

Taquan restarts freight service

Volunteers for operations audit

By SCOTT BOWLEN
Daily News Staff Writer

Taquan Air restarted freight operations Thursday, and indicates that passenger service might resume as early as next Wednesday.

The Ketchikan-based air carrier voluntarily ceased freight and passenger operations after an accident that involved one of its floatplanes

claimed the lives of both people aboard late Monday afternoon near Metlakatla. That incident followed a May 13 mid-air collision between a Taquan Air floatplane and a Mountain Air Service floatplane over George Inlet, an incident in which six people perished and 10 others were injured.

See 'Taquan Air,' page A-2

Tribal officials blame state delay

Seeking child welfare talks

FAIRBANKS [AP] — Alaska Native officials have criticized the state for backing out of negotiations over the Alaska Tribal Child Welfare Compact, a report said.

The Alaska Federation of Natives and state tribal officials blamed Republican Gov. Mike Dunleavy and his administration in a May 17 statement for the breakdown of negotiations over funding. The Fairbanks Daily News-Miner reported Thursday.

The compact signed by former independent Gov. Bill Walker in 2017 said Alaska Natives make up about 20% of the state's children but more than half are in foster care. The agreement enables tribes to manage services for those children.

The state entered negotiations expecting all tribal funding for fiscal year 2020 would go toward "direct services and deliverables" and that

See 'Child welfare,' page A-2



Jack Sayer places American flags on headstones belonging to U.S. military veterans Friday at Bayview Cemetery in preparation for Memorial Day.

Staff photo by Dustin Saitack

Bolton: Missile tests violate resolutions

N. Korea sanctions will continue unless weapon tests cease

By MARI YAMAGUCHI
Associated Press

TOKYO — U.S. national security adviser John Bolton on Saturday called a series of short-range missile tests by North Korea earlier this month a violation of U.N. Security Council resolutions and said sanctions must be kept in place.

Washington's position on the North's denuclearization is consistent and a repeated pattern of failures to rid North Korea of nuclear weapons should be stopped, he said, defending the recent U.S. seizure of a North Korean cargo. The U.S., however, is willing to resume talks with North Korea at any time, Bolton said.

Bolton was speaking to reporters in Tokyo ahead of President Donald Trump's arrival for a four-day visit to Japan.

Bolton said that North Korea on May 4 and 9 tested short-range ballistic missiles, ending a pause in launches that began in late 2017. The tests are seen as a way of pressuring Washington to compromise without actually causing the negotiations to collapse.

"U.N. Security Council resolutions prohibit North Korea from firing any ballistic missiles," Bolton said. "In terms of violating U.N. Security Council resolutions, see 'N. Korea sanctions,' page A-4

Trump's tariffs gaining strength

By MARK NIQUETTE
Bloomberg

Mark Maroon came to Washington three times last year to plead for relief from President Donald Trump's tariffs, and he's planning another trip next month — even though he doesn't have much hope.

Maroon doesn't expect the administration to hold off imposing duties on \$300 billion more in Chinese goods, a move that would hit products imported by Maroon's company, which distributes specialty chemicals from its base in Ohio. With existing tariffs already

costing the firm 10% of its business in lost sales, he has no choice but to make his case.

"It's an effort in futility," said Maroon, chief technology officer of Maroon Group. "I want to be on the record, and it doesn't hurt to try."

U.S. trade associations and companies aren't giving up the fight against the latest round of duties proposed by the president who calls himself "Tariff Man" as the world's two-largest economies try to finalize a sweeping trade deal. They're clinging to the hope — however slim — that the administration may spare their prod-

ucts, and eventually heed their warnings that the tariffs will hurt American companies and consumers.

"We'd be abdicating our responsibility if we didn't participate, even though we do think it's probably going to be somewhat frustrating," said David French, senior vice president of government relations at the National Retail Federation. "We certainly want to help build the record that shows that this strategy is going to do a significant amount of harm."

Trump imposed duties on \$250 billion Chinese

See 'Tariffs,' page A-3

May to quit; Britain to seek new PM

By JILL LAWLESS
Associated Press

LONDON — Theresa May ended her failed three-year quest to lead Britain out of the European Union on Friday, announcing that she will step down as Conservative Party leader June 7 and triggering a contest to

choose a new prime minister who will try to complete Brexit.

"I have done my best," May said in a speech outside 10 Downing St., as close aides and her husband Philip looked on, before acknowledging that it was not good enough.

Concluding her remarks, she struggled

to contain her emotions and her voice broke as she expressed "enduring gratitude to have had the opportunity to serve the country I love."

Then she turned and strode through the famous black door of No. 10.

May will stay on as a caretaker prime minister until the new leader is

chosen, a process the Conservatives aim to complete by late July. The new party leader will become prime minister without the need for a general election.

She became prime minister the month after the U.K. voted in June

See 'May-UK,' page A-4

Why rural US to decline

By ANDREW VAN DAM
The Washington Post

According to the United States' original 1950 urban classifications, rural America is crushing it. It's home to about as many people as urban America, and it's growing faster. So why do headlines and statistics paint rural areas as perpetually in decline?

Because the contest between rural and urban America is rigged. Official definitions are regularly updated in such a way that rural counties are continually losing their most successful places to urbanization. When a rural county grows, it transmutes into an urban one.

In a way, rural areas serve as urban America's farm team: All their most promising prospects get called up to the big leagues, leaving the low-density margins populated by an ever-shrinking pool of those who couldn't qualify.

Imagine how unfair a sport would seem if one team automatically drafted the other's best players the moment they showed any promise. That's essentially what happens when we measure rural areas as whatever's left over after anywhere that hits a certain population

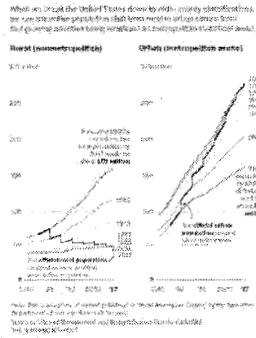
level is considered metropolitan. It distorts how we see rural America. It skews our view of everything from presidential politics to suicide to deaths caused by alcohol.

Officially, the years since 2010 have marked a turning point for rural counties. For the first time, they have lost population. Their share of the U.S. population hit an all-time low of 14 percent. But those startling statistics are due entirely to changes in county definitions, according to a paper presented to the Rural Sociological Society by Ken Johnson of the University of New Hampshire, Daniel Lichter of Cornell University and John Cromartie of the Agriculture Department.

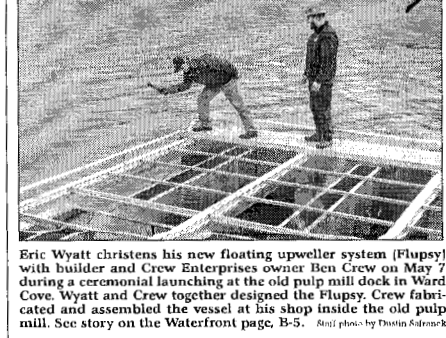
Any attempt to make a clean break between urban and rural will look messy, says spokeswoman Amygen Amanda Kool writes in the Daily Yonder, a publication focused on rural news and issues. Bracken County, where she lives, has about 8,000 people. Hay trucks and Amish buggies often disrupt her commute. And yet, because of commuting patterns, Bracken was designated as part of the Cincinnati metropolitan area in 2003.

See 'Rural America,' page A-3

Where rural America would be under prior definitions



FLUPSY CHRISTENED



Eric Wyatt christens his new floating upweller system (Flupsy) with builder and Crew Enterprises owner Ben Crew on May 7 during a ceremonial launching at the old pulp mill dock in Ward Cove. Wyatt and Crew together designed the Flupsy. Crew fabricated and assembled the vessel at his shop inside the old pulp mill. See story on the Waterfront page, B-5. Staff photo by Dustin Saitack



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SPORTS • WORLD • ALASKA • NATION
Page B-1: KAAHC Invitational to showcase KTN-area artists
www.ketchikandailynews.com

Today's Trivia:
How much do mountain goats in the Ketchikan area typically weigh?
Answer, Page A-2



UFA hires Scott Kelley

KETCHIKAN (KDN) — United Fisherman of Alaska, a statewide commercial fishing trade association, has hired Scott Kelley as its executive administrator, according to a press release from UFA.

Kelley, a Juneau resident, is the former director of the Alaska Department of Fish and Game's Division of Commercial Fisheries, and will replace Mark Vinsel, who is retiring after 18 years working for the organization, according to UFA. Kelley will start the position in June.

"Scott's immense knowledge of commercial fisheries in Alaska is well-respected and his relationship with commercial fishermen is extremely valuable," UFA Executive Director Frances Leach said in a prepared statement. "We are very lucky to have him join our organization."

Dam to be removed

BELLINGHAM, Wash. (AP) — A dam that diverts river water to Washington state's Lake Whatcom will be removed next year as part of a project that aims to restore salmon habitat.

The Bellingham Herald reported Monday that Bellingham's dam on the Middle Fork Nooksack River has been diverting water since 1962 to supplement the city's main source of drinking water.

Bellingham project engineer Stephen Day says the system that pulls water from the river will be re-designed and moved upstream after the dam is demolished.

The Middle Fork Nooksack River Fish Passage project aims to restore access to spawning and rearing habitat for endangered chinook salmon and steelhead and bull trout.

Day says the state has set aside \$10.5 million for the more than \$16 million project.

13th dead whale near S.F.

SAN FRANCISCO (AP) — Authorities say a dead gray whale has washed ashore in the San Francisco Bay Area, bringing the total to 13 dead whales found in the area since March.

The San Francisco Chronicle reports that the whale carcass was found Thursday along the Point Reyes National Seashore near Limantour Beach.

The Marine Mammal Center plans a necropsy to determine what killed the whale.

The center says more whales have been spotted in the San Francisco Bay Area since early March and scientists fear it's because they are starving and can't complete their annual migration from Mexico to Alaska.

Great white shark lurks

GREENWICH, Conn. (AP) — An organization that electronically tracks ocean life has detected a nearly 10-foot long great white shark in Long Island Sound.

OCEARCH says it got a ping from the shark they dubbed Cabot off the coast of Greenwich, Connecticut on Monday morning.

Chris Fischer, OCEARCH's founding chairman and expedition leader, says the 500-pound plus shark was tagged last year off Nova Scotia and has traveled as far south as Florida.

Fischer says it's not unheard of for great whites to be in the sound, but "We were quite surprised to see this one so far to the west." He says the shark is probably after bait fish.

Great whites have a predictable migratory pattern, and can move 100 to 150 miles per day, and he expects Cabot to exit the sound and continue north.

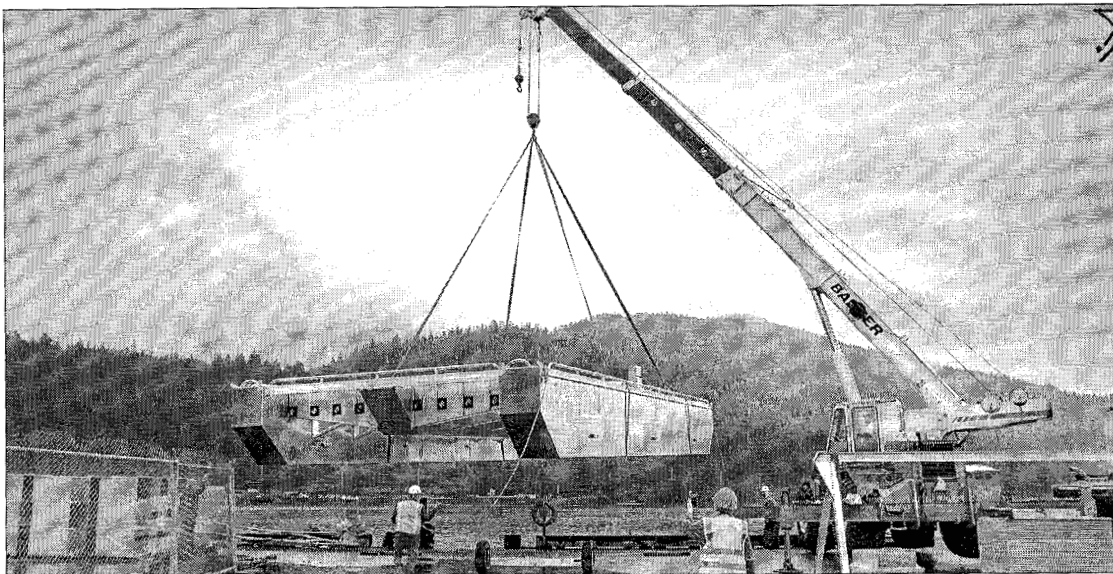
Dolphin swim ban nears

KAUAI, Hawaii (AP) — Federal officials are in the final review stages of rules that would ban swimming with Hawaiian spinner dolphins, officials said.

National Oceanic and Atmospheric Administration officials are nearing completion of regulations proposed almost three years ago that would create a 50-yard (46-meter) barrier around the mammals, West Hawaii Today reported Wednesday.

The practice of swimming with Hawaiian spinner dolphins or "naia" in the Hawaiian language — has created a booming tourism industry around the state.

Blue Starr Oyster Co. launches Flupsy



Crew Enterprises workers use a crane to launch a new Floating Upweller System made for producing oysters and oyster seed on May 7 at the old pulp mill docks in Ward Cove.

Built by Crew Enterprises at Ward Cove

By DUSTIN SAFRANEK
Daily News Staff Writer

Alaska has a multiplicity of aquatic farms ascending into the market with new ways to farm and new rigs to grow stock. According to the Alaska Department of Fish and Game, for 2019 there are 19 currently permitted aquatic farming business for the culture of Pacific oysters within the entire state with approved permits. More than half are in Southeast Alaska alone.

With so many years of history, methods change over time. The commercial industry continues to motivate innovation in order to meet market demand and operation efficiency. Old methods that have been a necessity in the commercial industry are, at time, due for revision to keep up with a consistent demand.

Local and global markets have kept aquatic farmers in Alaska busy and this has some business owners rethinking their business plan. One Pacific oyster farmer in particular.

Eric Wyatt, a Prince of Wales Island resident and owner of Blue Starr Oyster Company stood May 7 at the edge of the old and weathered cement slab behind the old pulp mill in Ward Cove. There, sandwiched between the two moored Alaska Marine Highway System fast vehicle ferries *Bainweather* and *Greenega*, rested Wyatt's new 53-foot aluminum floating upweller system, or Flupsy, dry docked on the loading dock a few meters from the water and ready for launch.

The farmer's plan was to haul the new Flupsy back to POW and upgrade his old wooden Flupsy with the new more efficient prototype aluminum Flupsy. He plans to use it as a larger nursery to feed the juvenile shellfish on his oyster farm. Once mature the oysters are transferred to the next process, submerged baskets designed to expedite growth for a larger product.

The barge-like craft rested on display on two metal horses about 6 feet off the surface of the pulp mill dock. The shape of Flupsy resembled a craft from "Iron." The material reflected a different shade of silver off its surface upon every different angle. The old Wards Cove Packing Company estate was set star and accented the remnants of the Ketchikan Pulp Company that was set near. Both were an important part of the history surrounding the marine seascape and the churning that was about to take place.

The Flupsy's owner walked its perimeter and explained to anyone interested the function of a nearby feature. His son, Morgan Wyatt, grabbed a ladder and, with his dad, both were soon on top of the rig. The Wyatts pointed at several different troughs and explained the function and importance of each individual design.

The rig at profile fit a close resemblance to floating hatchery, but on a serious upscale due to its uni-body and rectangular design. Even the Flupsy's girth is half the length at 25 feet. Although the rig has a 6-foot depth, the water levels in both pontoons are adjustable through a submersible design and pump system,

that controls how high the platform sits off the sea surface.

Ben Crew of Crew Enterprises started construction on the Flupsy one year ago in May of 2018, but with Eric Wyatt's industry experience, they designed the big rig together during a one-year period prior to construction.

"I grew up and around boats, and this what I know," said Crew. "Eric and I worked very close on design with my knowledge of metals and his of oysters."

Crew studied flotation concepts and designs, while Wyatt toured other oyster Flupsies in Alaska and Washington state. With their combined research they discovered ways to make a healthier growing product without the demand for additional space or power.

"There were a lot of complications designing it," Crew said. "If we changed one thing, then that would affect other elements of the design."

Crew added that "this was one of the most time consuming things I have ever designed."

Wyatt noted the aluminum tariffs that occurred around the start of construction about doubled the total materials cost for the project.

After much observation and thought they designed a trough system that moved fresh seawater in and old water out through the use of an ancient machine: A paddle wheel.

Wyatt made note that all the Flupsies that he toured were designed for electric use only.

"In Washington, where they have big Flupsies and lots of them, they are all tied into the grid," he said. "This design doesn't work far us, because we are off grid, and we need to go to a lot more places."

The addition of a 6-foot diameter, 5-foot wide paddle wheel with an aluminum housing and a five-horsepower gasoline motor driving it sets it apart from most other Flupsies. Wyatt scrapped the popular method to circulate water by electric pump, and swapped it with a water wheel design.

"You don't get that flow naturally. You have to pump it. The fresh water has the food," Wyatt said, noting the critical importance of a consistent supply of fresh water.

The paddle wheel forces fresh seawater water loaded with plankton into one large main trough. From there, water is transferred into 16 smaller side troughs, and each side trough has eight grated bins, where the oysters can live in a more controlled, or richer environment than available in the wild.

From the troughs, water is forced up and through the bins where it exits the Flupsy and is dispersed back into the sea.

There would be 128 bins total, except for the paddle wheel housing extends into the trough space, docking two bins from the rig and tallying the bin count to 126. Each bin is used to incubate and grow thousands of oyster seed.

Wyatt's Flupsy is shiny, not brown. Everything on board was constructed of aluminum. "The aluminum is a very light metal, easier to work with and has a longer service life," said Crew.

The Flupsy's submersible system is partitioned to the hull of the vessel, which in this case is the two pontoons that are located on the two longer sides of the craft. Each pontoon has three chambers, and each chamber has one port with camlock

See "Flupsy launch" page B-9

Staff photo by Dustin Sfranek



Eric Wyatt stands with his son Morgan Wyatt aboard their new floating upweller system made for producing oysters and oyster seed on May 7 at the old pulp mill docks in Ward Cove.

Staff photo by Dustin Sfranek

See "Flupsy launch" page B-9

ADF&G increases king salmon bag, possession limit

KETCHIKAN (KDN) — The Alaska Department of Fish and Game on Friday announced an increase to the bag and possession limit of king salmon for anglers in Herring Bay — and the bag and possession limit for king salmon for all anglers in three Ketchikan terminal harvest areas.

In Herring Bay, the increased limit will be three king salmon of any size beginning June 1, and any king salmon harvested in the terminal area will not count for the non-resident annual limit, according to Fish and Game.

The Herring Bay terminal harvest area extends from the southernmost entrance of Hole-in-the-Wall harbor to 1.5 miles north of Whitman Creek, where signs and rocks mark the boundaries, and then to the mouth of Herring Cove Creek.

The area opened by the order will allow anglers to target hatchery-produced king salmon that originate from the Whitman Lake hatchery, according to the department.

Bag, possession and size limits for salt water areas that are beyond the designated harvest areas are more restrictive than those in Herring

Bay, and anglers should be cautious to not exceed the limit for all areas where they are fishing, according to the department.

For the terminal harvest areas of Thomas Basin, Mountain Point and Neets Bay, the bag and possession limit for all anglers will be one king salmon, of 28 inches or greater in length.

For nonresidents, the annual limit is three king salmon, of 28 inches or greater in length.

The Thomas Basin and Mountain Point terminal harvest areas will be open from June 1 through June 14, according to Fish and Game.

The Thomas Basin area is defined as seaward of the Steedman Street Bridge to the breakwater. The Mountain Point area includes the waters of George and Carroll Inlets north of a line from Mountain Point to Cutter Rocks Light, and south of the latitude of the George Inlet cannery site. All waters of Carroll Inlet will be open.

The Neets Bay Terminal Harvest will open from June 15 to Aug. 14, in the waters east of the longitude of the eastern most tip of Bug Island.

"Anglers are reminded that until June 15 (Thomas Basin and Mountain Point) and Aug.

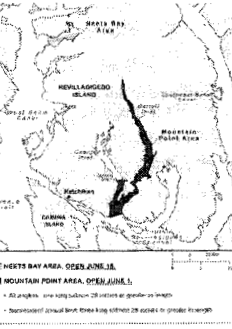
15 (Neets Bay) the salt waters outside of the designated terminal harvest areas are closed to king salmon retention," according to the department announcement. "Therefore, anglers fishing in multiple areas for other species must be diligent to ensure they do not possess king salmon in areas that prohibit the retention of king salmon."

On June 15, 2019 regionwide, regulations will apply in the Mountain Point, Thomas Basin and surrounding areas, and on Aug. 15, 2019, regionwide regulations will apply in Neets Bay and the surrounding area," the announcement continued.

The Alaska Board of Fisheries has authorized Fish and Game to open terminal harvest areas to target surplus Alaska hatchery king salmon.

"The areas opened by this emergency order will allow anglers to target Alaska hatchery-produced king salmon originating from the Deer Mountain Hatchery, Whitman Lake Hatchery, Neets Bay Hatchery and the Carroll Inlet remote release," according to the announcement.

"Projected returns to these facilities will exceed broodstock needs, thus a surplus of hatchery fish are available for harvest by sport anglers."



Map showing the terminal harvest areas for king salmon in Herring Bay, Mountain Point, and Neets Bay.

Flupsy launch

hose fittings to either pump water in, and lower the Flupsy, or evacuate water out, and make it more buoyant. According to Wyatt, typical operating height is around 18 inches.

Crew explained, "We're more or less pumping water in and out to achieve a more desirable water level in those troughs. To keep the product happy!"

Wyatt and Crew both boasted that the submersible feature provides easier access to all parts of the vessel while it's in use, as well as allowing for float height adjustment for a changing production weight.

"It can be maintained much easier due to it being its own dry dock," said Crew. "You don't have to put it on the beach and dry dock it to maintain it, and it can be disassembled in one day."

Crew noted that's what they just did in order to move it from inside the construction facility there at the old pulp mill site to outside on top of two metal horses.

While pointing to the water paddle, Wyatt claimed that the water level and rate of circulation is a fine tune adjustment and can be synchronized with environment for max-

imum food circulation for the oysters. His theory is that there is a certain oyster seed that can be produced to work best in a specific area. He hopes to test that theory with all the adjustments his new Flupsy provides.

The rain continued to fall even harder. Wyatt shielded it with a baseball cap and looked down at the waterline ascending higher in Ward Cove and closer to ground zero. Crew walked each corner of the Flupsy and checked for slack in all the ropes.

The launch time was chosen for the high tide advantage, and there was only a few minutes left to the scheduled 3 p.m. time of launch. The plan cut feet from the drop zone height by just waiting minutes, but they also didn't want to lose the window of opportunity.

Crane operator Greg Black climbed up and into the cab of the crane and the mechanical turning of the starter was followed by the clank of the diesel engine drive. As that was a signal to start, crews launched into position. Each angle of the Flupsy had a set of eyes and rope with a pair of hands to guide it while in tote by the crane operator.

Continued from page B-5

Spectators gathered off to the side of the launch and recorded the event with cameras and phones.

The four lines went tight and the Flupsy gained height. Crane operator Black needed to do about a half rotation to get it over the water and clear of the dock. The Flupsy cleared the dock wall and descended into the waters of Ward Cove.

Once it was afloat, Crew climbed aboard and cut lose the lines to the crane. The Flupsy was in a free float with only a couple hand-held ropes as a mooring. Wyatt climbed aboard with a bottle of champagne. The two walked to the bow and said their thanks. Wyatt cracked the bottle over the front of his Flupsy calling an end to the ceremony.

Spectators congratulated Wyatt and Crew for their accomplishment and bid Wyatt good luck on his journey home.

One of those spectators was Sea Grant Alaska Marine Advisory Agent Gary Freitag, who expressed his interest in the impact the Flupsy will have on the local industry, as well as his admiration of the design.

"I think it's an extremely interesting design" said Freitag. "It provides a tremendous amount of filter feed. They will grow much quicker."

Freitag also pointed out that the Flupsy is a form of sustainable farming by only using plankton from the water.

Ben Crew and Crew Enterprises is confident there is a place for this design in the Southeast Alaska aquatic farming market and anticipates building another Flupsy soon.

"It was a fun project and I look toward working with Eric to market the Flupsy to fit the growing oyster market," said Crew.

For the next three days, Wyatt prepared to make the journey from Ketchikan to Prince of Wales with a new Flupsy in tow. Just before sunrise on May 11 he left the pulp mill docks with his power troller "Das Boat," and headed out of the cove north and along the east side of Guard Island.

His oyster farm and home are both in Tokeen Bay on the northwest side of Prince of Wales Island near the south coast of Kosciusko Island. One journey leads into another for Eric Wyatt.