



Waterlines

Kodiak Waterfront Cell Phone Tour Debuts

Following up on the success of KMM's guided harbor walking tours, the museum is unveiling a new self guided harbor tour using smart phone technology.

The museum hopes to have an a limited content, demonstration version of the tour up and running for visitors to Kodiak Comfish in mid-April.

The KMM Waterfront Mobile Tour will allow visitors to use their cell phones to learn about the history, people, and culture of Kodiak's waterfront. The tour is funded by a \$1,500 Kodiak Island Borough Bed Tax grant.

To access the tour, visitors will scan QR codes posted around the harbor with their cell phones. The cellphone will then automatically



Scan this QR code with your cellphone to see a demo KMM Waterfront Mobile Tour

connect to the online tour content. GPS technology will locate visitors on an on-screen tour map depicting points of interest.

The tour aims to present the history of Kodiak's harbor and fishing fleet through the voices and stories of fishermen, processing plant workers, and other people who have lived and worked around Kodiak's waterfront.

The tour content will be deliv-

ered by photographs, oral history sound bites, video, and text.

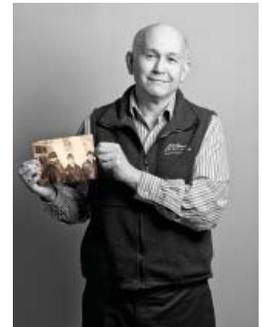
Major historical events in Kodiak's waterfront history covered by the tour include the 1912 Katmai eruption, World War II, the 1964 earthquake and tsunami, and the 1989 Exxon Valdez Oil Spill.

Broader themes explored in the tour will eventually include the Kodiak King Crab and salmon fisheries, the perils of working at sea, and the social bonds that tie people together in a town which draws its living from the sea.

Guide By Cell, the San Francisco technology firm which hosts KMM's Faces of the Kodiak King Crab fishery audio cell phone tour, will host the new harbor tour.

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Jimmy Ng, former Coast Guard helicopter pilot. Ng's story is part

What is a QR code scanner, and where can I get one?

QR codes like the one at the top of the page can be scanned with the camera on most iPhones and Android based cell-phones. You first need to download a QR code reader application- an "app," to your cellphone. Dozens of free QR code readers are available in the Apple and Google App Stores.

Once you've got a scanner app, open it and aim the phone's viewfinder at any QR code. The app will read the QR code and load the associated web page into your phone's browser. KMM's Mobile Harbor Tour is available only through the QR code reader on your phone. It is not available on the KMM web page.

KMM Presents Kodiak Cannery History Seminar at Comfish, Saturday April 13, 2-3 p.m.

KMM will maintain an informational booth at ComFish this year., at the Kodiak Convention Center from Thursday, April 11 to Saturday, April 13, 10 a.m. to 4 p.m. KMM Board members and staff will be on hand to answer questions about the museum and our programs.

As part of ComFish, KMM will also present a one hour seminar on the history of Kodiak's remote canneries., on Saturday, April 13, at 2 p.m. The session, at the Harbor room of the Kodiak Inn, is in concert with a recent decision by the Alaska Historical Society to begin planning for a survey of the hundreds of canneries built in Alaska since the mid-19th century.

Presenters at the seminar include Rick Metzger, longtime Alitak fisherman and amateur historian, and Wallace Fields, whose family has fished at Harvester Island in Uyak Bay since the early 1960s.

Anjuli Grantham, President of the Alaska Historical Society will discuss the AHS effort to document Alaska's canneries.

KMM Executive Director Toby Sullivan will also present a memoir of life at the Glacier Bay Cannery in Ouzinkie, written by Alaskan writer Susan Morgan. Morgan's family owned the plant in the early 1970s, and she spent several years working there, before the plant was destroyed by fire in October 1975. (See **Glacier Bay Sea-**

From the Wheelhouse —

One of the pleasures of working for a maritime museum is meeting all kinds of interesting people I might not have otherwise known. While the commercial fishing world many of us inhabit is filled with fascinating personal stories, so too as it turns out, is the world of maritime preservation and history.

On a recent trip to Seattle I met Nathaniel Howe, Director of the Seattle's Northwest Seaport. As a Fulbright Scholar, Nathaniel worked with the team in Stockholm, Sweden, that takes care of the *Vasa*, a 226 foot Swedish warship that sank minutes after it was launched in 1628. The ship was top heavy with cannons and insufficient ballast. It keeled over when a slight breeze hit the sails, water rushed into the open gun ports, and it sank in sight of thousands of horrified onlookers. The ship was raised in 1961 and a museum was built around it. Maritime historians, including Nathaniel Howe, have been studying her ever since.

The other person I met recently was Brian Johnson's father, Bud Johnson, who painted the watercolor of the *Thelma C*, which KMM is now selling to raise funds for the Thelma C Project. We sat for several hours while Bud and his wife Suzanne talked about the *Thelma C* and taking their kids to live in the northwest Alaskan village of Point Hope in 1961.

While Bud was famous in the Northwest and Alaska for his art, including bronze statues, ceramics, and paintings inspired by Native Alaskan arctic culture, he was also a great musician. The statues of the musicians in the foreground of the photo below were created by Bud in the 1940s, shortly after he got out of the Navy. I regret that I didn't meet him sooner. He was an amazing man. The photo was taken last month, just days before Bud Johnson died, by his son Brian.

- Toby Sullivan, Executive Director



KODIAK MARITIME MUSEUM

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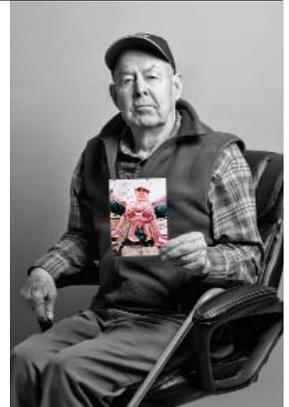
Paddy Mullan Sr. 1923-2013

Paddy Mullan Sr, longtime Kodiak fisherman, died March 19, 2013 in Kodiak. He was 89.

Paddy was a commercial fisherman his entire life. He began fishing at age 7 with his father and brother at a west side Kodiak Island salmon setnet site, fished King Crab at the height of that fishery's glory years, and operated an Olga Bay setnet site into his later years. He seined with his own boat for salmon for decades.

Before he became a full time fisherman, he also hunted and trapped, packed for legendary bear guide Alf Madsen and drove a garbage truck, among other ways to make a living. He was preceded in death by his wife Nadia, and leaves many living descendants.

In 2008 Paddy contributed to Kodiak Maritime Museum's "Oral History of the Kodiak King Crab Fishery," and in 2011, sat for the photo shown here, as part of the museum's "Faces of the Kodiak King Crab Fishery," photo portrait project.



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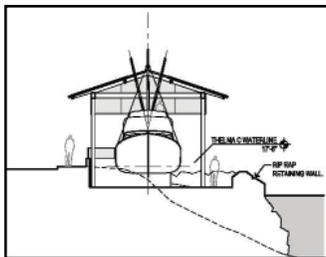
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Thelma C Exhibit Phase I Construction Goes to Bid

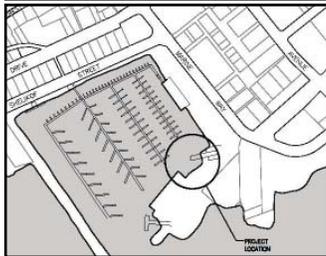
After a quiet winter, KMM is moving forward with construction of the *Thelma C* Exhibit plaza site. Plans call for the boat to be displayed as a permanent historical exhibit in Kodiak's St. Paul Harbor. The legacy seine boat was constructed in 1965, and rebuilt last year by a team of shipwrights and volunteers in a boat shed at Kodiak College.

The exhibit will be sited between Oscar's Dock and the skiff loading ramp, adjacent to Threshold Recycling's drop-off structure. The exhibit will fit into the slope between the parking lot and the harbor water, a few feet below the level of the parking lot.

Architectural drawings for the exhibit, including a concrete exhibition platform, were completed earlier this winter by Barnes



Architecture in Anchorage. The museum is now seeking bids to build Phase I of the exhibit structure- a concrete slab for the boat to rest on, and a concrete retaining wall built into the upland slope on the site. The retaining wall will provide space for interpretive panels telling the story of the boat and Kodiak's salmon fishery.



A call for bids on Phase I of the project will be going out soon. The museum hopes to complete the slab and retaining wall by the fall of this year. The

Museum Plans Sale of *Thelma C* Painting

Kodiak Maritime Museum plans to sell prints of a fine art watercolor painting of the fishing vessel *Thelma C*. The 2010 painting by artist C. Alan "Bud" Johnson depicts the vessel underway in heavy weather. Funds from the sales will be used to complete the *Thelma C* Interpretive Project in Kodiak's St. Paul Harbor.

Each print is signed by Mr. Johnson and comes with a certificate of authenticity. The 20" by 24" prints are mounted on foam core backing and sealed in plastic. They were produced under the artist's direction using the Giclee painting process.

KMM plans to sell 130 prints from the original run of 150. A price has not yet been decided, but will be in line with market conditions.

Mr. Johnson's connection to the *Thelma C* came through his son Brian, who owned and fished salmon on the boat with his family in the late 1990s. Brian Johnson is also an expert in wooden boat preservation, and rebuilt the boat for the museum in 2012.

Bud Johnson was well known in Alaska and the Northwest for his watercolors, bronze sculptures, and for a series of ceramic



Thelma C in its boat shed at Kodiak College after 2012 reconstruction

boat would then be moved from Kodiak College and mounted in a specially constructed steel cradle on the site.

Phase II of the exhibit project involves construction of an open sided, roofed pavilion to be built over the boat, to protect it from rain and snow. While the museum hopes to complete this part of the project by 2014, funding is not yet in place.

The *Thelma C* was built by Ken Christoffersen in 1965 after his original boat was destroyed in Valdez by the tsunami caused by the Great Alaskan Earthquake of March 27, 1964. Mr. Christoffersen and several subsequent owners fished salmon, herring, and crab around the Gulf of Alaska for many years. The boat was granted to KMM in 2006 by its last owner, Mark Thomas.

Support for the project comes from a Alaska Legislature grant, the Kodiak Island Borough, Kodiak College, American Seafoods, and Alaska State Museums.



"*Thelma C*," by C. Alan Johnson, 2010

figurines depicting Inuit people engaged in various activities. Mr. Johnson and his wife Susan and their three young children spent the summer of 1961 in Point Hope, Alaska. The experience fueled a lifetime of creativity depicting Alaska and its people.

Bud Johnson died March 15, 2013 in Seattle at the age of 86.

Glacier Bay Seafoods in Ouzinkie 1972-1975

As part of KMM's Kodiak Comfish seminar on the history of Kodiak's canneries, Executive Director Toby Sullivan will read a short memoir by Anchorage writer Susan Morgan about the Glacier Bay Seafoods plant in Ouzinkie in the early 1970s. The seminar is at 2 p.m., Saturday, April 13, at the Kodiak Inn Harbor Room.

Morgan worked at Glacier Bay Seafoods for two years after her mother Donna and step father, George Grant, bought the plant in early 1972. Grant was superintendent there until the plant was sold in the fall of 1974. Glacier Bay Seafoods was subse-



Susan Morgan and brother Stan in Kodiak, early 1970s (Susan Morgan)

KMM 2013 Crab Fest Booth to Feature *Ivar's Seafood Chowder*

For the second year, KMM is planning to operate a Crab Fest booth featuring fish and chips and fish tacos featuring Alaskan caught cod fish. This year, the museum also plans to offer clam chowder donated by Ivar's Seafood Restaurants of Seattle.

Cod fish for the booth's fish and chips and tacos are provided by Alaska Leader Fisheries, which operates a fleet of longline factory vessels in the Bering Sea and Gulf of Alaska. Alaska Leader Foundation, a philanthropic arm of Alaska Leader Fisheries, last year donated the booth to KMM as a fundraising venture. Alaska Leader Foundation ran the booth for many years to raise money for Alaska non-profits and schools. The booth is manned by volunteers.

Alaska Leader Fisheries recently began supplying frozen cod fish fillets to Ivar's, and through that relationship, Ivar's has agreed to donate chowder for the KMM booth.

KMM is again seeking about a dozen volunteers to help in the booth. To volunteer, please contact the museum at 486-0384, or info@kodiakmaritimemuseum.org.

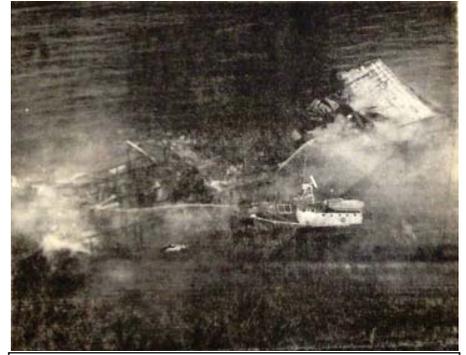
Photo Upper Right: Rob Lachowski, Tom Kouremetis, and Dan Ogg KMM Crab Fest Booth, May 2012

quently destroyed by fire on the night of October 15, 1975 and was not rebuilt.

Morgan's account describes long hours working with other women at shrimp peeling machines while young male workers shoveled shrimp off boats and packed frozen shrimp for air shipment to England.

Her work at the plant introduced her to long hours of physically demanding work and cannery workers and fishermen from all over the world. Her experience mirrored that of many young people who came to Kodiak in the 1970s seeking work and adventure. For Morgan, the experience was life changing.

As she puts it in her memoir, "everything my dad warned me about during high school he personally delivered the moment I graduated. Immediately after my very docile senior year concluded at Dimond High School in Anchorage, my family moved to Ouzinkie. ... There I discovered the wonders of shrimp fishermen, smoking materials from southeast Asia, bootleg vodka mixed with almost anything, and the Beat Poets... for many of us who were there, for reasons I've never quite understood, those two and a half years remain the most vivid of our lives."



MV Trooper sprays water on burning Glacier Bay Seafoods in Ouzinkie October 15, 1975 (Kodiak Daily Mirror)

The economics that had made the plant initially profitable changed however, and the plant began to fail. Grant sold the plant in late 1974 and Susan and her family returned to Anchorage. Glacier Bay Seafoods burned to the waterline a year later.

Some of the boats the plant bought shrimp from in those years included the *Cloverleaf*, *Mylark*, *Pauline B*, *Northern Queen*, and the *Wayward Wind*.

The *Cloverleaf* sank off Sutwik Island with the loss of two lives, April 2, 1980. The *Wayward Wind* went down off Sitkinak Island on January 18, 1988 with the loss of four men. KMM boardmember Deb Nielsen is a survivor of that tragedy.



Ocean Bay Marine

Brian Johnson, Shipwright

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Old Uyak at Uyak Bay by Wallace Fields

When Alaska was purchased by the United States in 1867, the salmon canning industry was just beginning. Salmon canneries were operating on the Sacramento and Columbia Rivers, and it wasn't long before canneries were being built further North in Puget Sound, Canada, and along the coast of Alaska. Kodiak Island's first cannery was built in 1882 on the Karluk Spit. By the end of the 1880's four more canneries had been built along the gravel spit and bank where the Karluk River empties into the Shelikof Straits, and new canneries were operating in other areas of Kodiak and Afognak Islands. By the end of the 1890's the Alaska Packers Association (APA) had consolidated operations of many of the canneries on Kodiak and controlled or owned all remaining facilities at Karluk, Alitak, Afognak, Uganik, and Larsen Bay. Only two companies were operating independent of APA on Kodiak at the turn of the century. Both of these companies were located at Uyak Anchorage, the nearest anchorage to Karluk from the severe westerly winds that regularly blow across the Shelikof Straits.



Hume Bro's and Hume (background) and Pacific Steam Whaling Company, Old Uyak, 1897

Both the Pacific Steam Whaling Company and the Hume Bro's and Hume Company built canneries during 1897 at this anchorage and shared water from a small lake and stream that flowed between them. They struggled to compete with APA's large conglomeration, and over the next decade consolidated into a new company, Northwestern Fisheries Company (NWFC). In June of 1905, a fire burned most of the Pacific Steam Whaling Company's plant leaving only the Hume Bro's and Hume plant further to the north, which continued to operate until its closure in 1931.

The NWFC warehouses and other buildings stood until the 1950's when they were torn down and used for structures in the nearby village of Larsen Bay. Today, there are only two buildings still standing from the original cannery in addition to some of the pilings that are left where the dock once stood. Old canning retorts, engine blocks, winches for boat ways, and a variety of other machinery and infrastructure from the once vibrant canning facility litter the beach and landscape at what is now called Old Uyak.

For the past thirty years Old Uyak has been my home during the summer months where our family gillnets for salmon. I have



Northwestern Fisheries Company at Old Uyak, Uyak Bay (University of Washington)

spent many quiet mornings looking out over the old dock and collapsed smokestack where the boiler once stood imagining the daily activity that would have been part of the Northwest Fisheries Company.

From my window I can picture the old sailing ships, like the *AJ Fuller* and *Harvester* swinging on anchor in front of the dock, or the mail boat *Dora* casting off from this dock the morning of the Katmai eruption in June 1912, and watching the sky grow dark a few hours later as they sailed for Kodiak, or the *Bertha* with a load of lime that ignited in front of the cannery in July 1915 and burned to the waterline (the boiler and ribs from ship are still visible on the beach).

I think of the loads of salmon brought here from the Karluk beach seines and from fish traps around the island, and the Chinese laborers, the Scandinavian and Native fishermen, the plant managers and skilled craftsmen, and can hear the sounds and smell the smells that are so familiar to me from the cannery in Larsen Bay, only six miles away, which has operated from 1911 to this day.

Uyak Anchorage is still a busy place throughout the year, with the commercial fishing fleets coming and going to deliver fish to tenders or to anchor for shelter or rest. Many of these folks may only see some old pilings and setnet cabins now when they gaze on the site of the Northwest Fisheries Company canneries, but others may see what I do, an important connection to our past and a standing record of the salmon industry which has been such an important component of Kodiak's maritime history.



Old Uyak as seen in 2012. (Wallace Fields)

KMM Building Funding To Be Discussed

The KMM Board of Directors and Staff plan to revisit possible funding scenarios for a dedicated maritime museum building in Kodiak. The museum has no building of its own and the Board has long identified constructing or leasing a building as a major goal of the museum. The Board will meet with Foraker Group facilitator Mike Walsh April 8 to discuss the issue.

While the museum is confident that a successful capital campaign could be launched to construct a new building, it is unclear how long term operational funding of a building could be achieved. Operations for museums include personnel costs, insurance, utilities, and debt service. An "Operational Funding Gap," identified by the KMM Board remains the museum's most significant long range problem.

Museums traditionally produce revenue from admissions fees, memberships and donations, merchandise sales, and endowment fund interest. Some museums receive funding from local municipalities or borough governments. Grants from foundations, governments and other sources, are usually project oriented, and can only be spent on direct costs of programs, such as materials and contract labor however.

As part of the museum's building planning effort, the museum has been working with the Foraker Group's Pre-Development Program since early 2011. The Pre-D Program was instituted by the Foraker Group, an Anchorage non-profit dedicated to helping other Alaskan non-profits achieve their missions.

A Building Feasibility Study commissioned by KMM in 2007 outlined the costs of a new building and sources of operational income. The study found that with the seasonal nature of the visitor industry on Kodiak, merchandising and admissions incomes would be limited, and that without an outside funding stream, such as from a significant endowment fund or government assistance, long term operation of a building would be difficult. KMM set up an endowment fund in 2010, but the corpus of the fund remains too small to produce a significant income stream.



Possible KMM Building locations as described in 2011 CRW Engineering Report

Kodiak College

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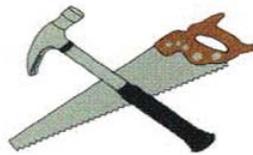
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F/V Curlew, sister ship to the Thelma C, comes off a wave in a storm in Shelikof Strait, date unknown. The Curlew slammed into an oncoming sea moments after this photo was taken, lost its wheelhouse, and sank immediately. The lone person on board was rescued shortly thereafter. (LeClercq Marine Construction, Seattle)

West Wind Woodworking



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