

**City Manager**  
Lee Smith

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



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**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, V-Chairman  
Derek McLarty  
Shane Smithhisler  
Gay Sheffield  
Harvey Farley  
Vacant

**NOME PORT COMMISSION  
REGULAR MEETING AGENDA  
THURSDAY, NOVEMBER 20, 2025 6:30PM  
CITY HALL COUNCIL CHAMBERS**

**REGULAR MEETING – 6:30PM:**

- I. **ROLL CALL**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES**
  - October 16<sup>th</sup>, 2025 Minutes
- IV. **CITIZEN'S COMMENTS**
- V. **COMMUNICATIONS**
  - 25.10.16 - Nome Nugget Halong Dock walk
  - 25.10.30 - Nome Nugget Dock Walk
  - 25.11.03 - ADN Arctic Sounder - NW Arctic continues recovery efforts after major flooding
  - 25.11.07 - Nome Nugget Dock Walk
  - 25.11.13 - Nome Nugget 2025 Final Dock Walk
  - 25.11.14 - FY26 State of Alaska SBFT Letter
- VI. **COMMISSIONER UPDATES**
- VII. **HARBORMASTER REPORT**
  - Verbal Facility Update
  - Dock Repair Status Update
  - 2026 Cruise Schedule
- VIII. **PROJECT MANAGER – PORT DIRECTOR REPORT**
  - 25.11.17 – Port Director/Project Manager Report
- IX. **OLD BUSINESS**
  -
- X. **NEW BUSINESS**
  - State of Alaska CPV Fund – FY26 Expenditure Plan
- XI. **CITIZEN'S COMMENTS**
- XII. **COMMISSIONER COMMENTS**
- XIII. **NEXT REGULAR MEETING**
  - December 18, 2025 – 5:30pm
- XIV. **ADJOURNMENT**

**City Manager**  
Lee Smith

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Derek McLarty  
Shane Smithhisler  
Gay Sheffield  
Drew McCann  
Vacant

**NOME PORT COMMISSION  
REGULAR MEETING 5:30PM AGENDA  
THURSDAY, OCTOBER 16, 2025 at 5:30 PM  
COUNCIL CHAMBERS IN CITY HALL**

102 Division St. ■ P.O. Box 281 . Nome, Alaska 99762 . Phone (907) 443-6663 . Fax (907) 443-5345

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**ROLL CALL At 5:31 PM**

Members Present: Smithhisler; Lean; West; McCann; Sheffield; McLarty

Members Absent:

Also Present: Lucas Stotts - Harbormaster

In the Audience: Nome Nugget -Diana Haecker; KNOM- Wali Rana

**APPROVAL OF AGENDA**

A Motion to approve the agenda was made by McCann and seconded by Smithhisler.

At the roll call:

Aye: Lean; West; McCann; Sheffield; McLarty; Smithhisler

Nay:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

A. September 18, 2025 Nome Port Commission Meeting Minutes,

A motion to approve the meeting minutes made by Sheffield and seconded by McCann.

At the roll call:

Aye: West; McCann; Sheffield; McLarty; Smithhisler; Lean

Nay:

The motion **CARRIED**.

**CITIZEN'S COMMENTS** None

**COMMUNICATIONS**

- A. 25.09.17 Nasa.gov – Arctic Sea Ice Reaches Annual Low
- B. 25.09.19 Alaska Beacon – Arctic research consortium closing down after Trump administration cuts funding
- C. 25.10.10 Strait Science – Nome Tourism
  - a. Commissioner Sheffield spoke of the Strait Science focus on tourism; suggested a discussion group/item on new port regarding subsistence inputs. Commissioner

McCann agreed subsistence awareness notices to encourage visitors/onlookers to be respectful. Commissioner McLarty stated information regarding hazards in reference to tourist-dangers that happened in Juneau during a cruise ship visit.

- D. 25.10.11 The Nome Nugget – Region prepares for ex-typhoon Halong
  - a. Harbormaster Stotts stated it was interesting preparing for +10' waters only to have low water and sandbars in the river. Commissioner Lean stated he was impressed with the Norton Sound residents being really proactive in preparation.
- E. 25.10.13 Houston Chronicle – Texas has a growing role in countering China in the Arctic

### **COMMISSIONER UPDATES**

Commissioner Sheffield stated Rick Thoman will be in town next week with info on weather and extreme events at the UAF campus.

Commissioner McCann asked if there was a worst case scenario prediction done by the Port. HM Stotts stated the concern is with the vessels in the water and the floating docks.

HM Stotts stated staff spoke to the customers at the low wall to prepare. Even at the worst prediction, water was not to be as high as Merbok. There were signs of wind damage around town. USCG is in town and visiting villages to assess damages.

Chairman West stated there was some water washing over the City Dock, nothing as damaging as Merbok.

### **HARBORMASTER REPORT**

HM Stotts summarized included reports.

- A. 25.10.07 FY26 – 1<sup>st</sup> QTR HM Report
  - a. Next year's cruise ship schedule has already been received. This will be provided at the next Port Commission meeting. C. McCann asked if there will be any new cruise ships. Stotts stated there will be 1 new cruise ship.
- B. Season Closing – Facility Update, Vessel Storage, Long Term Storage
  - a. The small vessels are out for the season. Layout on the lower pad is less storage in the center with later-launchers at the edges.
  - b. Lean asked about the rock in the Air Force Lot. Stotts stated Brice Inc is using space to store rock. Kiewit will be using the Garco Building and area around the building. The fence going into the AF lot has been widened to accommodate.
  - c. Stotts stated there were smaller storms during which dock damages were sustained to all three causeway docks. A Cruz Construction barge stayed in the Outer Harbor during a SE storm, broke free and caused damage to the Middle and West Gold Dock. City Dock was also hit by AML as it was departing during high winds/swell, causing need to weld cracks and reattached some areas with new steel.
  - d. McLarty asked if more preemptive measures for repetitive damages in the future. HM Stotts stated large diameter pilings or Yokohamas would be great as a solution.

### **PROJECT MANAGER – ACTING PORT DIRECTOR REPORT**

HM Stotts summarized the included reports, advised any detailed questions he can document for PD Baker to follow up with a response.

- A. 25.10.14 – Project Manager Report

- a. HM Stotts stated the causeway utilities all repaired under the bridge. There is a need to research a way for City/Contractors to access under the bridge. The last contractor hired scaffolding company to setup. A bucket truck/ trailer with bridge capability has been considered.
- b. There is a seat vacant on the Port Commission. We value everyone's seat and position.

**UNFINISHED BUSINESS**    None**NEW BUSINESS**    None**CITIZEN'S COMMENTS**

Diana Haecker asked for the Dock Walk to find its way into the packet. Haecker thanked HM Stotts for doing it every Monday.

**COMMISSIONER COMMENTS**

McLarty stated it was a busy summer as a Port user again. He forgot how busy and congested the harbor is during bad weather.

McCann stated he participated in a USCG state defense forces Comms in Place last week. It involved antennae, radios, and they were able to observe an unidentified aircraft/drone over St Lawrence Island. He stated he is resigning from the Port Commission to join the Planning Commission, and thinks the experience on the Port Commission is sufficient without him.

Lean commented he got the Agenda but not the other packet. He stated he was impressed with the region and Nome residents being proactive in the storm. The storm moved faster than Merbok. The end of season putting everything away, he anticipates rock being hauled late and into the winter. He asked the Port to share a schedule to keep the city up to date. West and Smithhisler answered the rock will be hauled to Thanksgiving or the end of December, depending on weather.

Sheffield asked about a list for people evacuated/displaced. Lean answered no more secondhand clothes, but more shelf stable foods/supplies. Sheffield said she is thinking about comanagement meeting/workshop regarding new port. It was good to hear everyone. She asked if research vessels can be tracked like the cruise ship schedule, noting the R/V Sikuliaq had mechanical delays. Stotts answered the R/V Sikuliaq cancelled due to the repairs being so extensive; the CanPac Valkyrie chartered a local pilot vessel to conduct offshore ops, but did not come to the docks.

Smithhisler had no comment.

West stated he watched the weather. It was nice to see everybody proactive. He checked for damage down the coast, went to the Safety Bridge. He stated it had started to eddy at mile 14 and transition into outer boundaries. He feels sorry for the guys down in YK Delta, feels fortunate the storm was not as bad as Merbok. It was a busy summer, he is looking forward to another busy summer next year.

**ADJOURNMENT**

A motion was made by Smithhisler for adjournment at 6:30PM and seconded by Sheffield.

**APPROVED and SIGNED THIS 20<sup>th</sup> DAY OF November, 2025**

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**JIM WEST JR.  
CHAIRMAN**

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**LUCAS STOTTS - HARBORMASTER**





STORMY SEAS— On Sunday, Oct. 12, 2025 the Bering Sea was whipped up by strong southwest winds, but no flooding occurred in Nome. Photo by Diana Haecker

# The Nome Nugget

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VOLUME CXXI NO. 42 October 16, 2025



INDIGINOUS PEOPLES DAY— During a fashion show at the Indigenous Peoples’ Day celebration in Nome, Mesa Peacock shows off a sleeveless kuspuk on the runway. See story on page 8.

## Council canvasses election

**By Diana Haecker**  
The Nome Common Council canvassed last week’s municipal elections and made official the results. After voting down one questioned ballot — the voter, a Nomeite, was registered in Fairbanks—the council signed off on the election results. In all, 431 ballots were cast. Mayoral

candidate Ken Hughes received 265 votes, defeating incumbent mayor John Handeland who received 137 votes. There were 24 write-ins. No other race was contested.  
Adam Lust received 366 votes for Seat E on the Nome Common Council, with 33 write-ins.  
Incumbent Mark Johnson received 383 votes to remain in seat F on the council. There were 19 write-ins.  
Larry Pederson received 362 votes and remains Utility Board seat D.  
Darlene Trigg and Marjorie Tahbone kept their seats on the school board with 360 and 377 votes, respectively.  
Proposition 1, asking voters to approve a one percent sales tax increase, passed narrowly by eight votes, with 216 voters approving and 208 voters disapproving of the in-

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## Ex-typhoon Halong spares Nome, Norton Sound and Bering Strait from worst

**By Diana Haecker and Ariana Crockett O’Harra**  
One woman was recovered dead, and two persons are still missing in Kwigillingok after ex-typhoon Halong ravaged villages along the Yukon-Kuskokwim Delta last weekend.  
As of Tuesday, the state’s Emergency Operations Center reported that response to the disaster is ongoing. According to the state, more than 1,400 people were displaced and are currently in 12 shelters.

In the Norton Sound and Bering Strait region, no loss of life or serious damage was reported. The region had prepared for forecasted storm surges, and several Shaktoolik residents and elders were evacuating to nearby communities by boat and airplane. As of Tuesday, they are finding their way back home.  
Storm surges did not materialize in Nome. To everybody’s surprise, the water level near Nome was low. While strong winds up to 58 mph recorded in Nome roiled the ocean, the waves did not get anywhere near

the seawall or rose significantly at Belmont Point.  
After the October 8 storm, the DOT reported some damage to the Nome-Council Highway near mile 16.5 and just past the Safety Bridge, but no damage following last weekend’s storm. DOT spokeswoman Angelica Stabs reported to the Nugget that the Nome-Council Road experienced significant sections of erosion during that storm. “We are still collecting specific damage assessments, as there is still a lot that is unknown at the moment,” she wrote. Stabs could not provide any information on the damage caused by ex-typhoon Halong over the weekend but reports from residents on the ground indicate that not much damage occurred. All airports in the region are operational as of Tuesday afternoon.  
Stabs reported that the roadway between Teller Old Town and the new site experienced moderate scouring along the coastline, with significant erosion and embankment loss, during the Oct. 8 storm.  
She also said Shishmaref reported to have had some flooding, debris,

and erosion along the access road leading out of town near the runway.  
“We are still collecting damage assessments from the areas, as many places have been impacted by both storms,” Stabs wrote.  
Leading up to the storm, forecasts focused on Golovin, Shaktoolik and Unalakleet to be vulnerable to high storm surges, but the forecasted heights offered a wide range between the minimum and maximum surge potential. Some damage was recorded, but not at levels feared. As the communities are just now beginning to take stock, here is what we know as of Tuesday afternoon:  
**Shaktoolik**  
Ginger Perry of Shaktoolik said that there are at least 14 homes with damaged roofing and siding, as well as multiple sheds that have roofing damage or that were blown over. Perry was the point of contact at the school during the storm itself and was there all weekend. She reported that at the height of the storm, there

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## Ex-typhoon Halong shifted course, and turned deadly in the YK-Delta

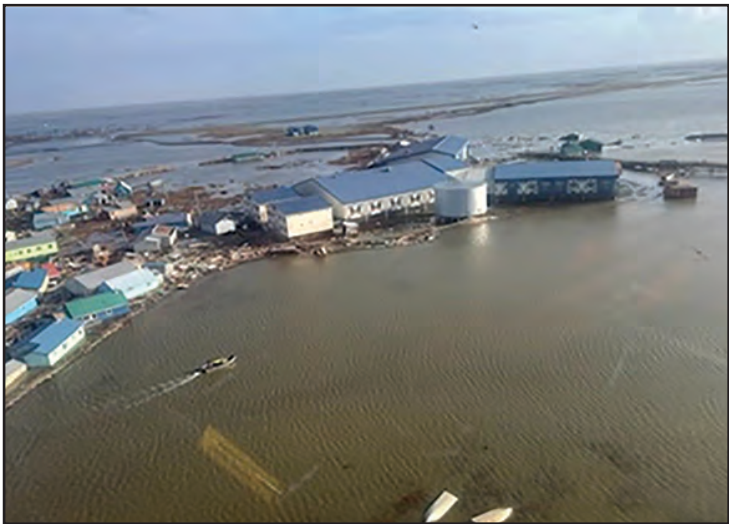
As one search for survivors ends, another in search of post-storm solutions begin

**By Jenni Monet**  
A joint search and rescue mission was concluding, Monday, when state authorities announced at least one woman had died from a rare and devastating coastal storm that slammed into Alaska’s western coast over the weekend.  
Alaska State Troopers said the victim’s body was found in Kwigillingok, one of the hardest hit communities in the Yukon-Kuskokwim Delta, the region where remnants of Typhoon Halong lingered the longest in the Bering Sea.

ilies trapped inside.  
“Several of these villages have been completely devastated, absolutely flooded, several feet deep,” said U.S. Coast Guard Captain Christopher Culpepper at a press conference, Monday, hosted by Alaska Governor Mike Dunleavy. “This took people into peril where folks were swimming, floating, trying to find debris to hold onto in the cover of darkness at night.”  
By Sunday evening, 51 people

and two dogs had been evacuated by helicopters from two of the most storm-struck communities: Kipnuk and Kwigillingok. The Yukon Kuskokwim Health Corporation said “hundreds more” are expected to be flown out by week’s end.  
The volume is unprecedented.  
“This may end up being the largest off-the-road system response

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KIPNUK— U.S. Coast Guard MH-60 Jayhawk helicopter aircrews conduct overflights of Kipnuk, after coastal flooding impacted several western Alaska communities, Oct. 12, 2025.

**On the Web:**  
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• *Halong spares Nome, region*

*continued from page 1*

were about 30 people sheltering in the school. School was cancelled on Monday, but resumed again on Tuesday with normal hours. Perry said that the city is keeping track of those who have applied for individual assistance and will send the city shop construction crew for labor assistance with temporary repairs. The power and water and sewer infrastructure is intact. No reports of road damage were received.

Many community members voluntarily evacuated to Unalakleet. Others evacuated upriver to personal cabins to wait out the storm. Gloria Andrew said that the choice to head upriver was a safety precaution.

“Even though the storm and water surge didn’t reach our homes, or completely take out the berm, I felt safer up the river than staying home in the village,” she said over text. Andrew said that there is damage to structures, but “nothing major.” Heather Andrews of Bering Air said as of late Tuesday morning that everyone has been able to return to Shaktoolik. Andrews said that she had heard that some people had damaged roofs and damaged caches because of the high winds. Shaktoolik’s FAA weather station is offline.

**Unalakleet**

Kelsi Ivanoff of Unalakleet said that there was no flooding reported in the city but that there were high winds. The winds ripped off part of the roof of the post office. On Monday afternoon, there was a post-storm meeting to begin assessing damage. There was a city-wide cleanup planned for Tuesday. The top wind speed in Unalakleet was 73 mph.

**Golovin**

Golovin Tribal President Dean Peterson said that while there was some wind damage to buildings, it was nothing major. State Senator Donny Olson said that the city created a berm to protect homes and a berm to protect the electrical power. Olson

said that while there were some “electricity problems”, there were no city power outages. The top wind speed in Golovin was 68 mph. No flooding occurred.

**St. Michael**

St. Michael City Clerk Dolores Otten said that as of Monday afternoon at 2:30 p.m., there was no erosion reported. The winds caused some electrical poles to lean. Community members of Stebbins went to St. Michael to shelter during the storm. The wind caused structural damage – the St. Michael city building’s stairs separated from the main building during the storm. The top wind speed in St. Michael was 81 mph.

**Stebbins**

The main issue in Stebbins was the wind that whipped debris around. Several families lost their arctic entries and some buildings, including the school and several houses, sustained roof damages. Most people in Stebbins headed to the IRA or to family members who live up the hill for shelter. City trucks assisted with shuffling people to and from safe homes. There were no power outages but a few Alaska Village Electrical Company poles are leaning and a few residential homes lost power because of loose wires and poles.

**Elim**

In Elim, the City of Elim and the Native Village of Elim shared resources to bring residential boats down from Moses Point east of Elim ahead of the storm. City Clerk Matthew Murray reports that everyone remained safe during the storm, although the power on the east side of town went out. As of Monday afternoon, they are waiting for an Alaska Village Electrical Company repairman. The top wind speed in Elim was 61 mph.

**Koyuk**

Tracey Kimoktoak of Koyuk said that she had not heard of any significant damages and that people

mostly stayed inside to ride out the storm. The top wind speed in Koyuk was 54 mph.

**Nome**

Sunday in Nome was eerily calm, quiet and sunny. Until noon. Then winds coming from the southwest began blowing hard, reaching their peak at 58 mph. But water did not rise anywhere near flooding levels

and no damage was reported in Nome. Loose roof material at Hanson’s flopped in the wind but did not come off.

City Manager Lee Smith said in Nome, no damage was reported to city facilities. He lauded how well all agencies and organizations came together to form a unified command group prior to the storm. Smith is new to Nome, but not new to hurri-

cane disasters, and said, “Besides not getting hit hard, I call it a success, because I know I learned a lot.” He said there will be a debriefing on Thursday to go over things that worked well and those that need improvements.

Nome Joint Utilities Field Operations Superintendent Thomas Si-

*continued on page 6*

# October Veterinary Clinic

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*Photo courtesy Kelsi Ivanoff*  
**UNALAKLEET**— Unalakleet’s Post Office was missing part of the roof. It has been repaired as of Tuesday.



*Photo courtesy Ginger Perry*  
**SHAKTOOLIK** – High winds caused by the remnants of Typhoon Halong damaged several buildings in Shaktoolik last weekend.

# Addressing Complex Behaviors

## DEVELOPING BRAIN-BASED INTERVENTIONS

November 7, 5-8 pm and November 8, from 9-4 pm.

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**RSVP: Mary Donaldson**  
**marydonaldson@nomeschools.org**

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Alaska Center for Fetal Alcohol Spectrum Disorders

## • *Ex-typhoon Halong*

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for the National Guard in about 45 years,” said Alaska National Guard Major General Torrence W. Saxe.

He emphasized the scale – an operation involving the National Guard, the Coast Guard, and the Alaska State Troopers all working jointly with the Alaska Rescue Coordination Center. Meanwhile, two task forces have been set up in Kotzebue and Bethel using what Maj. Saxe called a ‘hub and spoke system’ to coordinate response efforts.

As of Tuesday, 57 evacuees were sheltered at the armory in Bethel, but officials say it is nearing capacity. Other facilities are being sought after in other cities, such as Anchorage and Fairbanks, to start evacuating those stranded by floodwaters.

Some 400 people in Kwigillingok and close to 700 in Kipnuk are waiting for relief at their respective village schools which are running on generators. But power and cell service is limited. And there are reports that the toilets have stopped working at the school in Kwigillingok.

“No one wants to be in a shelter, and particularly a shelter where the sanitation facilities are not working well,” said State Emergency Opera-

tions Center head Mark Roberts. “Let’s not hang any other picture. It’s catastrophic, and we are doing everything we can.”

For now, the effort is to try and make these shelters as comfortable as possible. Two Village Public Safety Officers have been assigned to Kipnuk and ‘Kwig,’ as the adopted shorthand goes. And more than 10,000 bottles of water and 5,000 ready-to-eat meals have been delivered there as well as to four other villages: Tuntutuliak, Chefor-nak, Nightmute and Napakiak. Meanwhile, health aides have been flown in to help patients with their medical and prescription needs.

### Shifting Storm

According to David Kramer from the National Weather Service, remnants of ex-typhoon Halong set record-breaking storm surge levels and experienced winds speeds comparable to a Category Two hurricane in some areas.

Initially forecasted to travel north, toward the Bering Strait, instead, the low-pressure system veered east to the Y-K Delta region which Kramer said allowed for long-duration south

to southwest winds.

“It was a very deep low. It was extra tropical, so it had a lot of strength with it coming in. And it strengthened as it moved through much of the southern and central Bering [Sea], so it was able to pull in more storm surge than a typical Bering low would.”

This trajectory meant a sustained fetch or wind-driven water event for Kipnuk and Kwigillingok which bore the brunt of this concentrated weather system.

In Kipnuk, waters reached more than 6.5 feet above the normal highest tide line, roughly two feet more than a previous record set in 2000. In Kwigillingok, the situation was similar, though the difference, more dramatic. High water levels scaled above six feet, or almost four feet higher than last year’s floodwaters in the village, and five feet more than after ex-Typhoon Merbok in 2022.

Meanwhile, wind speeds in some places reached hurricane category 1 and 2 levels. The highest velocities were felt in Saint George and Toksook Bay, registering speeds at around 100 mph, and Kusilvak at 107 mph, according to the weather service. Several other villages endured gusts of 70-80 mph.

A new forecast for the region now warns of more rising waters and rough surf for Wednesday, though not nearly as strong as ex-Typhoon Halong. Gusts are expected up to 35-45 mph and water levels could increase by 1 to 2.5 feet in some places.

Kwigillingok is one community that will be targeted, again.

### Searching for Solutions

Twice daily, the tight-knit network of coastal villages of the Yukon-Kuskokwim Delta have been providing updates by telephone conference call. There, village leaders describe the trail of destruction. In Kipnuk, a deep crack had split open the airport runway, hampering transportation into and out of the village. In Tununak, next to Toksook Bay, homes were reportedly hanging on the edge of a seawall that had nearly buckled to the wind and waves. In Kongiganak, north of Kwigillingok, the power was down, and a boardwalk leading to the school had washed out, cancelling classes. East, in the village of Quinhagak, the worst reported losses were freezers filled with subsistence catches, damaged fish houses, and submerged boats.

The U.S. Coast Guard is using drones to inspect impacted shorelines for oil spills after the National Response Center reported general sheening in the vicinity. It means dozens of fuel facilities relied upon to heat homes and run snowmachines for winter hunting could be compromised.

Several officials, Monday, acknowledged the painful reality: Time is passing and winter is near.

“We have a very short time,” said Incident Commander Roberts. “It’s



**INCIDENT COMMANDER**— State Emergency Operations Center Incident Commander Mark Roberts gives updates during a press conference hosted by Governor Dunleavy on Monday.

October already. I think you remember Merbok was September. So we’ve lost time already. The governor has ordered and we’re stepping on the gas.”

Governor Dunleavy said he will visit the damaged villages when the time is right – perhaps in a matter of days. But he has vowed sustained support for storm victims now and in the future. “This is not just a photo op,” he said. “We will help folks on the ground with immediate needs. We will help folks on the ground with midterm needs, and we will help folks on the ground with long term needs.”

On Tuesday, The Association of Village Council Presidents, the or-

ganization representing 56 tribes across the Y-K Delta, formally requested President Donald Trump to declare a national emergency and deploy immediate federal assistance to Western Alaska.

If and when requested by the governor, the Alaska Division of Homeland Security said it will make a formal request to the Trump administration for federal assistance, as well.

But the Trump administration has steadily been curbing the flow of disaster funding and climate resilience initiatives. Early in his administration, Trump froze nearly \$10 billion in disaster recovery and short-term

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**BERM**— The community of Golovin built up a berm to protect houses from the wind and waves.

*Photo courtesy Donny Olson*

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monsson reported no major interruptions to NJUS power or water services. “We deployed our linecrew a handful of times to respond to debris that had caused some damage which was contained within very minor areas of our system,” he said in an email to the Nugget. “We had prepared for much greater impact and we are grateful much of the storm bypassed Nome. Our thoughts are with villages that evidently were hit unimaginable.”

By Monday things were back to normal in Nome. Indigenous People’s Day celebrations were held as announced.

Bering Air resumed flying their scheduled flights on Monday. According to Bering Air President Russell Rowe, two Bering Air helicopters have been dispatched to Bethel to assist state DOT efforts to survey and assess damage to runways, the coastline and infrastructure.

As the winds shifted in Norton Sound and Nome to the southwest, no damages were reported in communities north of Nome.

### Teller

Teller Mayor Blanche Okbaok-Garnie reports that the community’s biggest concern was the state highway and Front Avenue directly adjacent to Grantley Harbor. She had marked the road with reflectorized trail stakes in case of flooding as it is the only evacuation route from the low-lying Teller village. While residents report high winds, data is not available. The Teller FAA weather station – as well as Shishmaref’s – are not reporting. Garnie said that the wind direction coming from the west “saved us.” Winds coming from the south are problematic for Teller.

### Kotzebue

Kotzebue was inundated with rising waters in the Oct. 8 storm and are recovering from that incident. During the remnants of Halong, 10 people were sheltered in Kotzebue. According to the state emergency operations center, the Northwest Arctic Borough and Red Cross began damage assessments on Monday. The SEOC emergency management specialist remains in Kotzebue to assist the NWAB and City of Kotzebue with resource needs as they develop.

According to Jeremy Zideck, giving a state emergency operations center update on Tuesday, impacts to the Norton Sound/Nome area are reported as minimal. SEOC Emergency Management Specialists are demobilizing from Nome as of Tuesday.

State of Alaska Individual Assistance Disaster survivors in the designated disaster area can register for the state’s Individual Assistance program by visiting the DHS&EM registration webpage at [https://ready.alaska.gov/ia] (https://ready.alaska.gov/ia). Telephone registration is available at 1-844-445-7131. The State’s Individual Assistance program is designed to provide financial assistance to individuals or families for damage to a primary residence, primary mode of transportation, essential personal property, and medical/funeral/dental needs created as a direct result of a declared disaster.

Governor Dunleavy has amended the October 9 disaster declaration to include all areas impacted by Typhoon Halong. Currently, 49 communities are reporting impacts.

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• *Ex-typhoon Halong*

*continued from page 6*

housing aid, and by June, he publicly stated that the federal government wanted to eliminate Federal Emergency Management Agency, or FEMA, saying, “We want to wean off of FEMA, and we want to bring it back to the state level.” FEMA also stopped accepting new grants from its hazard mitigation program, the one that Kipnuk was awarded for repairs from last fall’s flooding, and that now seems to be tied up in red tape. On the eve of ex-Typhoon Halong’s arrival to Alaska, reports emerged that FEMA had also failed to deliver roughly \$11 billion in reimbursements to 45 states. Alaska is not one of them, but it has called into question the general flow of federal funding for extreme weather events, overall. There is also the lingering government shutdown to consider. For his part, U.S. Senator Dan Sullivan worked to downplay these concerns. Speaking by telephone, he said he has been in direct communication “on a regular basis” with

FEMA’s acting administrator, David Richardson, as well as with Department of Homeland Security Secretary Kristi Noem. But the senator stopped short of promising storm victims that federal help is on the way. Alaska’s senior senator, Lisa Murkowski, joined Sullivan on the call to tout past gains in climate relief legislation for Alaska. But much of this funding, secured after Merbok, has either been canceled or put on hold by the Trump administration. “Some of the infrastructure funds that had been directed in ways that I think could be helpful for us in the state related to climate resilience, particularly, have been pulled back,” she said, referring to her decisive vote of Trump’s budget-slashing reconciliation bill in late July. “This is why going back and underscoring to the administration why they’re so important, not necessarily for today’s storm – but so that we’re better prepared for future storms.” The time to act is now. Except there are fewer options than before.



*Photo courtesy Donna Barr*  
**SHISHMAREF**— Shishmaref residents prepared for the weekend storm by filling sand bags for protection around the sewage and washeteria lagoons.

• *Letters*

*continued from page 2*

dumbshow produced by the Sun Tan King, and directed by straight-to-video hacks Hegseth, Noem, and Bondi. Some of them starring made-for-TV-hero Greg Bovino, juiced to the gills. They’re not even pawns. Pawns would imply a chess match. And there is none. This is pure performance on the part of the current administration. The military-industrial-entertainment complex, administered by CEO DJT, has boxed us into theater seats. DJT pushes the send button on federal deployments and we salivate at the videos on our screens. We’ll watch fools gulled into biting. Someone in Chicago is going to punch a National Guardsman. Or “resist arrest.” Someone in Portland is going to throw a stone at an ICE enforcer. It’s going to happen. We’ve all watched enough videos to know what happens when troops in the streets confront protesters. In many ways, we’ve been trained by our video feeds not just to watch, but to play our parts. Dressing in inflatable animal costumes in Portland is a wonderfully inventive response, but someone will lose their temper, take the bait. The administration has chummed the water with the red meat of armed men in camo, and some idiot will find the scent irresistible. It will be an excuse for more Federalized National Guardsmen to protect...other National Guardsmen? Some other Federal Office building? Greg Bovino’s masked and armed “border guards”? Insert your favorite rationale here. Someone in an inflatable animal costume will be accused of posses-

sing a weapon. Of hiding their identity (!) A new rule: no inflatable animal costumes within 500 feet of a Federal building. Act I will end with a promise of escalation by the administration in Act II. The scenes will play out predictably. Hapless National Guard troops, completely untrained in crowd control, police work, or the subtleties of the laws of arrest, will lash out against completely foreseeable provocations, and violence will inevitably ensue. Chicago. Memphis. Portland. All far away, and yet, right there on our screens. These deployments are clickbait. Their purpose is to intimidate you and me. Confronting large men carrying semi-automatic weapons is not for the faint of heart. We’re being taught: think twice before you speak up. You too can wind up slammed to the ground, zip-tied and dumped into an anonymous white van. The images of people thrown down and hustled away are implanted now in our minds, waiting to be activated by future events: Those same camo-colored uniforms may well be standing in the “low ready” position outside our polling places during this next election. Practicing trigger discipline. Protecting a “Federal facility.” From threats to public safety that look a lot like you and me, waiting to vote. Intimidation. Think about what you’re seeing. Resist propaganda now. Before you’re ordered to “back away.” Before they lay hands on you. Bob Lewis Box 667

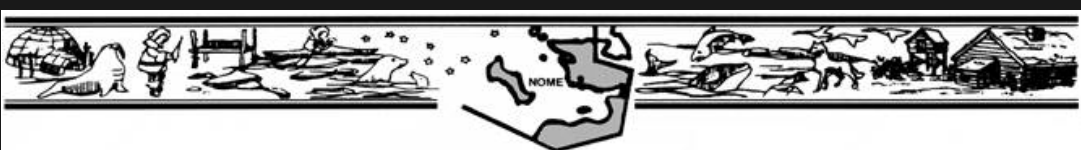
The Dock Walk

Compiled by Ariana Crockett O’Harra

Several intense fall storms hit Nome, but that didn’t stop a few ships from making their way in and out of the port. On Monday, October 6, the Sitka Spruce arrived, and settled in to wait for freight for a week. The Polar Cloud/Polar Trader departed. The Zolotoi, a gold dredge, departed. The Katherine H/Albert Cornelius, departed south for the season. On Tuesday and Wednesday, no one arrived or departed due to the weather. On Thursday, October 9, the USCG icebreaker Healy arrived, anchored off shore and conducted a crew change, it then departed. No one arrived or departed on the 10 through the 12 due to the weather. On Monday, October 13, the Sam B/Lab arrived to prepare to go south, as did the Marie H/Klamath.



The Dock Walk is brought to you by  
**Norton Sound Economic Development Corporation**



College Student Housing Grant

Bering Straits Regional Housing Authority is pleased to award eligible regional tribal college students who are living on campus with up to \$4,000 per semester for housing costs if they meet the requirements and are enrolled to one of tribes under the Tribal Designated Housing Entity. 2026 spring semester applications will be accepted October 1 through November 15. Award notification will begin in December and disbursement will be in January 2026.

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For questions, please contact Heather Spear-Morris at (907) 929-7000 or email [hspear-morris@snc.org](mailto:hspear-morris@snc.org).



# What is an ex-typhoon and is it a new phenomena in the north?

**By Ariana Crockett O’Harra**  
Discussion of ex-typhoon Halong and Nome’s warmer than normal summer dominated Rick Thoman’s talk at Strait Science, a speaker series co-sponsored by the University of Alaska Fairbanks and Alaska Sea Grant on October 21.

Thoman is a climate specialist for the Alaska Center for Climate Assessment and Preparedness at UAF and writes the weekly “Climate Watch” column in the Nugget.

Thoman explained that the term “ex-typhoon” is not an indicator of storm intensity. It refers to a storm that began as a typhoon by drawing its energy from warm water and then transitioned to a storm that draws energy from an air temperature difference. After transitioning, the storm’s wind field expands. In the case of Halong, it meant that storm brought warm air northwards and winds grew stronger.

Ex-Typhoon Halong was warmer than normal and passed over a region of warmer than normal ocean. As it crossed the South Bering Sea, it went through “rapid intensification,” said Thoman.

In an interview with the Nugget, Thoman said that Halong intensified as it crossed the Aleutian Islands into the Bering Sea, unlike Merbok, which started out as a “whimpy” typhoon and then became a “beast” as it moved into Aleutians. Intensity, in this case, refers to the low-pressure system of the storm.

“Intensity technically refers to a lower pressure, but that is directly related to the strength of the maximum wind,” he said.

The track that Halong took was out of the ordinary.

“This track of a storm this strong, basically shooting the gap between St. Lawrence Island and the Yukon Delta,” said Thoman. “That is an extremely rare track for a storm.”

Thoman also said that Halong, along its entire path, was traversing water that was warmer than average, from Japan all the way across the North Pacific into the Bering Sea which helped maintain that strength even when it transitioned out of tropical waters.

Which begs the question if warming northern seas are feeding storms

that this area hasn’t seen before.

At least since 1980, the Bering Sea has only seen three ex-typhoons, Thoman said. Merbok was the first in 2022, Ampil in 2024 and now Halong which hit southwest Alaska three weeks ago.

“It could be that we just didn’t happen to have that happen in 40 years, and now it’s happened three times in four years,” Thoman said. “I doubt, I doubt it very much, but it’s at least possible.” This question could only be answered by science.

“This is something that we need to investigate,” he said. “Is this a response to the autumn warming of the oceans and loss of sea ice? We don’t know.”

Halong’s path diverged significantly north of the Pribilof Islands, and instead of hitting the Seward Peninsula, the storm instead hit the Yukon-Kuskokwim Delta. The villages of Kipnuk and Kwigillingok suffered the brunt of the storm, where houses floated off their foundations and over 1,000 people were left in need of evacuation. Thoman said in the Strait Science presentation Tuesday that the track of the storm shifted unexpectedly.

“Like all coastal areas, slight shifts in track and intensity can radically change the outcome at any one point,” Thoman said.

Wes Jones of Unalakleet made a comment that because the ground in Unalakleet was so saturated with water, large numbers of trees were knocked over or are now tilting.

“In different places there are stands of cottonwoods, that 80 percent of the cottonwoods got knocked down,” he said. “And we had stands of spruce trees, that 50 percent of the spruce trees are tilting at 30 degrees now.”

Thoman also discussed the summer climate in Nome this year. While 2025 was the warmest summer since 2020, it was not that far above the average. However, average summer temperatures in Nome have been getting warmer. All of the ten coldest summers on record for Nome were before 1980, and the ten warmest summers occurred after 1970. All but two of the warmest summers are after 1980.

Nome had a wetter summer than

average, even though there were some drier spells. Nome had about 11 inches of rain, and the normal amount is nine inches. This summer in Nome having above ten inches of precipitation isn’t abnormal.

“I do want to point out that you’ll notice this year and several years in the immediate past exceed the 10 inch precipitation,” Thoman said.

But last summer was also sunnier than the last few years. “There was more sun this summer than three of the last four summers,” he said. “But it was still on the cloudy side, historically.”

There was also less ice on the west side of the Bering Strait this summer than 2024. In 2024, the sea ice stretched out all the way down to the easternmost point of the Chukotka coast, which Thoman said is not normal. The summer of 2025 had no ice there.

“A much more normal ice season for our neighbors there in northeast Chukotka than last year,” Thoman said.

The average sea surface temperatures near Nome were higher than average this summer, too. The sea surface temperatures had the highest one-day high and five day average since 1985. Additionally, the average amount of days where the sea surface temperature was above 50°F has been climbing.

“It’s clearly ramping up the number of days that are that warm,” Thoman said.

Thoman spoke about the upcoming winter outlook for the region.

Sea ice models predict will that ice will show up in the Chukchi Sea down to St. Lawrence Island in late November to early December. The ice showing up around the time is expected, even though it is later than when it used to show up.

“This kind of timing would be similar to what we’ve seen in most recent years, obviously, a lot later than the than what was typical in the later 20th century,” Thoman said.

Anjali Shah, an Extreme Weather and Climate Impacts Fellow, then gave a report on her work expanding the Extreme Events Library, which catalogues weather events.

## • Letters

*continued from page 2*

you’d rather play on-line poker and watch the NBA. So they’re keeping their brown-nosing heads down.

Vote them out while you can. If the representatives of the military-industrial-entertainment complex can keep you occupied, keep your eyes glued to the latest spectacle on your screen, keep your prop-bets rolling into their coffers, the king can continue his murders.

You can make book on it.

Bob Lewis

Box 667  
Nome, AK 99762

Dear Editor,

The President doesn’t want Canada to influence the U.S. Supreme Court regarding their November deliberations on tariffs, even though Canada has a lot of skin in the game on that issue.

Our #47 bumped up tariffs on Canada after their TV ad in America quoted Ronald Reagan saying that “High tariffs inevitably lead to retaliation by foreign countries and the

triggering of fierce trade wars” that “hurt every American worker.” Then the ad played again during a World Series game.

Here’s my take on all this. It’s A-okay for the Don-Man to tell courts what to do on any and every subject under the sun. But don’t let anybody else do the same.

That’s called hypocrisy, people. Jesus came down pretty hard on the hypocrites of his day.

Kimball Shinkoskey  
1306 S. 1100 W.  
Woods Cross, Utah 84087



## The Dock Walk

**Compiled by Ariana Crockett O’Harra**

Late fall may be here, but that’s not stopping ships from coming in and out of the Port of Nome. Harbormaster Lucas Stotts said that the amount of traffic at the port right now is at usual levels, but that after October 25, no commercial vessels remained in the region – as of press time on Tuesday. The Nikola and the Zolotoi, both large gold dredges, remain. Stotts said via email that the dredges plan to stay offshore mining until sometime in November.

Additionally, Stotts said that Cruz Marine is planning to come back into town and do an emergency haul of rock to Shishmaref.

“They will break ice and board armor stone at the Inner Harbor high ramp, haul that to Shishmaref and then assess ice conditions there and in Nome,” he wrote. Cruz will see if they can do additional hauls of stone after the first one has been completed.

Stotts said that UAF is planning on bringing the Sikuliaq, a research vessel, back to Nome on November 10 for a crew change.

Here is the traffic from mid-October through last weekend:

On Tuesday, October 14, the Marie H/Klamath, which had been prepping to go south, departed. The Zolotoi, an offshore gold dredge, arrived. The USCG icebreaker Healy had an offshore crew change.

On Wednesday, Oct. 15, the Sitka/Spruce, a village freighter, departed. The Millie/Lash 200 arrived to pick up freight, as did the Gretchen H/Madison.

On October 16, the Nikola, an offshore gold dredge, and the Fish Hawk/DM236, a freighter, arrived.

On Friday, the Sitka/Spruce arrived. The Fish Hawk/DM236 and the Zolotoi departed.

On Saturday, October 18, the Millie/Lash 200 departed.

No one arrived or departed on October 19.

On Monday, the Canpac Valkyrie had an offshore crew change. The Valkyrie is a support vessel to fix the Quintillion fiberoptic cable that broke in January off Oliktok Point. According to Quintillion, crews aboard the CanPac Valkyrie buried the repaired section of cable deeper beneath the seafloor—adding an important layer of protection against future risks from sea ice and other Arctic environmental challenges.

The harbor staff removed floating docks.

On Tuesday the 21, the Sitka/Spruce arrived. The Nikola departed.

On Wednesday, the Seahawk/Madison Rose, and the Unalaq, both village freighters, arrived. The Nikola departed.

On October 23, Zolotoi arrived and the Nikola departed.

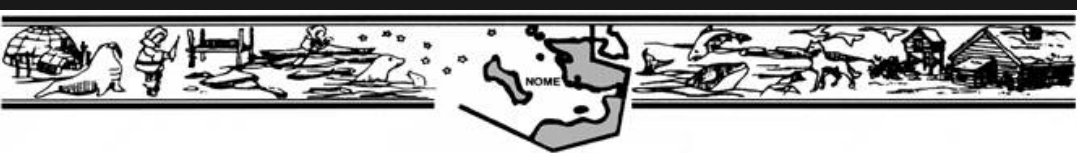
On Friday, the Gretchen H/Madison Bay, departed south for the season. The Zolotoi departed.

On Saturday, October 25, Bowhead’s Seahawk/Madison Rose and Unalaq hauled village freight and sailed off southbound. The offshore gold dredge Nikola arrived.



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# The Arctic Sounder<sup>®</sup>

## Northwest Arctic continues recovery efforts 3 weeks after major flooding

By Desiree Hagen, KOTZ  
Published: November 3, 2025



Alaska Organized Militia members remove debris while supporting storm recovery operations at Kotzebue, Alaska, Oct. 15, 2025. (Photo courtesy of the Alaska National Guard)

It's been nearly three weeks since a storm caused major flooding and erosion damage in Kotzebue and other Northwest Arctic communities. That was before the remnants of Typhoon Halong made their way through the region.

After assessing the damage in multiple communities, officials said the region is moving quickly to make repairs as winter sets in.

Kelly Hamilton is the emergency manager for the Northwest Arctic Borough. He says more than 150 homes in Kotzebue have already been assessed for damage after the Oct. 8 flood and the remnants of Typhoon Halong a few days later.

The region saw similar flooding last year, too. Hamilton said many of the homes that needed repairs last year will have to go through the same process again, tearing out and replacing damaged flooring and insulation.

This year, he said the borough had a better game plan to start that work immediately.

“If at all possible, help the residents de-water, dehumidify, dry out their house, and then help them to the extent the borough can and get things buttoned up for winter,” Hamilton said.

Gov. Dunleavy declared a disaster for the region [on Oct. 9](#), which was later [amended to include damage from Typhoon Halong](#). But Hamilton said it’s a tight timeline to get relief.

Temperatures in Kotzebue are already in the low teens and 20s this week, making repairs more challenging.

“The residents need a dry place to live, and winter is on the way,” Hamilton said. Otherwise, they’re just living on an ice block.”

According to Hamilton, a coordinated response between the borough and multiple local, state and even national agencies — including Maniilaq, NANA and the City of Kotzebue— helped assess the damage.

Hamilton said the borough’s Village Public Safety Program also helped, but now about a dozen of the borough’s VPSOs are deployed in the Yukon-Kuskokwim Delta to help with emergency response efforts there.



## Damage in Kivalina and Deering

Kotzebue wasn't the only community in the Northwest Arctic to experience damage.

In the community of Kivalina, over 280 residents sheltered at the school during the night of the Oct. 8 storm. Several returned home to flood damage.

The Alaska Organized Militia, including Alaska National Guard members, deployed eight people to Kivalina for repairs and assessments, according to Jeremy Zidek, a public information officer with the Alaska Division of Homeland Security.

Emergency officials said Kivalina also received help from the nearby Red Dog Mine, which was able to transport water, non-perishable food items and diapers to the community via helicopter. Many Kivalina residents have already applied to the state's [individual assistance](#) program for financial help.

Zidek said the community of Deering had erosion near their health clinic.

## Erosion in Kotzebue

Zidek also said emergency officials are working with Alaska Native Tribal Health Consortium on Kotzebue's sewage lagoon, which had just undergone repairs.

"Those repairs were just completed about a week before the storm from last year's storm," Zidek said.

Representatives from the Alaska Department of Transportation and Public Facilities said there was significant slope erosion in Kotzebue, especially along Ted Stevens Way. The road is closed because of the severity of the erosion, and repairs are ongoing.

"We're working on the repairs between the bridges, and we're working as fast as we can," said Angelica Stabs, a public information officer with the division. "We just saw a lot of erosion."

Kotzebue resident Matt Bergan said his home experienced damage from the flooding. He spoke at a recent Kotzebue City Council meeting. Bergan said he thinks there should be more of an effort for long-term planning.

“It seems like there’s plenty of money to respond to emergencies and fix things like we’re doing now, but it seems harder to get the money for preventive measures before disasters happen,” Bergan said. Residents have until Dec. 9 to apply for state individual assistance and can apply for federal individual assistance until Dec. 22.



SLOW FREEZE-UP— Gulls still hang out in the inner harbor as the Snake River slowly freezes up. Photos by Diana Haecker

# The Dock Walk

Compiled by Ariana Crockett O’Harra

Despite it being late in the season, a few vessels are still coming and going from the Port of Nome. Cruz Marine successfully made one shipment of rock to Shishmaref and is attempting a second.

On Sunday, October 26, the *Zolotoi*, an offshore gold dredge, arrived.

No one arrived or departed on October 27.

On Tuesday, the *Ari Cruz* arrived after taking a load of rock to Shishmaref. The *Zolotoi* departed.

On Wednesday, the *Zolotoi* arrived and departed again.

No one arrived or departed on the

October 30, October 31, or November 1.

On Sunday, November 2, the *Ari Cruz* departed to Shishmaref with another load of rock.

On Monday, November 3, the *Nikola*, an offshore gold dredge, departed south for the season.



## Nanook wrestlers compete in Anchorage

Story and photo by Corey Erikson, Wrestling Coach

The Mountain City Christian Academy girls and boys wrestling tournament in Anchorage is the biggest 123A wrestling event of the year.

Nome wrestlers competed there last weekend and did very well, showing that we have a good shot at doing well at the state tournament. Eight boys and two girls made the trip.

At the end of the tournament, Nome had two wrestlers reach the finals: In the 160-lb category, Talan Johnson and in the 100-lb girls division Renee Brown. They each placed second.

In addition to our finalists, Nome had the following placers: 152-lb Ben Milton placed third; 112-lb Brant Bradley placed fifth, 135-lb Young Erikson placed fifth, 189-lb Rayden Cross placed fifth, 160-lb Kendal Ulroan was one match from placing, 145-lb Chris Smith was also one match from placing, 119-lb Trace Tucker DNP, 126-lb Leyna Ulroan DNP this time.

Our next event is our very own Dudley Homelvig Scramble on Nov. 6-8. Make sure everyone comes out to support your local and surrounding village wrestlers.

### Dudley Homelvig Nome Wrestling Tournament Schedule

All wrestling will take place at the High School Gym Nov. 6-8

This year the Dudley Homelvig wrestling tournament will be comprised of three separate wrestling activities.

Thursday Nov. 6: Wrestling starts at 6 p.m. Thursday night with a dual type format with all the Nome wrestlers matching up against some of our surrounding wrestlers. All Nome wrestlers need to help set up the gym for the tournament at 3:20 p.m. after school on Thursday. Weigh-ins for Thursday will be 5 p.m.

Friday Nov. 7: Will be a full bracketed tournament with finals and awards to follow, including Outstanding Wrestler award for both Boys and Girls. Weigh-ins are at 8 a.m. and wrestling starts at 10 a.m. Senior night is Friday at 6 p.m. with finals to follow.

Saturday Nov. 8: Will be a round robin format. Weigh-ins at 7:30 a.m. and wrestling starts at 9 a.m. and concludes around 1 p.m.

We are looking forward to our one event of the year and this year’s three event format. Come out and support your local and surrounding village wrestlers! We will be selling clothing apparel as well as the last of our gun raffle tickets.



The Dock Walk is brought to you by

Norton Sound Economic Development Corporation

## •Letters

continued from page 2

felony charges) a couple days later, he offered to turn himself in. But no. Instead, on August 13, a heavily armed SWAT team went to his home at eleven o’clock at night to haul him away. The purpose of this expensive foolishness was to videotape his arrest. The administration aired a flashy “public service spot” of this staged event, with dramatic music. A wonderful example of our military-industrial-entertainment complex tax dollars at work.

In any civilized criminal justice system, Sean would pay for the dry-cleaning bill (if any) and issue a written apology to the “victim” of

the sandwiching: case to be dismissed if he doesn’t throw sandwiches at cops in the next year.

But then the SWAT team wouldn’t have been able to gear up in their tacticals; there would be no propaganda video; there would be no show trial (for a misdemeanor) this week; and you and I wouldn’t be paying for all this nonsense during a highly selective “Federal shutdown.” It might be funny, if it weren’t all true. Instead, it’s heart-breaking, constant, and with live ammunition.

Resistance might mean throwing a sandwich at some point. It might mean being subjected to tear gas. It definitely means paying attention. In

this storm of national madness, I hope you courageously and calmly speak the truth to your neighbors and children.

Thanks to the *Nugget* for publishing my letters during these last few months. I am grateful that you have made space in your paper for people to express varied opinions. Kirsten and I are moving to Portland this week. The Nome community is due some new voices.

Our best to you and the wonderful people of the Seward Peninsula served by the *Nugget*.

Bob Lewis  
5544 N. Boston Ave.  
Portland, OR 97217







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**BUSY**— The *Ari Cruz/Atlas205* was busy hauling loads of rocks from Nome to Shishmaref. The tug and barge are on their way south, as pictured in this photo, taken Tuesday, Nov. 11 notably showing Norton Sound without a trace of sea ice. *Photo by Diana Haecker*

## The Dock Walk

Compiled by Ariana Crockett O’Harra

Despite the late season, boats are still coming and going from Nome. Harbor-master Lucas Stotts said that the *Zolotoi*, an offshore gold dredge, may continue to stick around for another week or two, and that there’s a possibility a few smaller dredges may launch for some late season mining.

No one arrived or departed Nome on Tuesday, November 4.

On November 5, the *Ari Cruz/Atlas205* arrived after bringing a load of rock for erosion control to Shishmaref. They departed the same day with another load of rock, heading back to Shishmaref.

No ships arrived in or departed from Nome November 6 through November 9.

On Monday, November 10, the *RV Sikuliaq*, a UAF research vessel, arrived in Nome briefly before departing south for the season.

On Tuesday, November 11, the *Ari Cruz/Atlas205* arrived in Nome from Shishmaref. They loaded up equipment and began prepping to go south for the season. Stotts said that if they don’t manage to leave Tuesday, they plan to depart on Wednesday.



The Dock Walk is brought to you by  
**Norton Sound Economic Development Corporation**

## Shishmaref sees late season erosion repair work

By Ariana Crockett O’Harra

Work continues on repairs to Shishmaref’s eroding coast line, including the Sanitation Road after damage from October’s storm. The Alaska Department of Transportation has been working with Cruz Construction, a company based out of Palmer, to build up temporary barriers to protect the damaged areas.

Shannon McCarthy from the Alaska Department of Transportation said that Cruz Construction has shipped around 3,000 tons of rock to Shishmaref from Nome, and the plan is for construction on the damaged areas to continue through the end of the month. Cruz is also work-

ing on four sites to repair shore erosion caused by the October storm.

“The emergency protective measures are intended only to provide temporary erosion protection, until such time that a permanent seawall can be funded,” she wrote in a Monday email. “Funding for permanent seawalls remains an ongoing effort.”

Cruz Construction had been making late-season barge runs carrying rock from Nome to Shishmaref, a practice that Harbor-master Lucas Stotts called “very unusual.”

Cruz’s vessel, the *Ari Cruz/Atlas205* made two runs to Shishmaref before returning to Nome.



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of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Commerce, Community,  
and Economic Development

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS  
Anchorage Office

550 W 7<sup>th</sup> Ave, Suite 1650  
Anchorage, AK 99501  
Main: 907.269.4501  
Fax: 907.269.4563

November 14, 2025

City of Nome  
PO Box 281  
Nome, Alaska 99762

Dear Glen:

The Department of Commerce, Community, and Economic Development is pleased to announce availability of the **FY 2026 Shared Fisheries Business Tax Program**. The purpose of the program is to allocate a share of state fish tax collected outside municipal boundaries with municipalities that have been affected by fishing industry activities. Municipalities around the state will share approximately \$790,000.00 based on 2024 fisheries activity as reported by fish processors on their fish tax returns.

Your municipality is located within a fisheries management area, **FMA 11 City of Nome**. I have attached a separate sheet that details the communities that are in your FMA, in addition to the anticipated payment. If the determination of the municipalities' allocation is \$50.00 or less, the department will determine that the amount of the effects from fisheries business activities is negligible and the department will not distribute the allocation to the applicant. This will be determined by the applications received within your FMA.

**DEADLINE FOR SUBMISSION OF COMPLETED APPLICATION IS  
FEBRUARY 15, 2026**

Applications for the FY26 Shared Fisheries Business Tax will be found under the Opportunities page in the [DCRAGrants Management System](#). Attached with this letter is a blank resolution you can use then upload once you complete your application (additional copies may be found on the DCRA Grants and Funding website). You will receive a notification that the application period is open from [DGMS](#) no later than November 15, 2025.

If you have any questions, please contact me at [caa@alaska.gov](mailto:caa@alaska.gov) or at 907-334-2634.

Sincerely,

*Kasey Bezold*

Kasey Bezold  
Grants Administrator 2

Enclosure  
SBFT Blank Resolution for FMA  
FMA Share Allocation









# **PORT OF NOME 2026 PRELIM -CRUISE SCHEDULE**

(\*additional vessels may be added as vessels confirm dates)

DOA	TOA	TOD	VOYAGE	PORT	SHIP
06/18/2026	08:00	17:00	9	NOME	NOORDAM
08/11/2026	06:00	22:00	10	NOME	ROALD AMUNDSEN
08/13/2026	08:00	14:00	5	NOME	HANSEATIC INSPIRATION
08/20/2026	06:00	18:00	1	NOME	NG RESOLUTION
08/25/2026	07:00	17:00	1	NOME	SEABOURN VENTURE
09/02/2026	07:00	17:00	2	NOME	SEABOURN VENTURE
09/07/2026	06:00	22:00	1	NOME	FRIDTJOF NANSEN
09/16/2026	08:00	18:00	2	NOME	GREG MORTIMER

\*NOORDAM is sister ship to WESTERDAM – Both Holland America Diesel-Electric.

\*GREG MORTIMER is sister ship to SYLVIA EARLE.



SAFE-Arctic



NORTHWEST PLANNING LLC

# SAFE-ARCTIC - NOME WORKSHOP

November 13-14, 2025

Location: Katirvik Cultural Center

100 West 7<sup>th</sup> Avenue, Nome AK

## AGENDA

### Thursday, November 13

- 1:00 Registration & Coffee
- 1:10 Opening & Welcome
- 1:30 Background & Workshop Goals
- 1:45 Participant Introductions
- 2:00 Visual Tools: ERMA and Nome-Teller Area Updates, *Zachary Winters-Staczak, NOAA*
- 2:30 ERMA Hands on Exercise
- 3:30 *Break*
- 3:45 Visual Tools: Community Narratives, *Nancy Kinner and Ukallaysaaq Okleasik* (printed posters)
- 4:30 *Adjourn*

### DAY 2: Friday, November 14

- 8:30 Welcome & Reflections
- 9:00 Tools for Disaster Management, University at Buffalo
- 10:15 *Break*
- 10:30 Tabletop Exercise Planning, *Sonic Woytonik, University of New Hampshire*
- 12:00 *Lunch Provided* – Closing and Thank you
- 1:00 *Adjourn*



# Environmental Response Management Application [ERMA]<sup>®</sup> Quick Start Guide



**For more information on ERMA, contact [err.erma@noaa.gov](mailto:err.erma@noaa.gov)**  
**For help with accounts, contact [err.ermaaccounts@noaa.gov](mailto:err.ermaaccounts@noaa.gov)**

## THE BASICS

- ERMA works best using Mozilla Firefox, Google Chrome or Microsoft Edge.
- ERMA is supported on phones/tablets but with limited functionality.
- ERMA uses popup windows so you may need to disable blocking in order to use the full functionality.
- ERMA has 8 regions, ensure the correct region for access to relevant data.

## MAP TOOLS



- **Identify:** Click on a data feature to open its attribute table. Also provides the lat/long for the chosen location.
- **Zoom:** Quickly focuses in on an area of the map.
- **Last/Previous Extent:** Return to previous extents on the map.
- **Measure:** Click on the ruler button and a selection of measurements in different units will appear. Choose your measurement then begin clicking on the map. Double-click to complete your measurement.
- **My Location:** Display your location on the map.
- **Spot Forecast:** Find the spot weather forecast for a location.
- **Swipe:** Enable this tool to display the layer swipe line in the map.
- **Projections:** If available change the base projection of the map.
- **Clean:** Removes all map tools and headers in the application

## ERMA TOOL MENU



**Main Menu:** Hides and shows the right-side panel

**Layers:** View the table of contents and select layers to display.

**Legend:** View symbology for the layers you have selected.

**Add Data:** Add your own data to the map.

**Query Tools:** Query the data from visible layers or from NOAA's ESI.

**Filter:** Filter visible data based on attributes.

**Other:** Access Dashboards, Download data, Print, or find Help.

**Login:** Login, request an account, or recover credentials.

**SEARCH:** Type the name of data you are looking for in the Search Layers box and a list will populate. Other search types can be selected from the tool drop down button.



## KEY ERMA FOLDERS & LAYERS

**Environmental Quality & Monitoring:** Major federal and local monitoring programs, & analytical chemistry.

**Imagery & Remote Sensing:** Collections of aerial and satellite imagery.

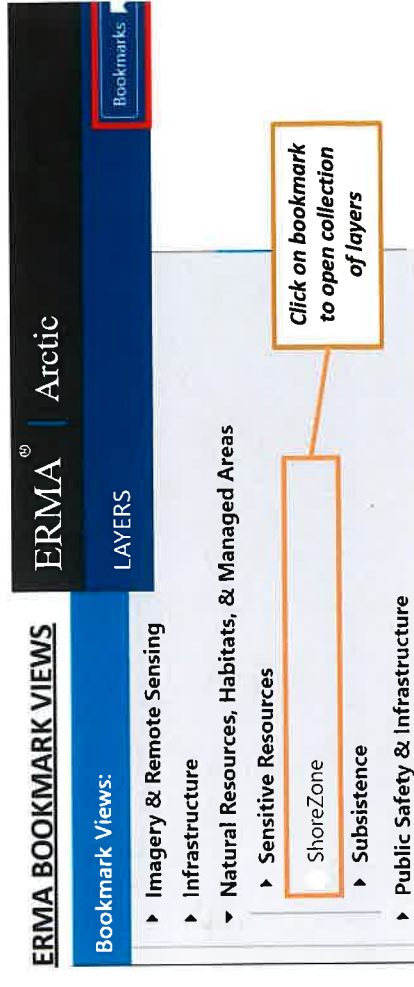
**Natural Resources, Habitats, & Managed Areas:** Resources at risk like coastal species, critical habitats, essential fish habitats, and marine protected areas.

**Navigation & Marine Infrastructure:** NOAA nautical charts, vessel traffic and shipping lanes, ports and marinas.

**Response Planning:** Planning and preparedness data for oil and chemical spills, floods, hurricanes, and tsunamis.

**Restoration:** Projects where habitats are being assessed or restored.

**Weather, Oceanography, & Natural Hazards:** Real-time data feeds showing weather warnings, wave height, tides, buoys, HF radar, and wind.



Bookmark views are collections of ERMA layers that bundle information of special interest. Bookmark views are located at the top-right of the ERMA window. By selecting a Bookmark, the special collection of layers will be displayed at its predefined map extent.

[response.restoration.noaa.gov/erma](https://response.restoration.noaa.gov/erma)

Office of Response & Restoration



# Memo

To: Lee Smith – City Manager  
From: Joy L. Baker – Project Manager/Port Director *JLB*  
CC: Mayor Hughes & Common Council; Port Commission; Planning Commission  
Date: 11/17/2025  
Re: Port Director/Project Manager Report – Nov 2025

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**Administration:**

The pursuit of funding for a variety of projects continues to be a prime focus of the Admin, along with cultivating relationships with potential partners in not only the port expansion, but development of the inner harbor and uplands. Staff are wrapping up final billings for the 2025 season and following up on past due accounts, as well as verifying some of our historical tracking lists for insurance, storage agreements and laydown use.

Due to the multiple damage incidents occurring during an Oct 2025 storm, HM Stotts and I are preparing letters to the tugboat fleet operating at the facility, as these incidents have become more frequent in recent years and must cease. Parameters of operating at the facility will be reiterated to these companies and their crews, with significant penalties clarified for any misuse or disregard of the requirements. Personnel from Alaska Marine Lines are in town this week to conduct necessary repairs of the damaged areas, as directed/designed by PND Engineers.

**Causeway:**Arctic Deep Draft Port – Port of Nome Modifications (USACE):

The contractor is still in the process of submitting the required plans, schedules, RFI's and materials spec sheets, which will continue until all post-award requirements are satisfied. USACE will be scheduling an initial pre-construction meeting to introduce the project teams – with a more detailed meeting to be held in Spring 2026, before construction. More information will be shared as it comes available. The District continues to work on Phase 2 design for dredging.

Local Service Facilities (LSF) Inspection Integration:

The LSF team is collaborating with USACE on Phase 1A project submittals and RFI's, and continues to coordinate on Phase 2 dredging, which is scheduled to go out for bid in 2026.

U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:

*Discussions continue with program staff on the remaining pre-award requirements for this grant. This will then allow the \$11.25M grant agreement to be executed, along with a separate funding agreement for the \$1.025M that Rep Peltola successfully placed into the FY2025 USDOT budget to supplement the PIDP award to Nome.*

**Harbor:**Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):

*The Alaska District continues to recommend a General Investigation (GI) Study. Progress has slowed while the team is occupied with Phase 1A of the expansion. An updated package is in prep to further highlight the nature of the issue and delays associated with this project, for the purpose of sharing with the Congressional Delegation.*

Snake River Moorage Facility:

*Coordination with USDOT BUILD staff continues for the pre-award process for this grant award. Multiple submittals are necessary to meet compliance required for signing the grant agreement. (Pre-award requirements for this project are similar to those tied to the USDOT MARAD/PIDP award.)*

**Port Industrial Pad:**

West Nome Tank Farm (WNTF) - Property Conveyance:

The City has been notified that USAF leadership actually signed the conveyance package on 26 Sep 2025, but not yet received by Alaska DEC. Numerous inquiries have been made regarding the package delay, some of which was likely driven by the government shutdown. Another inquiry was sent 17 Nov 2025, which will be forwarded to the Alaska Delegation on 1 Dec 2025, if there is no movement on the package this week.

Thornbush Laydown Site Development (TBS):

In working with the City Engineer, we have phased the remaining development of the TBS site into 5 isolated sections that will be developed as funding comes available. This additional laydown space is essential to port operations, as the port expansion contractor will be utilizing the majority of the existing TBS pad during construction. See attached concept drawing of the site development.

Port Rd. Improvements (ADOT Project cost-shared with City):

*This state STIP project has been postponed to approximately 2030 to avoid conflicting with the heavier truck traffic during the port expansion, and to facilitate a more productive repair following the project.*

**FEMA DR4672 Merbok Recover Projects:**

Seawall Repairs:

*Storm repairs to the east end of the Nome Seawall have been budgeted by FEMA, and will be bid out to local contractors to perform the work. A bid package is being developed using the SOW prepared by FEMA inspectors, and verified by City Engineers. Advertising is expected in Feb/Mar 2026, with work completed by 31 July 2026.*

Causeway Road/3 Docks Repairs:

*Additional road/dock repairs are anticipated to be performed before freeze-up to replace lost material along the road and all 3 Causeway docks. This will meet the scope of work identified from storm damage, reduce future loss, and improve both the subsurface and surfacing in the busiest traffic areas on the Causeway.*

Causeway Utilities (under bridge) Repairs:

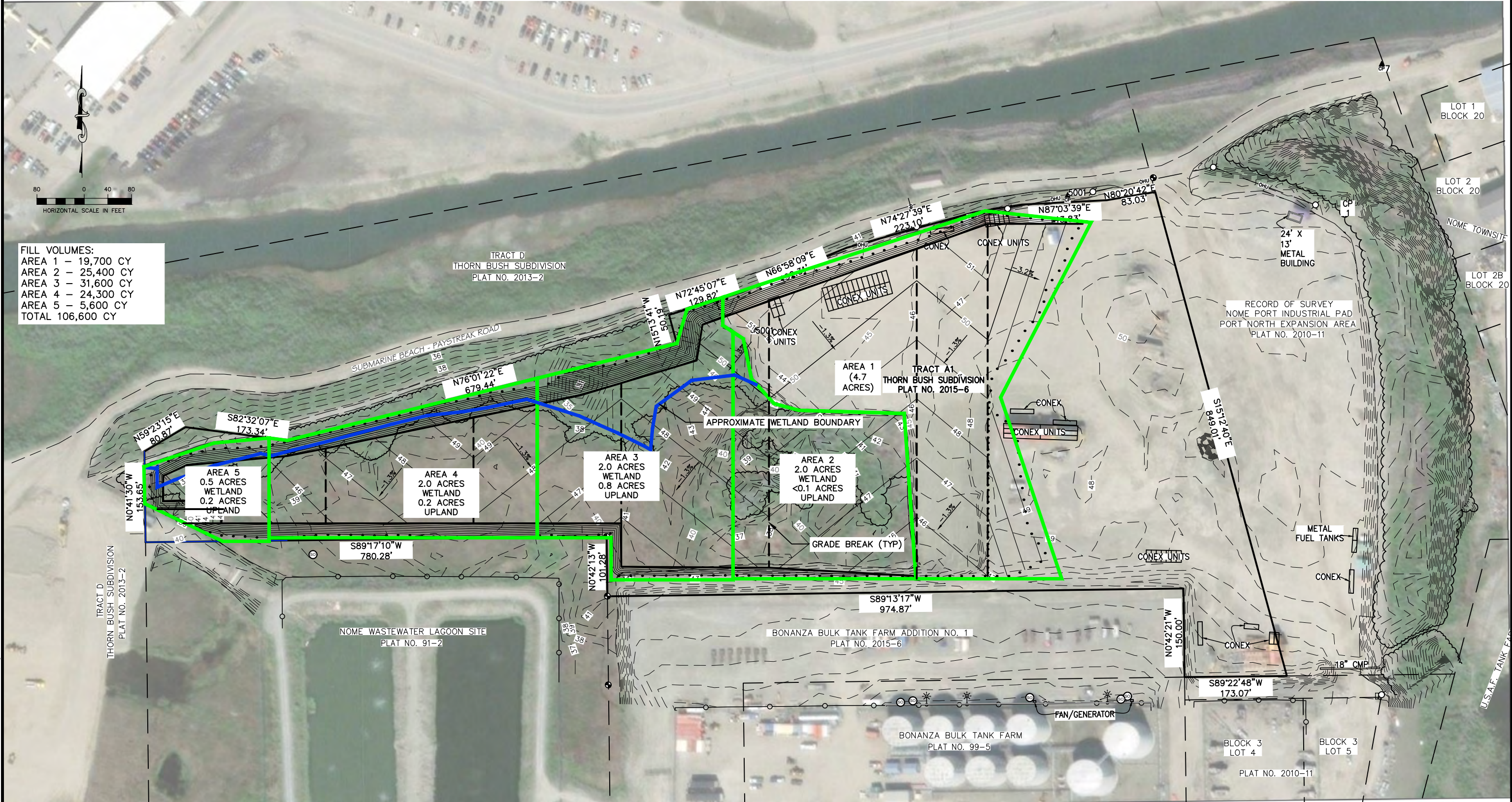
*Nearly all of the storm repairs to the under-side of the bridge have been completed, by the various responsible entities, with the exception of NJUS. Although a portion of their utility line work has been done, several materials are still on backorder with suppliers. As the scaffolding was removed by the USACE contractor, this final portion of the work will be done during winter, when ice provides a more suitable and stable platform for access.*

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*Italics reflects information with no change from last report. Additional information available on request.*



User: DSQUER Sep 29, 2025 - 10:35am  
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Xrefs: 32114004\_XR-ITBK.DWG 32114004\_XR\_BASE.DWG - Images: THORNBUSH AERIAL WITH WETLANDS.JPG CITY\_NOME\_SEAL\_COLOR.JPG



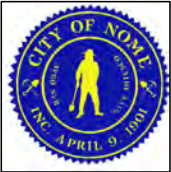
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5	9/6/17	JGB	REVISED NORTHERN AREA GRADING					SCALE:SHOWN	DESIGNED: DES	CHECKED: JGB	DRAWN:DES	DATE: 9/23/25	SHEET	X OF X

# Bristol



ENGINEERING  
SERVICES COMPANY, LLC

Phone (907) 563-0013 Fax (907) 563-6713



THORNBUSH SITE DEVELOPMENT & SNAKE RIVER DREDGING  
NOME, ALASKA

CONCEPTUAL GRADING PLAN  
AND VOLUMES

SCALE:SHOWN    DESIGNED: DES    CHECKED: JGB    DRAWN:DES    DATE: 9/23/25

SHEET NO.  
  
C-100  
  
SHEET X OF X



## Commercial Passenger Vessel (CPV) Funds Ideas for Cruise Ship Landing Site

<u>Item</u>	<u>Price</u>	<u>Qty</u>	<u>Total</u>	<u>Notes</u>
TentCraft 10x10	\$5,768.10	1	\$5,768.10	Full Back, Half Sides, Custom Print
TentCraft 10x20	\$7,971.30	1	\$7,971.30	Full Back, Half Sides, Custom Print
Outdoor Folding Chairs	\$119.00	15	\$1,785.00	Amazon - 4 Pack (60)(500# capacity) Wht/Black (Lifetime 42804)
Outdoor Rubber Mats	\$110.15	6	\$660.90	Amazon - 10'x3' Heavy Duty Rubber Mat (Kuyal)
40' Container	\$3,700.00	1	\$3,700.00	1-Trip Container (\$300 delivery fee to docks)
Barge Shipping to Nome	\$9,192.00	1	\$9,192.00	Pack/Store/Ship in spring

Total \$29,077.30
----------------------



## CUSTOM POP-UP TENTS: THE MONARCHTENT COLLECTION

### MONARCHTENT

#### Lifetime Frame Warranty

Think of **MONARCHTENT** as outdoor event armor, specially designed to protect your brand, your team, and your investment. The all-weather, all-aluminum pop-up tent model is engineered for lifetime use and backed by a lifetime warranty. It's also made 100% in-house, so you have a full range of customization options to help you stand out and capture the attention your brand deserves. Choose from standard and custom pop-up tent sizes, custom printing, and accessories like custom walls, footplates, counters, peak flags, and more.

<b>10x10 MONARCHTENT - Lifetime Warranty - USA MADE - \$5,768.10</b>
--

<b>10x20 MONARCHTENT - Lifetime Warranty - USA MADE - \$7,971.30</b>
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## CPV Survey

6 Nov 2025

### Profile:

Salmon table - 2022 total passenger count is 2,676

Arctic Deep Draft Port - Phase 1A awarded 15 Aug 2025

Phase 2 in design, with Phases 1B and 3 to follow

CPV Expenditures: \$4,830.61 spent in FY2023

### Highlights:

Both passenger numbers and port calls at the Port of Nome have increased incrementally since the 2022 season. In FY2023, the purchase of new access control equipment and surfacing upgrades have significantly improved cruise ship operations.

### Updated calls & passenger counts:

2023 - 13 vessels for 3,507 pax

2024 - 10 vessels for 4,423 pax

2025 - 11 vessels for 7,154 pax

2026 port calls currently estimated at 12, and counting. Passenger count is unknown at this time.

### Projected Needs of Community:

No change from the 2023 report, except minor purchases in FY2023 were approved by the City Manager standard procurement process due to the minimal expenditure level. As funds accumulate and support higher-level cost projects, the expenditures will be reviewed and discussed in public Port Commission meetings, with recommendations going to the City Manager or Nome Common Council for authorization (depending on level of costs).

### Legality of Expenditures:

See above

### Priority Projects:

In addition to those stated in 2023 report:

Further Access Control Improvements

Passenger Comfort Facilities/Weather Protection

Passenger Access Safety Improvements

Future Industry Separation to Improve Passenger/Pedestrian Safety

Future Onshore Indoor Facilities for Passengers/Visitors

### Cruise Passenger Hosting Needs:

Separation of cruise passengers from industrial traffic and equipment, along with the development of indoor facilities /comfort stations for passengers while waiting for transportation to/from the vessel and local ground tours - are both high priorities for the City of Nome.

### Legislative Grants:

Same as 2023 report

CPV Survey

6 Nov 2025

Shared CPV Revenue Expenditures:

In FY2023, a total of \$4,830.61 was expended to purchase access control equipment, consisting of barricades, cones, signs as well as safety equipment to ensure the safety and comfort of the visiting passengers.

Improvements to gangway for lightering passengers, and outdoor canopy equipment are current targets for purchasing in the 2026 operating season.

Related Documentation:

Nothing to share at this time

Contact Information:

Joy Baker

Port Director

907-443-6617

[jbaker@nomealaska.org](mailto:jbaker@nomealaska.org)

Shared photos of ships at the dock

# ALASKA'S ECONOMY AND THE VISITOR INDUSTRY

## VISITOR INDUSTRY

Total Alaska visitor volume steadily increased between 2013 and 2019, with an all-time high number of visitors arriving in Alaska via multiple transportation modes during the 2019 summer season (Table 1). This growth was expected to continue in 2020 but, due to the COVID-19 pandemic, the total visitor volume in Alaska in 2020 fell by 81% from 2019 levels (McKinley Research, 2020). This decrease largely resulted from zero cruise ship sailings to Alaska in the summer of 2020.

Table 1. 2013 – 2020 Summers (April-December):

Transportation Market Visitor Volume				
Year	Air	Cruise	Hwy/Ferry	Total
2013	619,400	999,600	74,800	1,693,800
2014	623,600	967,500	68,500	1,659,600
2015	703,400	999,600	77,000	1,780,000
2016	747,100	1,025,900	84,500	1,857,500
2017	750,500	1,089,700	86,100	1,926,300
2018	760,100	1,169,000	97,200	2,026,300
2019	790,900	1,331,600	90,500	2,213,000
2020	420,000	0	7,000	427,000
Total	5,415,000	7,582,900	585,600	13,583,500

Source: McKinley Research Group, 2022 (rounded to nearest 100).

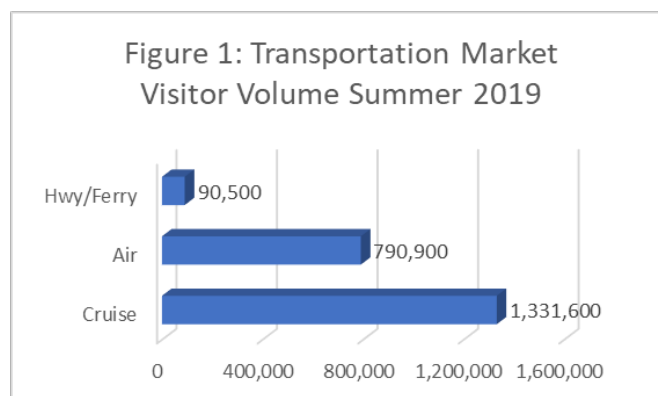
Prior to the COVID-19 pandemic disruption, Alaska's visitor industry was in an era of long-term growth, as evidenced by an overall 30.6 percent increase in summer visitation from 2013 to 2019 (McDowell Group, 2019). The coming years will be crucial in determining whether this growth trend will rebound and continue. Several of the communities contacted for this report stated that they expect higher cruise visitor volume numbers in 2023 than seen in 2022, signaling a possible return to pre-pandemic industry growth. This is anecdotal information from individual communities since the McKinley Research Group did not track total transportation market visitor volume (Table 1) for 2021 or 2022.

## CRUISE INDUSTRY

The cruise industry is a critical part of Alaska's visitor industry, responsible for over half of Alaska's summer visitor count. The Alaska cruise industry had record-setting years in 2016, 2017, 2018, and 2019 in terms of passenger volume (McDowell Group, 2019).

In the summer of 2019, over two million out-of-state visitors came to Alaska; 1,331,600 (60%) via cruise ship; 790,900 (36%) via air; and 90,500 (4%) via highway and/or ferry (Figure 1) (McDowell Group, 2019).

Compared to other stalwarts of Alaska's economy, namely fisheries and mining, the cruise industry is a relatively young industry. While commercial passenger vessels have been plying Alaska's waters since the 1940s (e.g., steamships), the modern cruise industry found its foothold and underwent significant expansion during the 1970s and 1980s.





With the exception of 2020 and 2021, recent summer seasons have been at all-time high passenger volumes. Alaska completed its first summer with one million cruise passengers in 2016, and summer passenger volume continued to increase annually in 2017, 2018, and 2019. In 2021, several cruise lines reopened their operations, although numbers were still lower than during any season in the previous decade, and only five of the 18 municipalities included in this report received any cruise traffic, as reported by the Cruise Line Agencies of Alaska (CLAA). A complete list of 2022 passenger volume data was not available at the time of publishing this report, though anecdotal numbers reported from some municipalities have shown that while not quite reaching pre-pandemic levels, there was a return to a higher number of cruise visitors in 2022 than during the previous two seasons (Table 2).

**Table 2. 2013 – 2022: Community Cruise Passenger Volume**

Community	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Anchorage	499	5,280	11,017	10,904	12,305	14,238	13,689	-	-	1,435*
Haines	32,378	29,133	42,515	41,685	51,209	53,995	60,304	-	-	80,336*
Homer	254	5,662	11,399	10,071	12,788	14,814	14,812	-	-	#
Hoonah	124,320	142,416	150,434	159,132	155,496	189,000	267,013	-	49,900	#
Juneau	978,559	953,055	976,367	1,004,774	1,061,853	1,138,702	1,294,598	-	124,600	1,179,300
Ketchikan	948,685	896,084	944,525	947,972	1,009,160	1,052,480	1,185,753	-	102,600	1,005,299
Kodiak	3,231	8,809	13,559	15,208	16,733	21,194	26,259	-	-	4,620*
Nome	-	-	-	-	342	992	4,172	-	-	#
Petersburg	-	-	-	-	2,488	3,125	5,416	-	-	#
Seward	125,183	141,442	183,124	191,469	185,066	213,854	237,925	-	-	#
Sitka	99,920	90,182	117,546	122,944	172,678	151,735	212,662	-	34,900	#
Skagway	821,874	819,239	815,541	817,308	845,328	956,016	1,036,452	-	73,200	#
Unalaska	1,285	2,652	4,112	6,526	5,533	2,881	8,336	-	-	#
Valdez	382	-	-	-	342	-	12,438	-	-	13,182*
Whittier	202,336	162,002	146,528	129,894	133,969	175,375	193,790	-	-	#
Wrangell	6,417	5,171	7,471	7,926	11,003	11,974	17,309	-	-	#

Source: Cruise Line Agencies of Alaska, 2022 (includes only CLAA serviced passengers).

\*Cruise passenger volume data reported by the municipality.

#Data unavailable at time of publishing.

## CPV REVENUE OVERVIEW

The State of Alaska collected the CPV Excise Tax for the first time during calendar year 2007. Initially, the first five ports of call were eligible to receive \$5.00 for each passenger who paid the CPV Excise Tax; however, this increased to the first seven ports of call in the 2011 cruise season (§ 13 Ch 101 SLA 2010). The Alaska Department of Revenue (DOR) distributed a portion of the 2007 taxes during FY2007 and the remainder during FY2008. Since that time, DOR distributes taxes in the January after collection. For instance, CPV Excise Taxes collected in summer 2021 were distributed to the communities in January 2022 (FY2022).

Sixteen Alaska ports have received CPV revenue annually since 2013. Although exact passenger counts have fluctuated over the past ten years, Juneau consistently received the largest quantity of passengers, followed by Ketchikan and Skagway (Table 2).

When Alaska lawmakers increased the number of eligible ports of call, they also approved changes to the way the CPV Excise Tax would be distributed. When eligible ports of call are cities located in a borough, the city and the borough each receive \$2.50 of the \$5.00 passenger fee.

Since FY2013, 18 municipalities have shared in \$176,192,064 of CPV taxes (Table 3). This number includes the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) appropriated in FY2021 and FY2022 to cover lost CPV tax revenue but does not include additional legislative appropriations. In total, nine boroughs received \$129,751,144 (73.6%) and nine cities received \$46,440,920, (26.4%) over the last ten years. Three borough governments (Kenai Peninsula Borough, Ketchikan Gateway Borough, and Kodiak Island Borough) share the \$5.00 per passenger allocation with the city governments of the port communities (Homer, Ketchikan, Kodiak, and Seward) that host the cruise passengers.

Notably, two municipalities account for more than half (53.5%) of all shared revenue since FY2013: The Municipality of Skagway (25.0%) and the City and Borough of Juneau (28.5%). The Ketchikan Gateway Borough (13.3%) and the City of Ketchikan (13.3%) combine for more than a quarter (26.6%) of shared revenue, followed by the City of Hoonah (5.2%) and the City of Whittier (4.7%). The remaining shared revenue, totaling \$17,689,738 (10.04%), is shared with the remaining 12 municipalities. The City of Nome received the least amount of revenue at only \$15,750 (< 0.1%).

The City and Borough of Juneau and the City of Ketchikan did not receive shared revenue payments until FY2012, as municipalities with passenger head taxes were prohibited from receiving state CPV Excise Tax revenue. Once Senate Bill 312 was enacted, municipalities with a local commercial passenger vessel tax were allowed to participate in the state's tax and revenue sharing program. The statewide levy rate was \$46.00 per passenger through the 2010 cruise season and decreased by legislation to \$34.50 per passenger in 2011. Following the passage of Senate Bill 312, the City and Borough of

**Table 3: FY2013-FY2022: Total Shared with Municipalities**

Municipality	Total	Percent
Municipality of Anchorage	\$515,915	0.30%
Haines Borough	\$2,167,575	1.20%
City of Hoonah	\$9,090,835	5.20%
City and Borough of Juneau	\$50,179,015	28.50%
Kenai Peninsula Borough	\$4,880,504	2.80%
City of Homer	\$297,544	0.20%
City of Seward	\$4,615,646	2.60%
Ketchikan Gateway Borough	\$23,420,628	13.30%
City of Ketchikan	\$23,420,628	13.30%
Kodiak Island Borough	\$346,177	0.20%
City of Kodiak	\$346,177	0.20%
City of Nome*	\$15,750	< 0.1%
City and Borough of Sitka	\$3,772,090	2.10%
Municipality of Skagway	\$44,057,175	25.00%
City of Unalaska	\$131,785	0.10%
City of Valdez	\$188,510	0.10%
City of Whittier	\$8,334,045	4.70%
City and Borough of Wrangell	\$412,065	0.20%
<b>Total</b>	<b>\$176,192,064</b>	<b>100.00%</b>

Source: Alaska Department of Revenue, Tax Division.

\*FY2018 marks first year municipality participated in shared revenue program.

# FY2021 and FY2022 shared amounts were either fully or partially funded by ARPA SLFRF appropriated by the legislature.

## CITY GOVERNMENT

From FY2013 to FY2022, nine city governments shared in more than \$46 million of CPV Tax shared revenue (Table 5). Total shared revenue, by city, ranges from \$15,750 (City of Nome) to \$23,420,628 (City of Ketchikan). Total cruise passenger volume varies by city; five of the cities receive few visitors while the other four are heavily visited by cruise vessels and passengers. The Cities of Nome, Unalaska, Homer, Valdez, and Kodiak receive infrequent cruise vessels and are consequently small beneficiaries of the CPV tax revenue: \$364,000 or less apiece over ten years. In contrast, the Cities of Ketchikan, Hoonah, Seward, and Whittier are large beneficiaries of shared revenue with \$4.6-million to \$23.4 million received over ten years.

**Table 5. FY2013 - FY2022: CPV Tax Revenue Shared with City Governments**

Fiscal Year	City of Homer	City of Hoonah	City of Ketchikan	City of Kodiak	City of Nome	City of Seward	City of Unalaska	City of Valdez	City of Whittier	Total Cities
2013	\$21,710	\$610,105	\$1,977,770	\$23,473	-	\$343,265	\$4,120	-	\$828,865	<b>\$3,809,308</b>
2014	\$33,542*	\$626,225	\$2,240,210	\$4,600	-	\$306,723	\$4,165	\$1,265	\$950,635	<b>\$4,133,823</b>
2015	\$13,925	\$688,980	\$2,032,375	\$13,925	-	\$347,733	\$1,650	-	\$791,550	<b>\$3,890,138</b>
2016	\$27,055	\$722,575	\$2,141,633	\$30,255	-	\$447,170	\$8,155	-	\$721,325	<b>\$4,098,168</b>
2017	\$27,630	\$771,595	\$2,163,570	\$30,887	-	\$458,750	\$6,505	-	\$620,340	<b>\$4,079,277</b>
2018	\$31,532	\$788,005	\$2,252,487	\$37,625	\$8,715	\$458,165	\$18,125	\$1,710	\$674,320	<b>\$4,270,684</b>
2019	\$35,815	\$932,125	\$2,440,982	\$42,752	-	\$522,255	\$3,205	-	\$871,855	<b>\$4,848,989</b>
2020	\$35,445	\$1,317,075	\$2,723,867	\$54,220	\$2,345	\$577,195	\$28,620	\$61,845	\$958,385	<b>\$5,758,997</b>
2021	\$35,445	\$1,317,075	\$2,723,867	\$54,220	\$2,345	\$577,195	\$28,620	\$61,845	\$958,385	<b>\$5,758,997</b>
2022	\$35,445	\$1,317,075	\$2,723,867	\$54,220	\$2,345	\$577,195	\$28,620	\$61,845	\$958,385	<b>\$5,758,997</b>
<b>Total</b>	<b>\$297,544</b>	<b>\$9,090,835</b>	<b>\$23,420,628</b>	<b>\$346,177</b>	<b>\$15,750</b>	<b>\$4,615,646</b>	<b>\$131,785</b>	<b>\$188,510</b>	<b>\$8,334,045</b>	<b>\$46,440,920</b>

Source: Alaska Department of Revenue, Annual Shared Taxes Report, FY2013 - FY2022.

# FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

\* Homer received shared revenue for FY2012 in January 2014, so this revenue is counted in FY2014.



## CITY OF NOME

First Class City, Unorganized Borough

2021 Population: 3,524

FY2017 to FY2022 CPV Excise Tax Revenue: \$15,750



### PROFILE

Located approximately 540 miles northwest of Anchorage, Nome sits on the Seward Peninsula along Norton Sound. The City of Nome was founded in 1901, just a few years after a major gold strike. Nome is noted both for its gold rush history and as the terminus for the Iditarod Sled Dog Race.

Nome received 33 cruise ship calls and 7,003 passengers between 2017 and 2022 (excluding 2022 passengers, for which a count was unavailable at the time of publication). Historically, most vessels calling at the Port of Nome have not carried enough passengers to subject them to the CPV Excise Tax. During 2016, the Crystal Serenity made its first port call to Nome. Since that time, Nome has continued to attract new vessels, such as the hybrid-powered MS Roald Amundsen. Cruise visitation during 2019 reached a high of nearly 4,200 passengers.

Nome Cruise Ship Visitors 2013 to 2022		
Calendar Year	Ship Calls	Passengers
2017	6	1,839
2018	5	992
2019	13	4,172
2020	-	-
2021	-	-
2022	9	*
<b>Total</b>	<b>33</b>	<b>7,003<sup>^</sup></b>

Source: Cruise Line Agencies of Alaska.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

\* 2022 passenger count data unavailable at time of publishing.

<sup>^</sup> Total does not include 2022 data.

Nome Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Design and install floats for tenders in the harbor basin
Port Facilities	Upgrade gravel dock surfacing

Source: City of Nome.

2020 and 2021 saw no cruise ship landings in Nome due to the pandemic. In 2022, the industry began to return to normal with 9 total landings, although passenger counts for 2022 were not available at the time of reporting. Several cruise companies used Nome as the point of embarkation or disembarkation providing economic development opportunities to logistics, tourism, and hospitality companies in Nome.

### PROJECTED NEEDS OF COMMUNITY

Priority projects for the City of Nome include the Arctic Port Expansion Project, which will expand the Port of Nome into the nation's first Arctic Deep Draft Port. This project is in the design phase and is expected to go out to bid in early 2023. Building this expanded facility will enable larger ships to moor safely within the deep draft basin and transfer passengers at the dock, versus doing so on open water.

### CPV REVENUE DISTRIBUTION

Since 2017, the City of Nome has received \$15,750 in CPV revenue. The first, and largest, revenue distribution was in 2018, in the amount of \$8,715.

Nome CPV Revenue Distribution FY2013 to FY2022		
Calendar Year	Passengers <sup>^</sup>	Amount
2017	-	-
2018	1,743	\$8,715
2019	-	-
2020	469	\$2,345
2021*	-	\$2,345
2022*	-	\$2,345
<b>Total</b>	<b>2,212</b>	<b>\$15,750</b>

Source: Alaska Department of Revenue, Tax Division.

<sup>^</sup> Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

\* FY2021 and FY2022 shared amounts were ARPA SLFRF funds appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

## LEGISLATIVE APPROPRIATIONS

Nome received \$1.6 million in design funds, and \$175 million for the first phase of construction for cruise ship port and harbor infrastructure in FY2023 through legislative appropriations from the commercial Passenger Vessel Tax Account.

Nome CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2023	Cruise ship port design funds	\$1,600,000
2023	Cruise ship port Phase I construction and harbor infrastructure	\$175,000,000
<b>Total</b>		<b>\$176,600,000</b>

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

## CPV REVENUE EXPENDITURES

The amount of shared revenue the city receives is insufficient to undertake large scale projects. To date, the city has not expended any CPV monies, as the city is working to build the CPV revenue fund in order to begin achieving the smaller improvements listed in this profile. As the number of cruise ship calls at Nome continue to increase, the city is hopeful that these funds can better support larger development projects that will effectively serve cruise vessels and their passengers in Nome.

## RELATED INFORMATION

- McDowell Group. 2016. [Port of Nome Strategic Development Plan](#).

## CONTACT

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