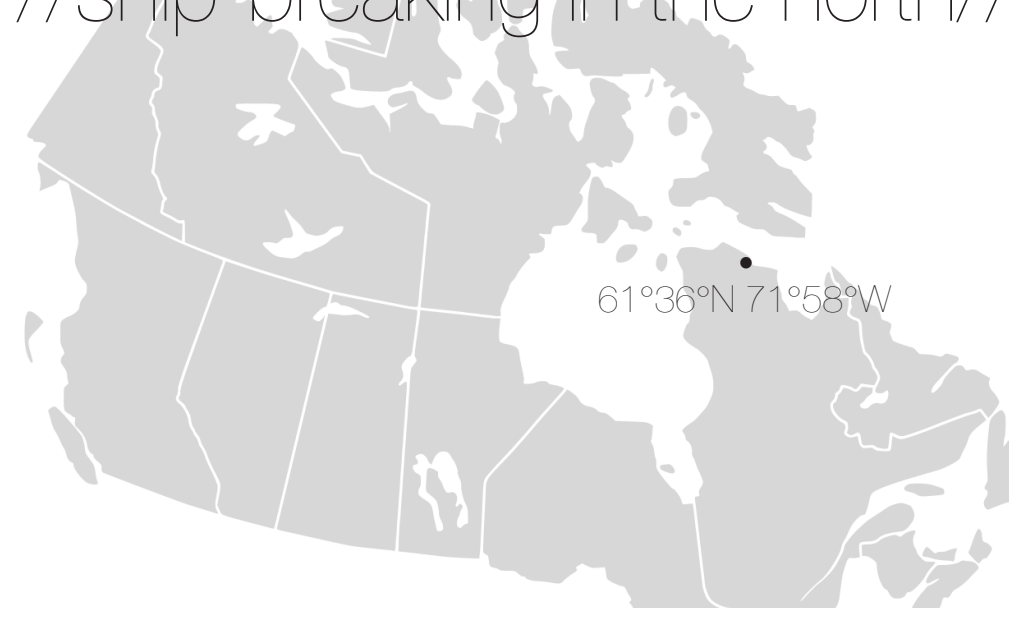


# KAMIKAZE COLONIZER

//ship-breaking in the north//



Kangiqsujuaq, or "The large bay" is a village located 10 km from the Hudson Strait. The *KAMIKAZE COLONIZER* re purposes used oil tankers that frequent the St Lawrence into Inuit multi-purpose housing communities. In February 2015, Transport Canada issued an inquiry regarding an opportunity for domestic ship recycling for small and large vessels. Research shows that a large number of vessels in the Great Lakes fleet are expected to retire in the coming years, as the life span for only a couple of decades. Owners currently typically sell their expired vessels to countries like Bangladesh, China, Pakistan, Turkey and India who specialize in ship-breaking.

Unfortunately, lucrative ship breaking businesses in these countries often result from the lack of proper regulation and enforcement of environmental policies and laws, health and safety standards in addition to low labour salaries. These businesses exploit the impoverished and uneducated desperate for work and without the appropriate regulation, people are forced to work in extremely hazardous working conditions.

The "cradle to grave" loop is potentially closed with the recognition that proper end-of-life management for large vessels is crucial. There is only one known facility in Port Colborne, Ontario, that is in a position to safely dismantle and recycle large ships. *KAMIKAZE COLONIZER* would give life back to these vessels in addition to providing housing and a sustainable food source for the people of Kangiqsujuaq. Low income and unemployment/ underemployment represents a challenge for the community, especially due to the high cost of living in Nunavik.

The ability to re-purpose vessels within Canada will alleviate instances in Beauharnois where an abandoned cargo ship, The Kathryn Spirit, was left abandoned after four years of discussion of who was to safely dismantle the 150-metre-long ship. There were frustrations and worry that the ship could begin to spill contaminated crude oil and become a threat to aquatic fauna and other wildlife in the surrounding area.

Currently, the gradual increase of the global temperature is slowly changing the traditional methods in which the people of the north hunt and forage. Mussel hunters are finding it harder to find safe enough places to venture under the ice, which freezes later and melts earlier. The Inuit have maintained a close relationship with the north and most still rely on innovative survival skills that have been adapted for generations to the unique climate, conditions and weather of the Arctic. Their century-long relationship with the ice as a primary resource for food is compromised due to the early melting of lakes, rivers and sea ice make travel routes unsafe and unpredictable. Not only does this effect their traditions and cultural identity in their hunting, preserving and eating rituals, it also forces them to shift from country food to expensive, store-bought food items.



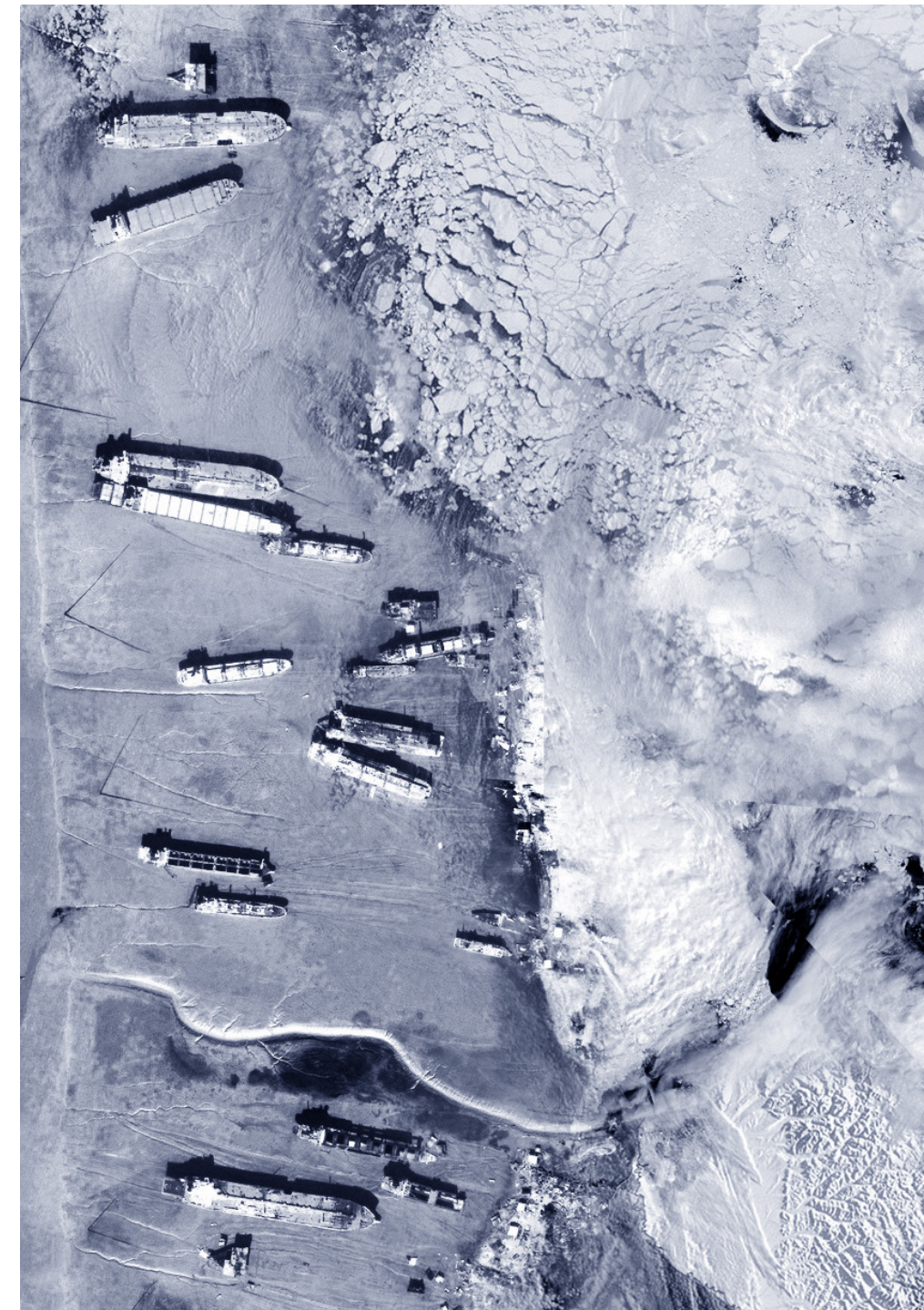
SEAL HUNTING



MUSSEL SCAVENGING



BOWHEAD WHALE HUNTING



In a 2015 research study of food insecurity in Kangiqsujuaq, studies show that 28% of households can be considered food insecure without hunger, and 26% of households are food insecure with hunger. This unfortunately is a higher rate than a report in 2002 by the Minister of Public Works and Government Services of Canada. *KAMIKAZE COLONIZER* uses a solar powered hydroponic system that provides crops year round in greenhouses on the main deck. Openings in *KAMIKAZE COLONIZER* levels allow for the safe continuation of the hunting of seal, and the bottom deck may be opened for the Kangiqsujuaq to resume their mussel hunting tradition.



RE-PURPOSED SHIP HULL



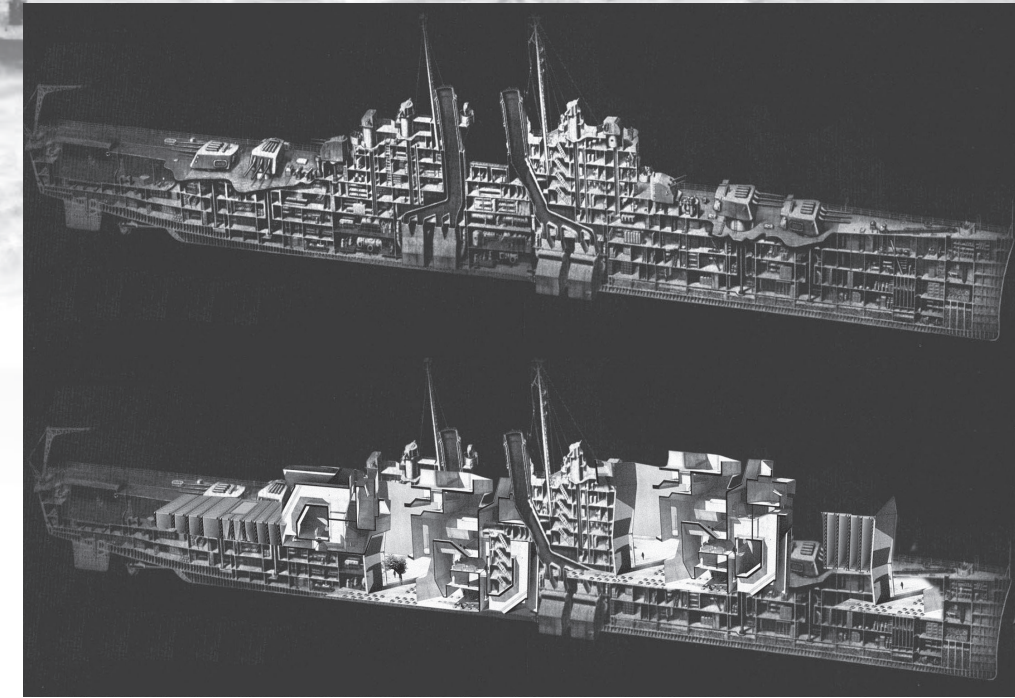




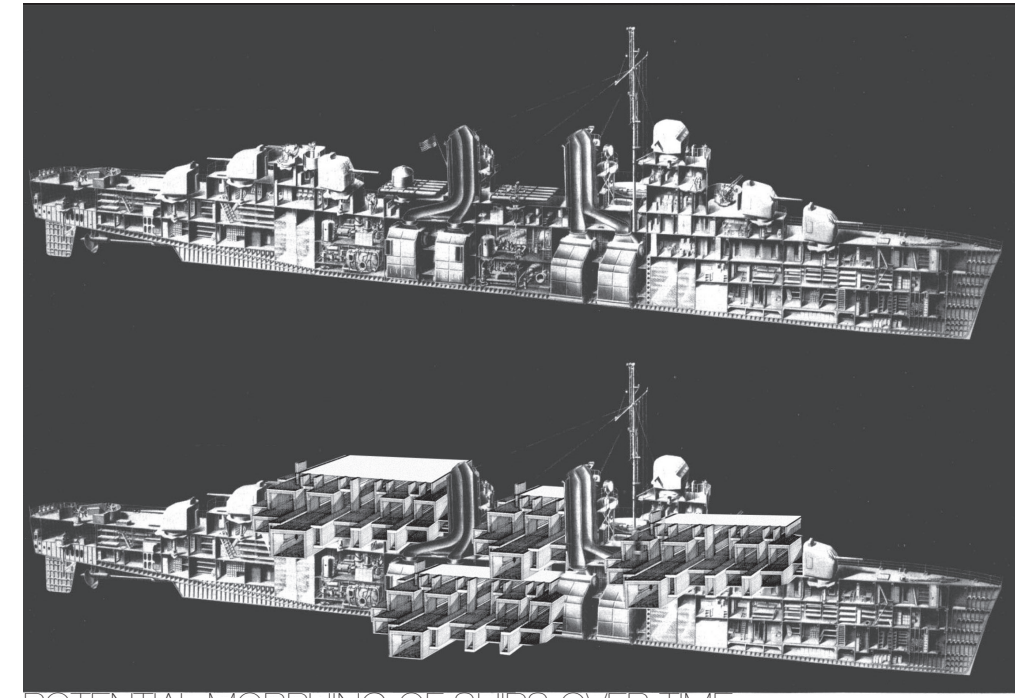
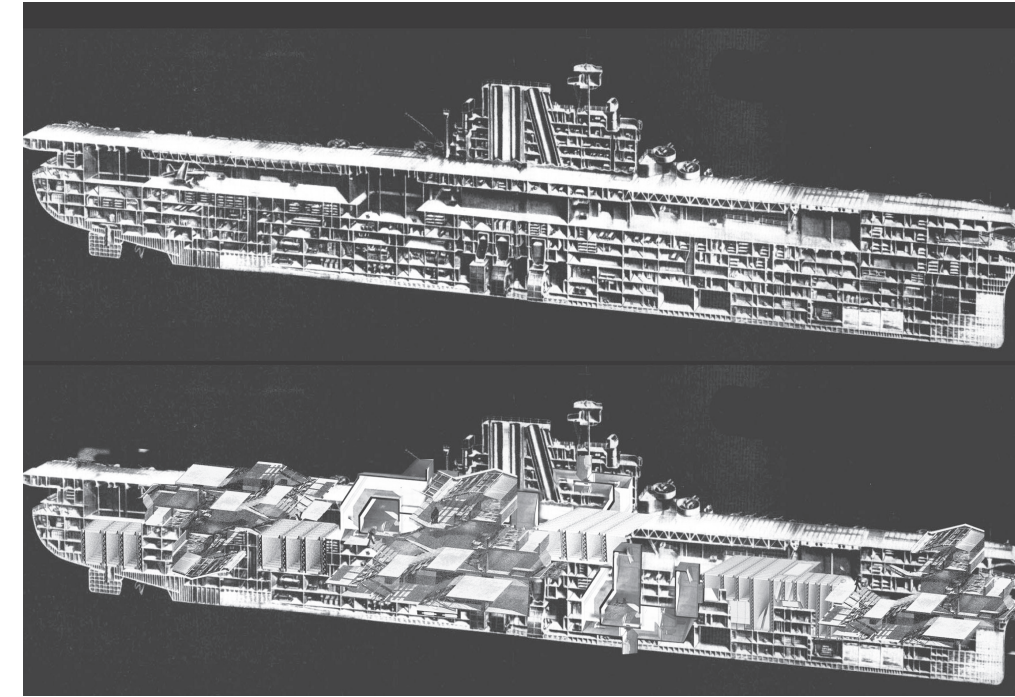
DIRECT ACCESS TO UNDERICE MUSSEL SCAVENGING

The people are Kangiqsujuaq have historically harvested mussels from under the thick sheet of ice which coats the Arctic sea during the winter months. When the moon is full or new and the sea ice drops up to 12 metres, mussel hunters lower themselves under the unsupported thick ice bed and into temporary caverns which exposes a seabed full of mussels. Mussel gathering is a tradition that goes back generations, but sometimes at a heavy cost. The tunnels are difficult to navigate and maneuver so hunters sometimes wander too far to hear the warning calls of rising tides.

*KAMIKAZE COLONIZER* provides safe access to and from the secret seabed highway. Located on the bottom level of the re-purposed oil tanker ship, the level also accommodates storing these seasonal treats. Over time, salvaged bridges from ships equipped with lights beneath the surface will sprinkle the coast of Wakeham Bay to provide a series of escape hatches in which mussel hunters can escape from, should they lose their way.



PROPOSED SITE PLAN OF KANGIQSUJUAG



POTENTIAL MORPHING OF SHIPS OVER TIME



PROCESS OF SHIP-BREAKING

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