



Gov't to study Eastern Arctic fishing industry

By SUSAN ROGERS

Territorial Council voted Monday to press the NWT Government to examine the feasibility of a fishing industry in the Eastern Arctic.

But the motion, forwarded by Ludy Pudluk (High Arctic) was watered down from his original proposal that the study be conducted between Pond Inlet and Arctic Bay before offshore drilling occurs in the Davis Strait.

Pudluk told council his constituents don't want any exploratory drilling until the department of economic development studies sea animals in the area. He explained he was referring to the commercial fishery of shrimps and clams not seals or narwhales.

Bryan Pearson (South Baffin) said he couldn't support the motion because of the drilling provision and specific geographic locations.



Ludy Pudluk

After a recess, Pudluk returned with a motion simply stating that the feasibility of establishing a fishing industry be studied in the Eastern Arctic.

Dave Nickerson (Yellowknife

North) said it was "good" to remove the reference to offshore drilling because fishing and oil exploration aren't mutually exclusive.

"It's obviously in the national interest that work take place in the Davis Strait. Undoubtedly, there are fishing resources that can be explored in that area just as there are in Greenland."

Economic development minister Tom Butters (Inuvik) said the department will "do its best" but has no "fisheries research dimension."

Research conducted in the Western Arctic, prior to exploratory oil drilling there, was done by the federal department of fisheries and biologists hired by the oil companies, he said.

Pearson insisted, however, that the NWT government can get a troller from somewhere, such as Newfoundland, to research the fishing potential in the Davis Strait.

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Pearson wants dock at Frobisher

By ALISON DICKIE

Bryan Pearson (South Baffin) urged Territorial Council last week to promote the building of a dock in Frobisher Bay, where he is mayor.

"It (the dock) could be a tremendous asset, not only to that community, but to the area as a whole. There are no docking facilities in Canada on the east coast of Canada north of St. John's Nfld. and it is necessary for any ship, if they have to be refueled, to go to either Greenland, where there is a dock in every single community, or that — if they want to refuel in Canada, back to Newfoundland."

Pearson said he estimates the cost of the dock to be about \$2.5 million.

Last year it cost the department of Indian and northern affairs (DINA) about \$1 million to underwrite the cost of air-freighting goods into Frobisher Bay because of the abortive sealift operation.

Pearson said this money "would make a helluva big contribution to the dock."

He said a dock would reduce the cost of shipping and insuring goods and would also cut down on the amount of damaged goods because many steps in the operation could be cut out.

Pearson said the present sealift operation calls for goods to be unloaded into barges and then towed ashore where they must wait for the tides to go down before offloading the cargo. When the tide comes back the barges float out again. Unloading

can, therefore, only take place every 12 hours.

"The dock could be built with local labor and existing materials (except for dynamite).

"It must be sufficient to allow a ship to tie up alongside the dock and to discharge cargo at both high and low tides.

"A dock would also extend the sealift operation by one month at each end (of the shipping season) and would, therefore, be less expensive and more efficient because continuous offloading (of cargo) could take place."

Pearson said smaller ships could be used if a dock were built and icebreakers used to get in and out of the bay.

"Shipping companies could plan their operation on a scheduled basis using smaller ships and passengers could travel

to Frobisher by sea. This would be good for the tourist trade."

He also said a dock would "make life easier for the natives" because their boats could be sheltered in bad weather and they would have much easier access in and out of the water.

Launching boats (in Frobisher) is hazardous because of the tides and bad weather, he noted.



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