returned to Seldovia. The Otter was brought onto Ms. Burnett's beach and the fuel transfer was made. Mr. Porter left with all but one of the passengers and, after transferring the fuel, Mr. Baughman also left and finished his flight.





Photos by Andy Anderson

Sue Burnett seemed to relish in all the activity and attention on her beach and I wouldn't be at all surprised if she didn't turn her beach into a profit making business.

I would like to personally thank all those people who left their homes, dinner or families to respond to our call for assistance. Thank goodness you weren't needed but never forget how much you are appreciated even though it is not voiced nearly often enough.

