

2021 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 110 IPA Identification Number 1

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Submitted to the

North Pacific Fisheries Management Council

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Introduction. In 2021 all AFA inshore sector eligible catcher vessels were members of the Inshore Salmon Savings Incentive Plan (ISSIP) Agreement. The ISSIP was first submitted for approval by NMFS on September 30, 2010 and approved on November 5, 2010. An amended ISSIP Agreement was submitted for approval on June 21, 2011. NMFS approved the amended Agreement on June 28, 2011. The ISSIP approved on June 28 continued in place for the 2015 A Season.

The ISSIP was amended for a second time in the spring of 2015; the amended ISSIP was approved by NMFS on June 5, 2015, in time for the B season. The 2015 amended ISSIP included substantive changes to the operational components of the ISSIP as well as membership changes due to vessel retirement/replacement under the Coast Guard Act of 2010, vessel name changes, vessels changing their inshore coop membership, and participation in the inshore open access sector.

To comply with the Amendment 110 regulations, the ISSIP was amended a third time in January of 2017, ahead of the 2017 A season. That version of the ISSIP remained in place for the 2018 fishing year.

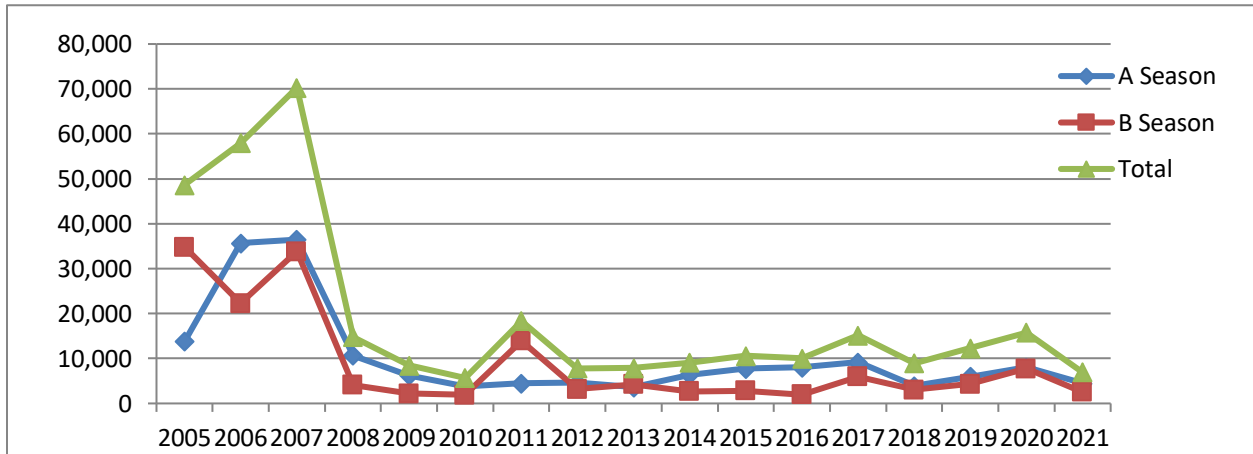
The ISSIP was last amended in the spring of 2019, submitted to NMFS for approval on March 26th, and approved by NMFS on April 10, 2019.

In October of 2020 the Alaska Department of Fish and Game notified the North Pacific Fishery Management Council that the aggregate estimated Chinook salmon returns to the upper Yukon River, the Kuskokwim River, and the Unalakleet River fell below the Three River Index threshold of 250,000 fish, triggering a low Chinook salmon abundance year for 2021. Consequently, the total 2021 Chinook salmon bycatch limit for the pollock fishery was reduced from 60,000 fish to 45,000 fish. Additionally, the overall performance standard for the pollock fishery was reduced from 47,591 fish to a 33,318 fish threshold. For the inshore sector the annual Chinook bycatch limit went from 33,390 in 2020 to 25,020 with an A season limit dropping from 20,916 to 15,687. The 2021 inshore sector's Performance Standard threshold was reduced from 26,485 to 18,525.

2021 Chinook Salmon Bycatch and Pollock Harvest Summary.

In 2021 the ISSIP members caught a total of 6,977 Chinook salmon; 4,434 Chinook in the A Season and 2,543 Chinook in the B Season (Source: NMFS Alaska Region).

Figure 1. Seventeen Year History of Chinook Salmon Bycatch by the Inshore Sector.



The total 2021 pollock harvest by ISSIP members was 597,027 metric tons; 259,819 metric tons in the A Season and 337,208 metric tons in the B Season. Annually that calculates to 85.57 metric tons of pollock harvest for every one bycaught Chinook salmon. Seasonally, the A Season Chinook bycatch was 58.6 metric tons of pollock for every one bycaught Chinook salmon. The B Season yielded 132.6 metric tons of pollock for every one bycaught Chinook salmon.

Total 2021 non-Chinook (chum) salmon bycatch by the ISSIP members was 342,161 fish. The latest genetic stock composition analysis by NOAA's Alaska Fisheries Science Center reports that 16% of the bycaught chum salmon originate from Western Alaska river systems, with less than 1% originating from the mid/upper Yukon River.

The ISSIP members participate in an industry-wide data sharing agreement. A copy of the Agreement is found at the end of this report (Exhibit 1).

Annual Reporting Requirements.

Amendment 110 regulations require each Incentive Plan Agreement (IPA) representative to submit an annual report to the North Pacific Management Council. The annual report is required to address each of the topics found in the following Sections A through G.

Section A. A comprehensive description of the incentive measures, including the rolling hot spot program and excluder use, in effect in the previous year.

The following summary comes from page 5 of the Inshore Salmon Savings Incentive Plan Agreement approved by NMFS on April 10, 2019 and captures the main elements of the ISSIP that were in place for the 2021 A and B seasons.

2. Agreement Summary and Incentive Plan Description. The vessels participating in this IPA receive an annual allocation of Chinook salmon bycatch units, which limits their Chinook salmon PSC bycatch to their pro-rata share of the Chinook salmon PSC performance standard, less Insurance Pool deductions for Inshore Cooperative Vessels. A vessel can earn additional Chinook bycatch units by catching fewer Chinook salmon PSC as bycatch than the amount of its annual allocation, at a rate of one (1) additional unit for every three (3) allocated units that are not used. The Insurance Pool is a Chinook bycatch unit reserve, which is available to Inshore Sector Cooperative Vessels whose Chinook bycatch exceeds the number of bycatch units they hold. Inshore Sector Cooperative Vessels using Insurance Pool bycatch units are required to repay the Insurance Pool, and may be required to pay an additional Insurance Pool usage penalty. If the inshore sector's Chinook salmon bycatch exceeds its performance standard for two (2) years in a six (6) consecutive year period, each Cooperative is required to take all actions necessary to insure that the Chinook salmon bycatch of its Vessels does not exceed the Annual Threshold Amount for a third (3rd) year in a seven (7) consecutive year period. The Manager will issue stop fishing orders to prevent exceeding the Performance Standard a third time in seven consecutive years as may be appropriate. A rolling hot spot closure program closes areas of relatively high Chinook or chum salmon PSC bycatch to vessels that have relatively high rates of Chinook and chum salmon bycatch. Salmon excluder devices are required to be used from January 20th to March 31st, and from September 1 until the end of the B season.

Savings Credits. As described in the agreement summaries, the primary incentive for members of the ISSIP to minimize Chinook bycatch whenever possible is by earning additional Chinook bycatch units called Savings Credits. Each ISSIP vessel is assigned an initial set of bycatch units called Base Cap Credits. Base Cap Credits are calculated as a vessel's share of the inshore sector's Chinook bycatch Performance Standard after an "off the top" deduction of 500 Chinook to fund an Insurance Pool.

On an annual basis, a vessel earns one Savings Credit for every 3 of its Base Cap credits not caught in a year. Without having earned Savings Credits, a vessel may never exceed its share of the current year's Performance Standard (less the insurance pool reserve). In other words, a vessel may not utilize its share of the annual inshore sector Chinook Limit - the hard cap - without having earned enough Savings Credits to do so.

Savings Credits, once earned, are not held in perpetuity, but have a lifespan of 3 years. Therefore, ISSIP vessels are not able to "rest on their laurels" after a series of low bycatch years. Because the nature of Chinook bycatch is so variable from one year to the next, vessels are incentivized to generate maximum Savings Credits each year.

No ISSIP vessels used any Savings Credits in 2021.

Individual Vessel Allocations. IPAs are required to ensure that each vessel will manage their bycatch in a manner that will keep total bycatch below the sector Performance Standard. The Inshore SSIP accomplishes this requirement by 1) individual vessel allocations from a Base Cap pool that is lower than the inshore sector's Performance Standard, and 2) vessels may only exceed their Base Cap allocation if they have earned Savings Credits. As previously stated, a vessel must have previously avoided 3 Chinook salmon under their Base Cap allocation to take one bycaught Chinook over their Base Cap allocation; assuring that at no time, over a series of years, may an individual vessel have taken an average amount of Chinook bycatch in excess of the Performance Standard.

Transfers. Several transfer types defined in the ISSIP cover situations that provide for the transfer of both pollock and Chinook salmon between vessels within a cooperative. These transfers are intended to allow coops to continue operations under the ISSIP in a manner consistent with pollock transfers that took place within a coop prior to implementation of Amendments 91 and 110. There are two primary transfer types; Paired Transfers and Trip Specific Transfers. Trip Specific Transfers are the most common transfer used by the ISSIP members. Trip Specific Transfers are made in association with a specific delivery's fish ticket. The ISSIP also provides transfers of pollock and salmon for very specific conditions pertaining to hardship situations and season completing "mop-up" fishing.

Each ISSIP vessel is assigned an Annual Use Limit, its share of their coop's annual Chinook limit. Vessels may make intra-cooperative transfer of their assigned Annual Use Limit provided the transferee vessel has enough Savings Credits available to utilize the increase.

Inter-sector transfers, transfers from one pollock sector to the inshore sector, while allowed under the Amendment 110 regulations are not freely allowed under the SSIP rules. Inter-sector transfers may not be used in a manner that puts the inshore sector in jeopardy of exceeding the inshore sector's Performance Standard.

Insurance Pool. As both a protective measure and an incentive measure, the SSIP requires each member to contribute to a collective insurance pool of 500 Chinook. The pool is in place to buffer vessels that may exceed their available credit limit in each season against regulatory caps. Each vessel's initial A season Chinook allocation is made after their pro rata contribution to the Insurance Pool has been deducted from the overall A season limit.

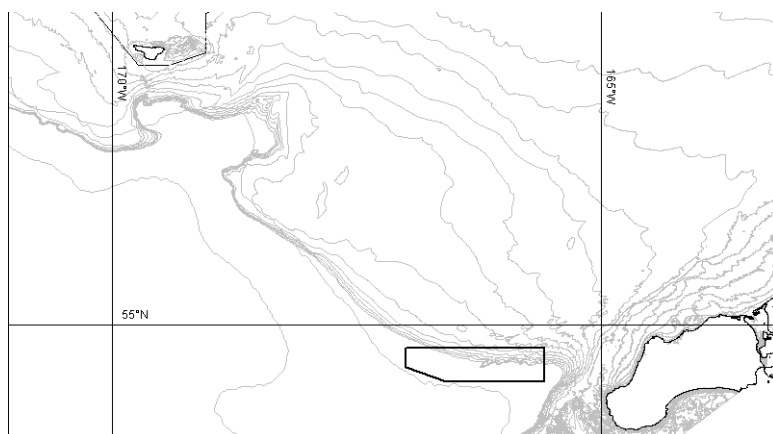
Rolling Hot Spot (RHS) Program. The ISSIP includes a rolling hot spot component for both Chinook and non-Chinook (chum) salmon. While not the primary incentive element of the ISSIP, there is a strong incentive for vessels to avoid being assigned to Tier 2. While the inclusion of the RHS component to the ISSIP provides a strong mechanism for minimizing bycatch, it also provides the vessels with bycatch data that identifies areas with the highest known salmon bycatch.

The ISSIP RHS program closes fishing grounds to individual vessels based on their current salmon bycatch rates. Weekly, each ISSIP vessel assigned to one of two tier levels based on their previous 2 week's bycatch rate; Tier 1 vessels are exempt from the weekly closure(s) and Tier 2 vessels are closed out of the closure(s) for the following week. The RHS program operates in both the A and B seasons for Chinook salmon and during the B season for non-Chinook salmon. During B season Chinook hot spots are prioritized over non-Chinook hot spots. When Chinook bycatch exceeds .035 fish per metric ton of pollock harvest hot spot closures for non-Chinook salmon are suspended while Chinook hot spots are implemented.

There were no violations of the RHS program in 2021.

Chinook Conservation Area Agreement (CCAA). This area has been identified with a history of consistently high Chinook bycatch during the winter fishery. Located in the southeastern Bering Sea, the Chinook Conservation Area is closed to pollock fishing during the A season. The CCAA plays a major role in reducing Chinook bycatch in the A Season and while it may not be characterized as an incentive measure, its mandatory inclusion exemplifies the overall commitment members of the ISSIP have towards reducing Chinook bycatch.

Figure 2. Chinook Conservation Area



There were no violations of the CCAA in 2021.

Salmon Excluder Use. The ISSIP requires all A season tows be made with a salmon excluder and all B season tows conducted after August 31st to be made with a salmon excluder as well. In 2021, recognizing certain contingencies, there were two vessels that did not use a salmon excluder device during fishing operations. These two vessels operated trawl nets that utilize fish pumps to get the fish aboard rather than hauling the codend up a stern ramp. The type of net associated with a fish pump does not support the use of an effective excluder at this time.

October Fishing Restrictions. Vessels fishing pollock in the month of October may not exceed the “September Chinook Bycatch Standard”. The “Standard” is defined as having a bycatch rate that exceeds two (2) standard deviations above the mean September ISSIP bycatch rate from the years

2011 through 2016 (0.103 Chinook per metric ton of pollock catch). Vessels that are not able to maintain a Chinook bycatch below the standard are prohibited from fishing for the remainder of the B season.

In 2021 twenty-one vessels fished in the month of October. All twenty-one were able to maintain a Chinook bycatch rate below the Standard during the month of October and were allowed to fish until they caught their pollock allocation.

Section B. A description of how these incentive measures affected individual fishing vessels.

A vessel specific allocation of Chinook salmon provides a very strong incentive for individual vessels to reduce their bycatch. However, when a fisherman has progressed far enough into a low bycatch season that the vessel's limit is no longer a constraint, there is a possibility that a vessel may let their bycatch reduction efforts relax. However, the ISSIP rules provide little to no opportunity for a captain to relax by keeping the incentive strong at all levels of Chinook encounters throughout the season. The ISSIP provides continuous motivation to fishermen for the reduction of Chinook bycatch. Maintaining low bycatch throughout the course of a season is an opportunity to increase Savings Credits.

Without having earned Savings Credits an ISSIP vessel is restricted to its share of the inshore Performance Standard (less the SSIP Insurance Pool deduction as described earlier). An ISSIP vessel that has maximized its available Savings Credits increases its annual limit by 26%. The possibility of obtaining, and maintaining, a 26% increase of available bycatch credits when most needed is very difficult to ignore – essentially an insurance policy. Vessel operators never know what the future holds in terms of Chinook encounters, therefore captains are constantly driven to stay below the Performance Standard. A retrospective of Chinook bycatch history in the Bering Sea pollock fishery show that high bycatch years are most likely come in groups, therefore no matter how high the presence of Chinook on the pollock grounds in one year, it could very easily be even higher the following year. This scenario is well recognized by the ISSIP fleet and provides a strong incentive to 1) always earn the maximum number of Savings Credits possible, and 2) avoid putting yourself in the situation of having to use Savings Credits whenever possible.

Additionally, along the lines of “insurance”, having earned Savings Credits not only gets a boat through the high bycatch years, maximizing Savings Credits is also a way to access more pollock quota beyond a vessel's initial allocation. The SSIP not only inspires the reduction of Chinook bycatch, it promotes the possibility of additional pollock harvest by the fishermen that have managed their salmon credit allocations more frugally.

The SSIP rules cause its member vessels to be independently responsible for their future access to pollock by maintaining low Chinook bycatch. Consequently, each tow selection is made with considerations for both pollock harvest and Chinook avoidance in mind. This is most evident in the changes in seasonal fishing patterns; especially during the A season. There are very few instances of individual tows being made in areas suspect for typically having high Chinook

bycatch despite the assumption that pollock in that area may be of higher value than pollock in low Chinook bycatch areas.

Section C. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures including the effectiveness of:

1. Measures to insure that chum salmon were avoided in areas and at times where chum salmon are likely to return to western Alaska.

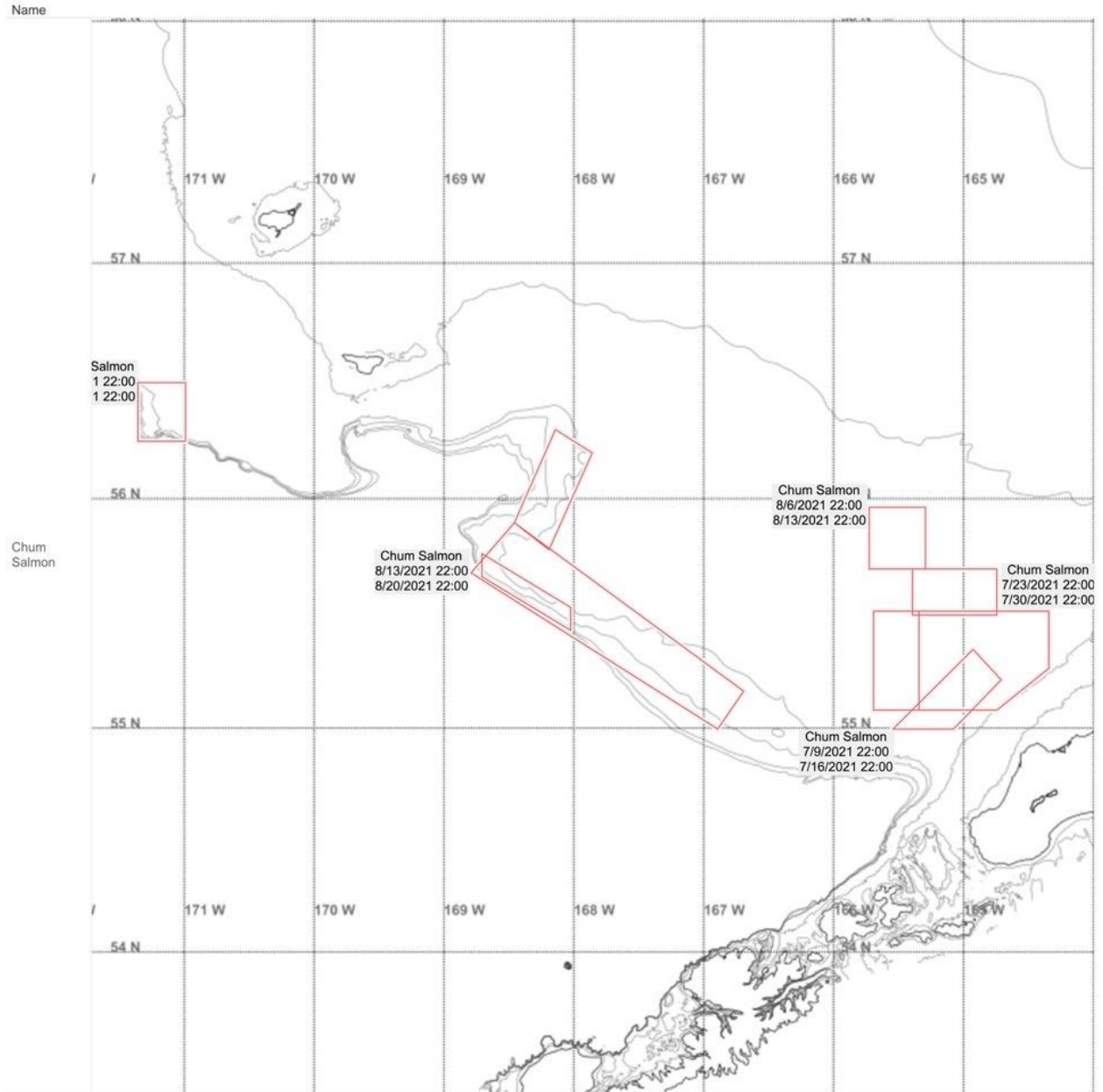
The ISSIP operates with its strictest RHS trigger mechanisms during the months of June and July, when the chum salmon genetics indicate that western Alaskan chum salmon are most likely to be present on the eastern Bering Sea pollock grounds. The ISSIP also provides for the Monitoring Agent to prioritize the weekly RHS closures in a manner that will most likely protect western Alaskan origin chum salmon (Section 9.4.6.1 of the ISSIP). The ISSIP's chum salmon RHS program runs at the individual vessel level as opposed the Amendment 84 Intercooperative program that operated at the coop level. Under the ISSIP RHS program vessels are individually assigned to a tier and do not have their high bycatch chum tows "diluted" by low bycatch tows made by other coop members.

In the early part of the B season, June to mid-August, chum salmon bycatch east of 170° West is considered to have the highest presence of western Alaska origin chum salmon. Western Alaska origin salmon east of 170° West drops off as the B season progresses.

During the B season the inshore fleet typically fishes in the southeastern Bering Sea; minimizing travel time to and from their processing plants in an effort to provide the freshest fish possible to their market. The following Figure 3 shows all chum salmon RHS closures for the 2021 B season.

Figure 3. 2021 Chum Salmon RHS Closure Areas

Map of bycatch avoidance areas



Details are shown for Closure and Area Composite Id. The data is filtered on Sector Code and Begin Date Time Year. The Sector Code filter keeps CV. The Begin Date Time Year filter keeps 2021. The view is filtered on Name, which excludes Chinook Salmon.

2. Restrictions or penalties that target vessels that consistently have significantly higher Chinook salmon PSC rates relative to other vessels.

Annual ISSIP vessel Chinook salmon PSC limit allocations are sourced from the inshore performance standard (minus a 500 fish insurance pool deduction), not the inshore Chinook PSC limit. Vessels are restricted to catching only their initial allocation unless they have individually earned Savings Credits as described previously. Having, and consequently using, Savings Credits is the only way each individual vessel may continue to fish above its share of the performance standard.

Vessels that are not able to fish below their initial allocation year on a continual basis are at risk of not fully funding their Savings Credit account and may very well find themselves having to stop fishing before catching their entire pollock allocation. Vessels that have successfully funded their Savings Credit account may then find themselves in the enviable situation of not only catching their own pollock allocation, but also pollock left behind by vessels that had to stop fishing due to higher Chinook bycatch rates.

Vessels exceeding their salmon credit allocation automatically draw their overage amount from the insurance pool. Vessels with an overage are penalized by having their future credit allocation reduced until they repay their insurance pool draw plus penalty credits.

Finally, the Chinook RHS program runs at the individual vessel level, like the chum salmon RHS program, and consequently holds each vessel responsible for maintaining as low of a Chinook bycatch rate as possible to avoid restricted access to the fishing grounds. Vessels with higher relative Chinook bycatch rates will typically be placed in Tier 2 of the RHS program resulting in restricted access to the fishing grounds for an entire week. Unless a vessel is able to bring its relative bycatch rate down, it may find itself with Tier 2 status for multiple weeks.

3. Restrictions or performance criteria used to ensure that Chinook PSC rates in October are not significantly higher than in previous months.

Vessels fishing pollock in the month of October must maintain a Chinook bycatch rate below the “September Chinook Bycatch Standard”. The “Standard” is defined as a bycatch rate equal to two (2) standard deviations above the mean September ISSIP bycatch rate from the years 2011 through 2016 (0.103 Chinook per metric ton of pollock catch). Vessels that are not able to maintain a Chinook bycatch below the Standard are prohibited from fishing for the remainder of the B season.

As previously mentioned, in 2021 twenty-one vessels fished pollock in October, all were able to maintain a Chinook bycatch rate below the September Chinook Bycatch Standard.

Section D. A description of any amendments in the terms of the IPA that were approved by NMFS since the last annual report and the reasons that the amendments to the IPA were made.

The ISSIP was not amended in 2021.

Section E. Seasonal Allocations and Harvests of Pollock and Chinook.

TABLE 1. A SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2021 A SEASON ALLOCATIONS		2021 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN COOP	ALDEBARAN	8,639,666	223	7,465,542	91
	ARCTIC EXPLORER	10,869,458	280	10,297,349	47
	ARCTIC RAM	2,266,818	58	2,537,140	16
	ARCTURUS	9,104,430	234	5,825,416	24
	BRISTOL EXPLORER	10,375,750	267	13,133,684	57
	CAPE KIWANDA	3,106,508	80	0	0
	COLUMBIA	8,503,179	219	8,422,033	51
	DOMINATOR	10,315,512	266	7,035,974	108
	EXCALIBUR II	3,064,184	79	3,152,553	20
	GLADIATOR	9,670,552	250	5,151,172	47
	GOLDEN DAWN	10,331,527	266	6,349,887	45
	GOLDEN PISCES	1,594,788	42	1,695,098	30
	LESLIE LEE	1,159,663	30	2,377,278	15
	LISA MELINDA	1,291,522	33	2,547,274	29
	MAJESTY	5,868,375	151	3,348,538	18
	MARCY J	1,060,384	27	550,135	2
	MARGARET LYN	201,114	5	0	0
	MARK I	266,074	7	0	0
	NORTHERN PATRIOT	14,211,046	366	8,255,582	62
	NORTHERN RAM	5,080,083	131	0	0
	NORTHWEST EXPLORER	9,460,282	244	13,229,685	51
	OCEAN EXPLORER	9,401,050	242	2,158,461	12
	PACIFIC EXPLORER	8,900,693	229	11,312,378	39
	PACIFIC RAM	1,199,052	31	2,211,156	12
	PACIFIC VIKING	6,428,799	166	6,221,166	21
	PEGASUS	4,095,540	106	7,087,571	44
	PREDATOR	1,740,715	45	3,936,396	26
	RAVEN	4,193,623	108	4,347,184	8
	ROYAL AMERICAN	5,715,216	147	6,261,792	47
	ROYAL ATLANTIC	7,716,826	198	8,342,689	70
SEEKER	2,177,234	56	4,085,257	32	
SOVEREIGNTY	13,855,911	357	12,585,486	117	
TRAVELER	243,271	7	0	0	
VIKING EXPLORER	7,001,349	180	5,450,974	23	
ARCTIC WIND (AMEND 69)	0	0	3,710,974	9	
PACIFIC CHALLENGER (A 69)	0	0	211,155	2	

NORTHERN VICTOR	ALYESKA	7,184,692	185	0	0
	AMERICAN EAGLE	6,312,709	163	0	0
	ANITA J	3,212,813	77	0	0
	COLLIER BROTHERS	725,416	23	1,416,152	29
	COMMODORE	7,394,818	191	5,575,104	85
	GOLD RUSH	2,512,333	61	2,178,589	23
	HALF MOON BAY	3,203,461	89	5,199,200	39
	HICKORY WIND	1,800,298	47	2,222,816	7
	MISS BERDIE	3,541,984	93	8,089,401	57
	NORDIC FURY	424,807	4	947,845	6
	OCEAN HOPE 3	2,456,663	63	0	0
	PACIFIC FURY	340,398	2	0	0
	PATRICIA L	7,248,117	189	9,194,684	88
	PROGRESS	5,962,493	153	12,167,423	78
	STORM PETREL	7,208,429	187	7,192,592	28
SUNSET BAY	2,965,372	85	6,993,833	83	

PETER PAN	AMERICAN BEAUTY	250,696	7	1,447,677	18
	ARCTIC WIND	6,059,538	156	3,753,894	44
	ELIZABETH F	2,259,925	58	2,158,420	15
	OCEAN LEADER	321,198	9	0	0
	OCEANIC	794,491	20	0	0
	PACIFIC CHALLENGER	989,850	25	1,000,656	3
	PROVIDIAN	2,252,079	58	0	0
	TOPAZ	488,202	13	0	0
	WALTER N	2,375,443	61	2,130,251	22
	BRISTOL EXPLORER (A 69)	0	0	2,864,732	28
	CAPE KIWANDA (A 69)	0	0	160,650	6
	OCEAN EXPLORER (A 69)	0	0	1,441,023	21

UNALASKA	ALASKA ROSE	9,920,751	256	10,992,835	104
	BERING ROSE	10,158,572	261	10,806,968	92
	DESTINATION	12,686,235	327	14,397,845	79
	GREAT PACIFIC	7,284,487	188	7,208,909	36
	MESSIAH	4,226,561	109	0	0
	NORTHERN DEFENDER	11,625,377	300	10,092,582	76
	SEA WOLF	8,931,257	230	10,595,033	57
	VANGUARD	332,905	9	970,266	4
	WESTERN DAWN	2,328,849	60	1,293,694	8
	ALASKAN DEFENDER (A 69)	0	0	1,363,373	7

UNISEA	ALSEA	10,580,619	273	10,268,437	95
	ARGOSY	10,386,519	268	10,970,078	94
	AURIGA	19,705,481	508	22,209,565	107
	AURORA	19,710,428	508	20,806,619	100
	DEFENDER (1)	20,520,624	529	0	0
	FIERCE ALLEGIANCE	5,525,710	142	6,342,291	26
	MAR-GUN	614,663	15	0	0
	NORDIC STAR	8,166,464	210	8,399,839	87
	SEADAWN	8,313,753	214	8,529,666	53
	STARFISH	12,023,940	310	8,987,717	47
	STARLITE	7,220,136	186	7,335,204	49
	STARWARD	7,431,750	192	7,084,833	35
	DEFENDER-2 (AMEND 69)	0	0	20,453,639	334

WESTWARD	ALASKAN DEFENDER	14,237,754	367	12,106,255	76
	BERING DEFENDER	12,321,743	320	20,068,720	172
	CAITLIN ANN	0	56	9,692,420	45
	CHELSEA K	27,839,155	707	28,841,882	362
	DEFENDER (2)	7,198,342	167	1,940,901	12
	PACIFIC PRINCE	32,995,515	838	18,761,371	126
	VIKING	10,034,449	252	10,522,988	110
	WESTWARD I	9,575,859	236	10,413,831	140
	NORDIC FURY (AMEND 69)	0	0	2,912,110	12

TABLE 2. B SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2021 B SEASON ALLOCATIONS				2021 B SEASON CATCH	
		POLLOCK (Includes A Season Rollover; in Pounds)	CHINOOK CREDITS (Includes A Season Rollover)	AVAILABLE SAVINGS CREDITS	TOTAL AVAILABLE CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN COOP	ALDEBARAN	11,937,345	174	161	335	13,115,567	62
	ARCTIC EXPLORER	13,425,793	285	275	560	13,628,505	19
	ARCTIC RAM	2,799,941	60	42	102	1,892,501	69
	ARCTURUS	11,245,657	233	173	406	17,018,872	150
	BRISTOL EXPLORER	12,815,972	262	245	507	15,051,108	28
	CAPE KIWANDA	3,837,113	86	90	176	933,264	0
	COLUMBIA	10,674,331	209	194	403	11,454,779	34
	DOMINATOR	16,130,513	207	240	447	20,956,599	214
	EXCALIBUR II	3,784,835	74	94	168	3,870,652	3
	GLADIATOR	12,714,532	185	268	453	4,808,061	86
	GOLDEN DAWN	16,852,566	271	268	539	20,107,413	139
	GOLDEN PISCES	1,969,859	20	46	66	1,945,391	0
	LESLIE LEE	1,432,399	31	39	70	0	0
	LISA MELINDA	1,595,269	32	28	60	0	0
	MAJESTY	9,830,607	161	124	285	12,130,024	36
	MARCY J	1,309,770	30	17	47	1,564,204	48
	MARGARET LYN	253,661	6	6	12	0	0
	MARK I	328,650	8	8	16	0	0
	NORTHERN PATRIOT	23,659,460	373	282	655	26,075,720	215
	NORTHERN RAM	6,274,843	135	75	210	0	0
	NORTHWEST EXPLORER	11,685,199	252	248	500	11,553,417	14
	OCEAN EXPLORER	11,612,037	259	257	516	3,594,644	7
	PACIFIC EXPLORER	10,994,004	236	258	494	10,281,982	25
	PACIFIC RAM	1,481,051	29	28	57	0	0
	PACIFIC VIKING	8,216,574	176	139	315	8,691,587	83
	PEGASUS	5,058,750	100	106	206	0	0
	PREDATOR	2,150,106	39	36	75	0	0
RAVEN	5,179,901	120	93	213	0	0	
ROYAL AMERICAN	7,059,350	128	165	293	12,101,590	15	
ROYAL ATLANTIC	9,531,709	170	223	393	9,598,703	16	
SEEKER	2,689,287	59	63	122	0	0	

AKUTAN	SOVEREIGNTY	18,531,999	307	208	515	23,760,139	147
	TRAVELER	527,272	8	7	15	5,145,815	6
	VIKING EXPLORER	10,272,595	191	143	334	11,053,792	201
	ARCTIC WIND (AMEND 69)	0	0	0	0	2,568,899	4
	SEADAWN (AMEND 69)	0	0	0	0	4,235,507	3

NORTHERN VICTOR	ALYESKA	8,874,426	168	161	329	0	0
	AMERICAN EAGLE	9,628,808	172	121	293	9,479,537	19
	ANITA J	3,968,420	91	65	156	0	0
	COLLIER BROTHERS	896,024	8	14	22	0	0
	COMMODORE	9,216,310	142	123	265	9,880,620	18
	GOLD RUSH	3,103,196	50	58	108	3,254,850	4
	HALF MOON BAY	3,956,867	72	36	108	6,492,434	20
	HICKORY WIND	2,223,701	48	28	76	4,032,887	6
	MISS BERDIE	4,375,006	53	86	139	0	0
	NORDIC FURY	529,221	0	2	2	911,189	3
	OCEAN HOPE 3	3,034,434	56	62	118	0	0
	PACIFIC FURY	424,065	0	1	1	0	0
	PATRICIA L	8,952,766	151	136	287	11,779,184	23
	PROGRESS	7,364,784	142	100	242	14,773,713	28
	STORM PETREL	8,961,833	194	150	344	11,871,665	13
	SUNSET BAY	3,662,783	42	48	90	5,533,345	19
PACIFIC CHALLENGER (A69)	0	0	0	0	133,010	0	

PETER PAN	AMERICAN BEAUTY	312,561	6	4	10	1,971,728	10
	ARCTIC WIND	7,558,760	119	113	232	7,945,939	38
	ELIZABETH F	2,827,299	53	46	99	1,198,752	4
	OCEAN LEADER	400,179	7	8	15	0	0
	OCEANIC	989,581	12	22	34	0	0
	PACIFIC CHALLENGER	1,222,647	27	25	52	1,223,024	2
	PROVIDIAN	2,805,410	35	50	85	0	0
	TOPAZ	1,096,400	15	10	25	0	0
	WALTER N	2,934,112	51	62	113	1,336,684	2
	BRISTOL EXPLORER (A 69)	0	0	0	0	1,646,297	1
	CAPE KIWANDA (A 69)	0	0	0	0	474,006	0

UNALASKA	ALASKA ROSE	12,253,964	200	185	385	13,124,409	20
	BERING ROSE	12,547,718	218	214	432	12,671,105	36
	DESTINATION	15,669,850	309	292	601	17,869,237	7
	GREAT PACIFIC	8,997,691	187	200	387	9,260,343	6
	MESSIAH	5,220,586	129	147	276	0	0
	NORTHERN DEFENDER	14,652,214	272	305	577	13,364,230	13
	SEA WOLF	11,031,756	216	213	429	12,680,082	28
	VANGUARD	411,199	6	10	16	0	0
	WESTERN DAWN	3,073,183	63	83	146	0	0
	ALASKAN DEFENDER (A69)	0	0	0	0	1,201,036	0
	PACIFIC CHALLENGER (A69)	0	0	0	0	3,348,588	7
PACIFIC PRINCE (A 69)	0	0	0	0	207,186	1	

UNISEA	ALSEA	13,069,024	229	246	475	14,832,698	29
	ARGOSY	12,829,274	238	270	508	12,406,522	13
	AURIGA	24,339,917	495	350	845	22,635,327	44
	AURORA	24,346,029	503	362	865	22,888,649	50
	DEFENDER	25,356,901	294	385	679	0	0
	FIERCE ALLEGIANCE	6,825,276	163	177	340	13,002,458	26
	MAR-GUN	765,742	3	0	3	0	0
	NORDIC STAR	10,087,096	163	165	328	9,881,457	18
	SEADAWN	10,269,025	201	168	369	10,097,823	15
	STARFISH	14,865,118	301	274	575	11,089,831	29
	STARLITE	8,918,204	172	163	335	8,779,405	14
	STARWARD	9,342,722	193	185	378	9,736,059	28
	DEFENDER-2 (A 69)	0	0	0	0	25,572,731	43
	PACIFIC PRINCE (A 69)	0	0	0	0	58,668	1

WESTWARD	ALASKAN DEFENDER	17,586,262	356	303	659	17,446,793	24
	BERING DEFENDER	15,393,669	215	223	438	23,110,905	27
	CAITLIN ANN	4,915,181	58	34	92	14,588,803	24
	CHELSEA K	33,414,432	477	293	770	37,778,531	117
	DEFENDER (2)	7,342,341	184	112	296	0	0
	PACIFIC PRINCE	39,842,460	820	628	1,448	16,843,073	33
	VIKING	11,806,381	189	185	374	12,338,293	14
	WESTWARD I	10,915,399	140	222	362	14,484,900	51
	NORDIC FURY (A 69)	0	0	0	0	4,624,327	3

Section F. In Season Transfers of Pollock and Chinook.

TABLE F1. TRANSFERS BETWEEN ENTITIES				
DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK
	The Inshore SSIP Participants had no Entity Transfers in 2021			

TABLE F2. TRANSFERS AMONG COOP MEMBERS				
DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
1/22/2021	PACIFIC PRINCE	CAITLIN ANN	0	553,992
1/23/2021	PACIFIC PRINCE	NORDIC FURY	1	382,874
1/26/2021	OCEAN LEADER	AMERICAN BEAUTY	1	247,153
1/28/2021	OCEANIC	AMERICAN BEAUTY	8	414,252
1/28/2021	OCEAN LEADER	AMERICAN BEAUTY	2	74,013
2/2/2021	PACIFIC PRINCE	CAITLIN ANN	9	616,986
2/3/2021	PROVIDIAN	AMERICAN BEAUTY	1	81,689
2/3/2021	OCEANIC	AMERICAN BEAUTY	4	380,119
2/4/2021	DEFENDER	DEFENDER-2	79	1,943,829
2/6/2021	ARCTIC WIND	BRISTOL EXPLORER	5	722,332
2/6/2021	MAR-GUN	ARGOSY	9	357,890
2/6/2021	PACIFIC PRINCE	CAITLIN ANN	3	642,235
2/7/2021	ALYESKA	PROGRESS	12	706,307
2/9/2021	DEFENDER	DEFENDER-2	17	1,750,303
2/10/2021	ARCTIC WIND	BRISTOL EXPLORER	13	711,677
2/12/2021	ALYESKA	PROGRESS	12	707,681
2/12/2021	PACIFIC PRINCE	CAITLIN ANN	8	680,784
2/14/2021	ARCTIC WIND	BRISTOL EXPLORER	7	690,372
2/18/2021	DEFENDER	DEFENDER-2	17	2,004,226
2/20/2021	ALYESKA	PROGRESS	0	687,999
2/23/2021	DEFENDER	DEFENDER-2	27	2,017,445
2/27/2021	DEFENDER	DEFENDER-2	13	2,032,034
2/28/2021	PACIFIC PRINCE	NORDIC FURY	3	449,391
3/1/2021	MAR-GUN	ARGOSY	6	256,773
3/2/2021	ALYESKA	PATRICIA L	4	536,697
3/3/2021	PACIFIC PRINCE	CAITLIN ANN	2	555,815
3/4/2021	PACIFIC PRINCE	CAITLIN ANN	5	446,522
3/8/2021	OCEAN HOPE 3	SUNSET BAY	0	388,727
3/8/2021	ARCTIC WIND	OCEAN EXPLORER	0	686,764
3/10/2021	OCEAN HOPE 3	SUNSET BAY	0	425,273
3/11/2021	DEFENDER	DEFENDER-2	10	1,997,671
3/12/2021	PACIFIC PRINCE	CAITLIN ANN	0	707,157
3/13/2021	PACIFIC PRINCE	NORDIC FURY	0	453,969
3/14/2021	ANITA J	MISS BERDIE	0	432,482
3/14/2021	PACIFIC PRINCE	VIKING	0	382,113
3/16/2021	CAPE KIWANDA	ARCTIC WIND	0	516,657
3/16/2021	DEFENDER	DEFENDER-2	8	2,593,824
3/16/2021	PACIFIC PRINCE	NORDIC FURY	1	485,510
3/16/2021	PACIFIC PRINCE	CAITLIN ANN	0	680,368

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/18/2021	ANITA J	MISS BERDIE	0	446,698
3/18/2021	DEFENDER-2	BERING DEFENDER	0	524,254
3/19/2021	ALYESKA	PATRICIA L	4	578,892
3/19/2021	OCEAN HOPE 3	SUNSET BAY	0	122,325
3/19/2021	PROVIDIAN	OCEAN EXPLORER	21	754,259
3/19/2021	ARGOSY	AURORA	0	24,781
3/19/2021	ARGOSY	AURIGA	0	24,782
3/20/2021	PACIFIC FURY	NORDIC FURY	0	57,714
3/20/2021	DEFENDER	DEFENDER-2	95	2,022,185
3/21/2021	ANITA J	MISS BERDIE	0	450,765
3/21/2021	PACIFIC PRINCE	CAITLIN ANN	0	689,127
3/23/2021	OCEAN HOPE 3	HALF MOON BAY	4	204,167
3/23/2021	AMERICAN EAGLE	PROGRESS	4	520,592
3/24/2021	NORTHERN RAM	PREDATOR	1	192,435
3/24/2021	CAPE KIWANDA	ARCTIC WIND	4	515,053
3/24/2021	OCEAN HOPE 3	SUNSET BAY	10	446,698
3/24/2021	ALASKAN DEFENDER	BERING DEFENDER	4	1,468,379
3/25/2021	DEFENDER	DEFENDER-2	50	2,031,128
3/26/2021	ALYESKA	NORDIC FURY	0	182,640
3/26/2021	PACIFIC FURY	NORDIC FURY	2	282,684
3/26/2021	PACIFIC PRINCE	CAITLIN ANN	4	740,104
3/27/2021	ANITA J	MISS BERDIE	0	103,411
3/27/2021	PROVIDIAN	ARCTIC WIND	3	515,341
3/27/2021	DEFENDER-2	BERING DEFENDER	0	951,467
3/27/2021	ALASKAN DEFENDER	BERING DEFENDER	0	472,522
3/28/2021	AMERICAN EAGLE	PROGRESS	5	683,956
3/28/2021	PROVIDIAN	CAPE KIWANDA	6	160,650
3/29/2021	AMERICAN EAGLE	SUNSET BAY	7	445,587
3/31/2021	ALYESKA	PROGRESS	0	724,354
3/31/2021	ANITA J	MISS BERDIE	0	417,656
3/31/2021	PACIFIC PRINCE	CAITLIN ANN	1	640,732
3/31/2021	PACIFIC PRINCE	NORDIC FURY	4	229,532
4/1/2021	NORTHERN RAM	PREDATOR	1	338,847
4/3/2021	ANITA J	MISS BERDIE	0	526,555
4/3/2021	DEFENDER	DEFENDER-2	18	2,060,994
4/3/2021	DEFENDER-2	BERING DEFENDER	3	1,455,796
4/4/2021	AMERICAN EAGLE	PROGRESS	5	767,395
4/5/2021	PACIFIC PRINCE	CAITLIN ANN	2	688,509
4/6/2021	NORTHERN RAM	PREDATOR	0	339,537

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/6/2021	PACIFIC PRINCE	NORDIC FURY	2	480,088
4/7/2021	NORTHERN RAM	SEEKER	0	174,298
4/7/2021	NORTHERN RAM	PEGASUS	0	485,024
4/7/2021	DEFENDER-2	BERING DEFENDER	0	1,306,068
4/8/2021	ANITA J	MISS BERDIE	0	385,342
4/8/2021	PROVIDIAN	BRISTOL EXPLORER	0	211
4/8/2021	PROVIDIAN	BRISTOL EXPLORER	3	740,140
4/9/2021	CAPE KIWANDA	ARCTIC WIND	3	569,088
4/9/2021	OCEAN HOPE 3	SUNSET BAY	4	427,679
4/10/2021	NORTHERN RAM	PREDATOR	0	326,704
4/10/2021	WESTERN DAWN	VANGUARD	0	316,772
4/11/2021	NORTHERN RAM	SEEKER	0	321,265
4/11/2021	NORTHERN RAM	LISA MELINDA	0	21,468
4/11/2021	ALYESKA	PROGRESS	0	682,537
4/11/2021	PACIFIC PRINCE	CAITLIN ANN	2	715,276
4/11/2021	PACIFIC PRINCE	NORDIC FURY	1	430,746
4/12/2021	NORTHERN RAM	PEGASUS	2	423,774
4/12/2021	OCEAN HOPE 3	HALF MOON BAY	1	388,010
4/12/2021	MESSIAH	SEA WOLF	0	78,443
4/12/2021	NORTHERN DEFENDER	ALASKAN DEFENDER	1	130,000
4/13/2021	CAPE KIWANDA	ARCTIC WIND	1	488,027
4/13/2021	ANITA J	MISS BERDIE	0	424,188
4/13/2021	ALASKAN DEFENDER	BERING DEFENDER	0	341,604
4/13/2021	DEFENDER-2	BERING DEFENDER	0	76,346
4/13/2021	DEFENDER-2	BERING DEFENDER	0	1,019,856
4/14/2021	NORTHERN RAM	PREDATOR	0	307,081
4/15/2021	ARCTURUS	LISA MELINDA	2	108,139
4/15/2021	NORTHERN RAM	LISA MELINDA	0	53,880
4/15/2021	NORTHERN RAM	LISA MELINDA	1	140,810
4/15/2021	NORTHERN RAM	PACIFIC CHALLENGER	2	211,155
4/15/2021	NORTHERN RAM	SEEKER	2	295,054
4/15/2021	COMMODORE	SUNSET BAY	0	441,313
4/15/2021	OCEANIC	PACIFIC CHALLENGER	0	188
4/15/2021	OCEANIC	PACIFIC CHALLENGER	0	120
4/15/2021	STARFISH	FIERCE ALLEGIANCE	18	935,391
4/15/2021	PACIFIC PRINCE	WESTWARD I	0	122,870
4/16/2021	NORTHERN RAM	PACIFIC RAM	1	139,398
4/16/2021	NORTHERN RAM	PEGASUS	4	516,940
4/16/2021	AMERICAN EAGLE	PROGRESS	0	660,870

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/16/2021	DEFENDER	SEADAWN	0	60,752
4/16/2021	DEFENDER	SEADAWN	0	66,985
4/17/2021	NORTHERN RAM	LESLIE LEE	0	175,970
4/17/2021	MESSIAH	SEA WOLF	0	791,369
4/17/2021	MESSIAH	ALASKA ROSE	0	232,377
4/17/2021	PACIFIC PRINCE	CAITLIN ANN	0	670,239
4/18/2021	OCEAN EXPLORER	NW EXPLORER	0	297,094
4/18/2021	ALYESKA	HALF MOON BAY	0	442,935
4/18/2021	WESTERN DAWN	VANGUARD	0	317,058
4/18/2021	MESSIAH	DESTINATION	0	652,915
4/18/2021	NORTHERN DEFENDER	ALASKAN DEFENDER	6	1,233,373
4/18/2021	STARFISH	FIERCE ALLEGIANCE	0	7,413
4/18/2021	STARFISH	FIERCE ALLEGIANCE	2	964,517
4/18/2021	FIERCE ALLEGIANCE	AURIGA	0	518,811
4/18/2021	ARGOSY	AURIGA	0	91,701
4/18/2021	ALSEA	AURIGA	0	35,620
4/18/2021	ALSEA	AURIGA	0	388,781
4/19/2021	ARCTURUS	SEEKER	2	349,590
4/19/2021	NORTHERN RAM	LISA MELINDA	1	302,611
4/19/2021	NORTHERN RAM	PREDATOR	6	367,712
4/19/2021	FIERCE ALLEGIANCE	AURORA	0	862,360
4/19/2021	PACIFIC PRINCE	WESTWARD I	0	613,540
4/19/2021	PACIFIC PRINCE	CAITLIN ANN	0	664,574
4/20/2021	ARCTURUS	PEGASUS	3	529,004
4/20/2021	ARCTURUS	PACIFIC RAM	0	261,409
4/20/2021	AMERICAN EAGLE	MISS BERDIE	0	291,263
4/20/2021	OCEAN HOPE 3	MISS BERDIE	0	26,056
4/20/2021	OCEAN HOPE 3	MISS BERDIE	0	53,784
4/20/2021	ANITA J	MISS BERDIE	0	34,075
4/20/2021	ANITA J	MISS BERDIE	0	25,716
4/20/2021	MESSIAH	ALASKA ROSE	0	734,487
4/20/2021	MESSIAH	SEA WOLF	0	699,239
4/20/2021	STARWARD	STARLITE	0	38,491
4/21/2021	ARCTURUS	LESLIE LEE	1	345,108
4/21/2021	AMERICAN EAGLE	SUNSET BAY	0	421,540
4/21/2021	GOLD RUSH	COLLIER BROTHERS	0	127,655
4/21/2021	MESSIAH	DESTINATION	0	924,144
4/22/2021	COMMODORE	PATRICIA L	0	173,792
4/22/2021	WESTERN DAWN	BERING ROSE	0	229,402

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
4/22/2021	GREAT PACIFIC	BERING ROSE	0	3,145
4/22/2021	GREAT PACIFIC	BERING ROSE	0	149,693
4/22/2021	MESSIAH	BERING ROSE	0	44,827
4/22/2021	MESSIAH	BERING ROSE	0	113,587
4/22/2021	STARFISH	AURIGA	0	1,235,391
4/22/2021	PACIFIC PRINCE	CHELSEA K	0	707,463
4/23/2021	ARCTURUS	LISA MELINDA	0	66,462
4/23/2021	MARCY J	LISA MELINDA	0	7,218
4/23/2021	MARCY J	LISA MELINDA	0	211,477
4/23/2021	OCEAN EXPLORER	NW EXPLORER	6	948,968
4/23/2021	OCEAN EXPLORER	PACIFIC EXPLORER	0	66,939
4/23/2021	AMERICAN EAGLE	MISS BERDIE	0	423,166
4/23/2021	COMMODORE	HALF MOON BAY	0	464,636
4/24/2021	MARCY J	PACIFIC RAM	0	302,800
4/24/2021	ARCTURUS	PEGASUS	0	484,008
4/24/2021	ARCTURUS	SEEKER	1	331,978
4/24/2021	ALYESKA	SUNSET BAY	2	450,115
4/24/2021	STARFISH	FIERCE ALLEGIANCE	0	7,712
4/25/2021	ARCTURUS	LESLIE LEE	6	336,707
4/25/2021	ARCTURUS	PREDATOR	3	304,903
4/25/2021	STORM PETREL	HICKORY WIND	0	34,202
4/25/2021	ALYESKA	COLLIER BROTHERS	7	46,299
4/25/2021	GOLD RUSH	COLLIER BROTHERS	0	13,116
4/25/2021	GOLD RUSH	COLLIER BROTHERS	0	219,619
4/26/2021	GLADIATOR	SEEKER	20	412,746
4/26/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	779,700
4/26/2021	GLADIATOR	PACIFIC RAM	0	37,512
4/26/2021	ARCTURUS	PACIFIC RAM	0	68,373
4/26/2021	ARCTURUS	PACIFIC RAM	3	189,895
4/26/2021	ALYESKA	PATRICIA L	7	580,312
4/27/2021	OCEAN EXPLORER	NW EXPLORER	7	1,067,461
4/27/2021	TRAVELER	ROYAL AMERICAN	0	19,065
4/27/2021	OCEAN EXPLORER	PACIFIC EXPLORER	0	769,949
4/27/2021	GLADIATOR	LISA MELINDA	17	263,156
4/27/2021	CAPE KIWANDA	ARCTIC WIND	0	520,307
4/27/2021	GLADIATOR	ARCTIC RAM	7	246,280
4/27/2021	COMMODORE	HALF MOON BAY	0	366,841
4/27/2021	ALYESKA	HALF MOON BAY	0	76,201
4/27/2021	ALYESKA	HALF MOON BAY	0	18,973

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/27/2021	ALYESKA	SUNSET BAY	1	427,753
4/27/2021	ALYESKA	COLLIER BROTHERS	3	276,353
4/27/2021	ALYESKA	MISS BERDIE	0	134,845
4/27/2021	AMERICAN EAGLE	MISS BERDIE	0	333,849
4/27/2021	DEFENDER	NORDIC STAR	0	146,761
4/28/2021	GLADIATOR	RAVEN	0	109,083
4/28/2021	GLADIATOR	EXCALIBUR II	1	55,870
4/28/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	100,679
4/28/2021	GLADIATOR	PEGASUS	9	509,843
4/28/2021	COMMODORE	HICKORY WIND	0	369,222
4/29/2021	GLADIATOR	LESLIE LEE	4	347,531
4/30/2021	OCEAN EXPLORER	NW EXPLORER	1	301,250
4/30/2021	GLADIATOR	LISA MELINDA	0	66,833
4/30/2021	OCEAN EXPLORER	PACIFIC EXPLORER	2	773,043
4/30/2021	STARWARD	FIERCE ALLEGIANCE	0	224,113
5/1/2021	OCEAN EXPLORER	ARCTIC WIND	0	20,717
5/1/2021	CAPE KIWANDA	ARCTIC WIND	0	32,948
5/1/2021	CAPE KIWANDA	ARCTIC WIND	1	497,376
5/1/2021	OCEAN EXPLORER	BRISTOL EXPLORER	1	866,797
5/4/2021	OCEAN EXPLORER	NW EXPLORER	0	1,054,294
5/4/2021	GLADIATOR	ROYAL ATLANTIC	0	3,698
5/4/2021	GLADIATOR	PACIFIC EXPLORER	1	707,353
5/5/2021	OCEAN EXPLORER	ARCTIC WIND	0	3,859
5/5/2021	GLADIATOR	ARCTIC WIND	0	500
5/5/2021	GLADIATOR	ARCTIC WIND	0	468,216
5/5/2021	OCEAN EXPLORER	ARCTIC WIND	0	78,226
5/5/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	21,482
5/5/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	191,839
5/5/2021	ARCTIC EXPLORER	BRISTOL EXPLORER	0	13,530
5/5/2021	ARCTIC EXPLORER	BRISTOL EXPLORER	1	673,861
6/6/2021	GLADIATOR	GOLDEN PISCES	1	83,396
6/7/2021	MARGARET LYN	ROYAL AMERICAN	0	197,999
6/7/2021	MARK I	ROYAL AMERICAN	0	2,822
6/7/2021	MARK I	ROYAL AMERICAN	0	266,074
6/8/2021	GLADIATOR	ROYAL ATLANTIC	4	540,320
6/9/2021	ELIZABETH F	WALTER N	1	89,600
6/11/2021	AURIGA	ARGOSY	0	91,701
6/11/2021	NORDIC STAR	DEFENDER	0	146,761
6/11/2021	SEADAWN	DEFENDER	0	127,737

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
6/12/2021	STARFISH	FIERCE ALLEGIANCE	6	916,832
6/13/2021	ALYESKA	HALF MOON BAY	1	410,163
6/13/2021	OCEAN LEADER	AMERICAN BEAUTY	2	0
6/13/2021	OCEAN LEADER	AMERICAN BEAUTY	1	185,141
6/14/2021	ALYESKA	STORM PETREL	0	457,608
6/14/2021	ARCTIC WIND	CAPE KIWANDA	0	194,235
6/16/2021	ALYESKA	HICKORY WIND	1	345,592
6/16/2021	STARFISH	FIERCE ALLEGIANCE	2	958,606
6/16/2021	DEFENDER	DEFENDER-2	27	2,026,354
6/17/2021	OCEANIC	AMERICAN BEAUTY	0	289,054
6/17/2021	OCEAN LEADER	AMERICAN BEAUTY	1	3,439
6/17/2021	OCEAN LEADER	AMERICAN BEAUTY	0	4,164
6/17/2021	OCEAN LEADER	AMERICAN BEAUTY	0	207,435
6/17/2021	STARLITE	STARWARD	0	38,491
6/18/2021	ARCTIC WIND	CAPE KIWANDA	0	279,771
6/19/2021	AURIGA	ALSEA	0	424,401
6/21/2021	OCEANIC	AMERICAN BEAUTY	0	462,783
6/21/2021	AURORA	FIERCE ALLEGIANCE	0	862,360
6/21/2021	DEFENDER	DEFENDER-2	1	1,991,196
6/22/2021	AURIGA	STARFISH	0	589,120
6/22/2021	FIERCE ALLEGIANCE	STARWARD	0	224,113
6/27/2021	AURIGA	STARFISH	0	646,271
6/27/2021	DEFENDER	DEFENDER-2	0	1,639,405
7/3/2021	AURIGA	FIERCE ALLEGIANCE	0	518,811
7/3/2021	DEFENDER	DEFENDER-2	0	1,968,123
7/6/2021	ALYESKA	STORM PETREL	0	533,490
7/7/2021	NORTHERN RAM	SEADAWN	0	675,742
7/7/2021	DEFENDER	DEFENDER-2	1	2,053,065
7/9/2021	ALYESKA	PATRICIA L	0	525,909
7/10/2021	NORTHERN RAM	SEADAWN	2	660,681
7/10/2021	ALYESKA	HICKORY WIND	2	364,811
7/12/2021	DEFENDER	DEFENDER-2	4	1,952,630
7/12/2021	PACIFIC PRINCE	NORDIC FURY	0	437,526
7/15/2021	NORTHERN RAM	SEADAWN	0	609,277
7/15/2021	ANITA J	NORDIC FURY	3	0
7/16/2021	DEFENDER	DEFENDER-2	8	2,067,706
7/16/2021	PACIFIC PRINCE	CAITLIN ANN	2	635,544
7/18/2021	NORTHERN RAM	SEADAWN	1	636,311
7/20/2021	ALYESKA	SUNSET BAY	0	421,082

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
7/21/2021	PACIFIC PRINCE	CAITLIN ANN	0	630,023
7/22/2021	NORTHERN RAM	TRAVELER	0	245,663
7/22/2021	NORTHERN RAM	SEADAWN	0	150,541
7/22/2021	DEFENDER	DEFENDER-2	0	1,962,462
7/23/2021	STARFISH	FIERCE ALLEGIANCE	4	847,917
7/24/2021	PACIFIC PRINCE	NORDIC FURY	0	385,345
7/25/2021	NORTHERN RAM	TRAVELER	1	405,697
7/25/2021	PACIFIC PRINCE	CAITLIN ANN	0	630,023
7/26/2021	ALYESKA	PROGRESS	0	696,151
7/27/2021	NORTHERN RAM	SEADAWN	0	622,918
7/27/2021	STARFISH	FIERCE ALLEGIANCE	3	967,304
7/27/2021	DEFENDER	DEFENDER-2	1	1,773,864
7/28/2021	PACIFIC PRINCE	NORDIC FURY	2	461,759
7/29/2021	NORTHERN RAM	TRAVELER	0	419,305
7/29/2021	STARFISH	FIERCE ALLEGIANCE	0	1,235,391
7/29/2021	STARFISH	FIERCE ALLEGIANCE	0	119,449
7/30/2021	NORTHERN RAM	SEADAWN	0	193,055
7/30/2021	PACIFIC PRINCE	BERING DEFENDER	0	30
7/31/2021	DEFENDER-2	BERING DEFENDER	2	1,388,183
8/1/2021	DEFENDER	DEFENDER-2	0	1,971,180
8/1/2021	PACIFIC PRINCE	CAITLIN ANN	0	623,509
8/2/2021	OCEAN EXPLORER	ROYAL AMERICAN	0	379,998
8/3/2021	NORTHERN RAM	TRAVELER	0	357,614
8/3/2021	ARCTIC WIND	BRISTOL EXPLORER	0	793,261
8/3/2021	PACIFIC PRINCE	NORDIC FURY	0	473,372
8/4/2021	ALYESKA	PATRICIA L	0	512,156
8/5/2021	ALYESKA	HALF MOON BAY	2	396,921
8/5/2021	OCEAN HOPE 3	HALF MOON BAY	0	42,106
8/5/2021	DEFENDER-2	BERING DEFENDER	0	1,527,198
8/6/2021	NORTHERN RAM	EXCALIBUR II	1	85,817
8/6/2021	OCEAN EXPLORER	ROYAL AMERICAN	0	501,574
8/6/2021	OCEAN EXPLORER	TRAVELER	0	54,070
8/6/2021	NORTHERN RAM	TRAVELER	0	328,118
8/6/2021	OCEAN HOPE 3	HICKORY WIND	0	54,186
8/6/2021	DEFENDER	DEFENDER-2	0	2,050,065
8/6/2021	PACIFIC PRINCE	CAITLIN ANN	0	615,571
8/9/2021	OCEAN EXPLORER	ROYAL AMERICAN	0	492,696
8/10/2021	OCEAN EXPLORER	TRAVELER	0	399,585
8/10/2021	OCEAN HOPE 3	HALF MOON BAY	0	427,659

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/10/2021	OCEAN HOPE 3	SUNSET BAY	0	133,751
8/10/2021	DEFENDER-2	BERING DEFENDER	0	1,457,607
8/11/2021	NORTHERN RAM	ROYAL ATLANTIC	0	66,994
8/11/2021	OCEAN HOPE 3	HICKORY WIND	0	286,857
8/11/2021	ARCTIC WIND	BRISTOL EXPLORER	1	853,036
8/11/2021	PACIFIC PRINCE	CAITLIN ANN	0	618,613
8/12/2021	OCEAN EXPLORER	ROYAL AMERICAN	2	532,220
8/13/2021	ALYESKA	STORM PETREL	1	410,191
8/13/2021	MESSIAH	SEA WOLF	0	150,450
8/13/2021	DEFENDER	DEFENDER-2	0	1,996,224
8/14/2021	OCEAN EXPLORER	TRAVELER	3	376,011
8/14/2021	MESSIAH	DESTINATION	0	114,394
8/15/2021	CAPE KIWANDA	ARCTIC WIND	0	503,918
8/15/2021	OCEAN HOPE 3	HALF MOON BAY	0	449,980
8/15/2021	OCEAN HOPE 3	SUNSET BAY	1	411,980
8/15/2021	DEFENDER-2	BERING DEFENDER	0	1,467,810
8/16/2021	OCEAN EXPLORER	ROYAL AMERICAN	0	616,978
8/16/2021	WESTERN DAWN	PACIFIC CHALLENGER	2	651,913
8/16/2021	PACIFIC PRINCE	CAITLIN ANN	0	606,013
8/17/2021	SEEKER	ARCTURUS	0	681,568
8/17/2021	PREDATOR	ARCTURUS	0	304,903
8/17/2021	PEGASUS	ARCTURUS	0	1,013,012
8/17/2021	PACIFIC RAM	ARCTURUS	0	519,677
8/17/2021	LISA MELINDA	ARCTURUS	0	174,601
8/17/2021	LESLIE LEE	ARCTURUS	0	681,815
8/17/2021	OCEAN HOPE 3	HICKORY WIND	1	381,548
8/18/2021	OCEAN EXPLORER	TRAVELER	0	365,215
8/18/2021	OCEAN EXPLORER	ARCTIC EXPLORER	0	202,712
8/18/2021	ALYESKA	COMMODORE	0	454,912
8/19/2021	NORTHERN RAM	SOVEREIGNTY	0	130,789
8/19/2021	MESSIAH	SEA WOLF	0	775,515
8/19/2021	DEFENDER	DEFENDER-2	0	88,093
8/19/2021	DEFENDER	DEFENDER-2	0	127,737
8/19/2021	DEFENDER	DEFENDER-2	0	10,130
8/19/2021	DEFENDER	DEFENDER-2	0	266,008
8/19/2021	DEFENDER	DEFENDER-2	1	1,628,489
8/19/2021	DEFENDER-2	BERING DEFENDER	0	21,448
8/19/2021	DEFENDER-2	BERING DEFENDER	0	1,424,487
8/20/2021	OCEAN EXPLORER	ROYAL AMERICAN	1	509,344

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/20/2021	CAPE KIWANDA	ARCTIC WIND	1	454,881
8/20/2021	PACIFIC RAM	MARCY J	0	302,800
8/20/2021	LISA MELINDA	MARCY J	0	218,695
8/20/2021	MESSIAH	DESTINATION	0	1,063,578
8/20/2021	NORTHERN DEFENDER	ALASKAN DEFENDER	0	1,201,036
8/20/2021	PACIFIC PRINCE	BERING DEFENDER	0	3,060
8/20/2021	PACIFIC PRINCE	BERING DEFENDER	0	232,336
8/20/2021	DEFENDER-2	BERING DEFENDER	0	55,608
8/20/2021	PACIFIC PRINCE	CAITLIN ANN	1	607,824
8/21/2021	OCEAN EXPLORER	TRAVELER	0	435,324
8/21/2021	ALYESKA	HALF MOON BAY	0	42,106
8/21/2021	ANITA J	HALF MOON BAY	0	2,461
8/21/2021	OCEAN HOPE 3	HALF MOON BAY	0	31,846
8/21/2021	OCEAN HOPE 3	HALF MOON BAY	0	381,834
8/21/2021	OCEAN HOPE 3	SUNSET BAY	3	432,687
8/21/2021	MESSIAH	ALASKA ROSE	0	105,211
8/21/2021	ALASKAN DEFENDER	BERING DEFENDER	0	1,464
8/21/2021	ALASKAN DEFENDER	BERING DEFENDER	0	138,005
8/22/2021	MESSIAH	BERING ROSE	0	123,387
8/22/2021	WESTERN DAWN	PACIFIC CHALLENGER	0	679,448
8/23/2021	OCEAN EXPLORER	ROYAL AMERICAN	2	494,168
8/24/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	547,418
8/24/2021	CAPE KIWANDA	ARCTIC WIND	1	552,711
8/24/2021	MESSIAH	SEA WOLF	0	722,361
8/24/2021	PACIFIC PRINCE	CAITLIN ANN	0	704,531
8/24/2021	PACIFIC PRINCE	NORDIC FURY	0	455,729
8/25/2021	OCEAN EXPLORER	TRAVELER	0	429,331
8/25/2021	ANITA J	HICKORY WIND	0	376,192
8/26/2021	OCEAN EXPLORER	ROYAL AMERICAN	1	488,672
8/26/2021	ALYESKA	PROGRESS	0	724,808
8/26/2021	MESSIAH	DESTINATION	0	1,021,415
8/26/2021	PACIFIC PRINCE	WESTWARD I	14	635,071
8/26/2021	PACIFIC PRINCE	NORDIC FURY	1	373,473
8/27/2021	OCEAN EXPLORER	BRISTOL EXPLORER	1	836,664
8/27/2021	CAPE KIWANDA	ARCTIC WIND	1	542,550
8/27/2021	MESSIAH	ALASKA ROSE	0	765,234
8/27/2021	WESTERN DAWN	PACIFIC CHALLENGER	4	695,722
8/27/2021	MAR-GUN	ALSEA	1	390,767
8/28/2021	MARGARET LYN	TRAVELER	0	35,713

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/28/2021	MARK I	TRAVELER	0	3,449
8/28/2021	MARK I	TRAVELER	0	325,201
8/28/2021	COLLIER BROTHERS	GOLD RUSH	0	155,151
8/28/2021	MESSIAH	GREAT PACIFIC	0	262,652
8/28/2021	FIERCE ALLEGIANCE	STARFISH	0	23,562
8/28/2021	FIERCE ALLEGIANCE	STARFISH	0	1,813
8/28/2021	PACIFIC PRINCE	CAITLIN ANN	1	726,311
8/29/2021	CAPE KIWANDA	ARCTIC WIND	1	514,839
8/29/2021	PACIFIC EXPLORER	ROYAL AMERICAN	1	503,275
8/29/2021	PACIFIC PRINCE	WESTWARD I	0	639,389
8/29/2021	PACIFIC PRINCE	NORDIC FURY	0	452,187
8/30/2021	PACIFIC EXPLORER	BRISTOL EXPLORER	0	28,909
8/30/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	16,105
8/30/2021	OCEAN EXPLORER	BRISTOL EXPLORER	0	339,308
8/30/2021	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	1,383
8/30/2021	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	130,399
8/30/2021	CAPE KIWANDA	BRISTOL EXPLORER	0	29,609
8/30/2021	CAPE KIWANDA	BRISTOL EXPLORER	1	305,341
8/30/2021	WESTERN DAWN	PACIFIC CHALLENGER	1	636,733
8/30/2021	STARLITE	STARWARD	0	1,058
8/30/2021	STARLITE	STARWARD	0	99,250
8/30/2021	PACIFIC PRINCE	CAITLIN ANN	0	619,608
8/31/2021	SEEKER	TRAVELER	0	41,806
8/31/2021	MARGARET LYN	TRAVELER	0	5,248
8/31/2021	MARGARET LYN	TRAVELER	0	2,607
8/31/2021	MARGARET LYN	TRAVELER	0	210,093
8/31/2021	PACIFIC EXPLORER	TRAVELER	0	7,472
8/31/2021	PACIFIC EXPLORER	TRAVELER	2	172,366
8/31/2021	ANITA J	PROGRESS	2	149,233
8/31/2021	PROVIDIAN	AMERICAN BEAUTY	0	269,881
8/31/2021	OCEANIC	AMERICAN BEAUTY	0	8,238
8/31/2021	OCEANIC	AMERICAN BEAUTY	0	10,299
8/31/2021	OCEANIC	AMERICAN BEAUTY	1	219,207
9/1/2021	SEEKER	ROYAL AMERICAN	0	523,315
9/1/2021	VANGUARD	PACIFIC CHALLENGER	0	275,405
9/1/2021	WESTERN DAWN	PACIFIC CHALLENGER	0	196,623
9/1/2021	WESTERN DAWN	PACIFIC CHALLENGER	0	30,189
9/1/2021	WESTERN DAWN	PACIFIC CHALLENGER	0	182,555
9/1/2021	MAR-GUN	ALSEA	0	6,519

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/1/2021	MAR-GUN	ALSEA	0	7,968
9/1/2021	MAR-GUN	ALSEA	0	360,488
9/1/2021	ARGOSY	ALSEA	0	573,531
9/1/2021	PACIFIC PRINCE	WESTWARD I	0	660,085
9/1/2021	PACIFIC PRINCE	NORDIC FURY	0	441,722
9/2/2021	PACIFIC PRINCE	CAITLIN ANN	0	697,164
9/4/2021	NORDIC STAR	STARFISH	0	9,446
9/4/2021	SEADAWN	STARWARD	0	30,425
9/4/2021	PACIFIC PRINCE	CHELSEA K	6	1,873,579
9/4/2021	PACIFIC PRINCE	NORDIC FURY	0	475,284
9/5/2021	ANITA J	PROGRESS	4	703,001
9/5/2021	PACIFIC PRINCE	CAITLIN ANN	0	730,207
9/6/2021	AURORA	AURIGA	0	565,714
9/6/2021	PACIFIC PRINCE	WESTWARD I	1	634,865
9/8/2021	ALYESKA	PROGRESS	0	719,318
9/8/2021	PACIFIC PRINCE	CHELSEA K	2	1,832,902
9/8/2021	PACIFIC PRINCE	NORDIC FURY	0	436,426
9/9/2021	PACIFIC PRINCE	CAITLIN ANN	0	690,210
9/9/2021	PACIFIC PRINCE	WESTWARD I	0	614,164
9/10/2021	PACIFIC PRINCE	CHELSEA K	0	657,618
9/10/2021	PACIFIC PRINCE	NORDIC FURY	0	231,504
9/11/2021	ANITA J	PACIFIC CHALLENGER	0	133,010
9/11/2021	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	377
9/11/2021	PACIFIC PRINCE	WESTWARD I	0	18,445
9/11/2021	PACIFIC PRINCE	WESTWARD I	0	51,381
9/11/2021	PACIFIC PRINCE	WESTWARD I	0	316,101
9/11/2021	PACIFIC PRINCE	CAITLIN ANN	0	538,471
9/11/2021	PACIFIC PRINCE	VIKING	0	531,912
9/12/2021	NORTHERN RAM	SEADAWN	0	298,544
9/12/2021	RAVEN	SEADAWN	0	388,438
9/13/2021	ANITA J	PROGRESS	2	732,674
9/13/2021	VANGUARD	PACIFIC PRINCE	0	3,849
9/13/2021	MESSIAH	PACIFIC PRINCE	0	54,789
9/13/2021	MESSIAH	PACIFIC PRINCE	0	61,600
9/13/2021	NORTHERN DEFENDER	PACIFIC PRINCE	0	2,186
9/13/2021	NORTHERN DEFENDER	PACIFIC PRINCE	0	1,125
9/13/2021	NORTHERN DEFENDER	PACIFIC PRINCE	1	83,637
9/13/2021	DEFENDER	PACIFIC PRINCE	0	58,668
9/13/2021	DEFENDER	PACIFIC PRINCE	1	0

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
9/15/2021	ALYESKA	STORM PETREL	1	532,677
9/18/2021	PACIFIC FURY	NORDIC FURY	0	381,968
9/19/2021	ANITA J	PROGRESS	1	720,839
9/19/2021	PROVIDIAN	ARCTIC WIND	1	546,116
9/20/2021	NORDIC STAR	ARGOSY	0	16,732
9/21/2021	SEADAWN	ARGOSY	0	140
9/21/2021	SEADAWN	ARGOSY	0	12,900
9/21/2021	AURORA	ARGOSY	0	460
9/21/2021	AURORA	ARGOSY	0	28,846
9/22/2021	ANITA J	PROGRESS	0	35,573
9/22/2021	ALYESKA	PROGRESS	0	93,135
9/22/2021	ALYESKA	PROGRESS	3	642,231
9/23/2021	ALYESKA	PATRICIA L	1	591,165
9/26/2021	ANITA J	PROGRESS	0	687,135
9/26/2021	PROVIDIAN	ARCTIC WIND	3	547,353
9/27/2021	ANITA J	PATRICIA L	0	47,421
9/28/2021	PREDATOR	MAJESTY	4	352,296
9/28/2021	MISS BERDIE	STORM PETREL	0	37,504
9/28/2021	ANITA J	STORM PETREL	0	41,648
9/28/2021	ANITA J	STORM PETREL	0	339,233
9/30/2021	SEEKER	MAJESTY	1	0
9/30/2021	SEEKER	MAJESTY	0	382,210
9/30/2021	MISS BERDIE	PROGRESS	2	732,134
10/1/2021	MISS BERDIE	PATRICIA L	1	550,394
10/3/2021	PACIFIC RAM	DOMINATOR	1	186,034
10/3/2021	NORTHERN RAM	MAJESTY	0	168,293
10/3/2021	SEEKER	MAJESTY	1	0
10/3/2021	SEEKER	MAJESTY	0	28,223
10/3/2021	SEEKER	MAJESTY	0	189,064
10/3/2021	MISS BERDIE	STORM PETREL	0	515,384
10/3/2021	PACIFIC FURY	STORM PETREL	0	3,610
10/3/2021	PACIFIC FURY	STORM PETREL	0	4,413
10/3/2021	PACIFIC FURY	STORM PETREL	0	34,074
10/4/2021	SEEKER	MAJESTY	1	0
10/4/2021	SEEKER	MAJESTY	2	424,301
10/5/2021	LESLIE LEE	GOLDEN DAWN	3	653,833
10/5/2021	PREDATOR	ARCTURUS	3	0
10/5/2021	PREDATOR	ARCTURUS	0	383,519
10/5/2021	MISS BERDIE	PROGRESS	0	772,697

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
10/6/2021	PEGASUS	DOMINATOR	11	676,129
10/6/2021	NORTHERN RAM	GOLDEN DAWN	0	17,810
10/6/2021	NORTHERN RAM	GOLDEN DAWN	2	153,631
10/6/2021	PREDATOR	GOLDEN DAWN	2	0
10/6/2021	PREDATOR	GOLDEN DAWN	0	22,565
10/6/2021	PREDATOR	GOLDEN DAWN	0	101,697
10/6/2021	MISS BERDIE	PATRICIA L	0	599,373
10/7/2021	SEEKER	MAJESTY	8	418,800
10/8/2021	GLADIATOR	SOVEREIGNTY	15	960,614
10/8/2021	PREDATOR	ARCTURUS	1	0
10/8/2021	PREDATOR	ARCTURUS	0	496,724
10/8/2021	MISS BERDIE	HALF MOON BAY	0	350,491
10/8/2021	MISS BERDIE	SUNSET BAY	0	471,062
10/9/2021	PEGASUS	DOMINATOR	9	521,398
10/9/2021	MISS BERDIE	COMMODORE	0	209,398
10/11/2021	RAVEN	ALDEBARAN	3	187,682
10/11/2021	RAVEN	MAJESTY	2	336,230
10/11/2021	GLADIATOR	SOVEREIGNTY	6	944,991
10/11/2021	PREDATOR	ARCTURUS	11	0
10/11/2021	PREDATOR	ARCTURUS	5	488,402
10/12/2021	RAVEN	GOLDEN DAWN	6	0
10/12/2021	RAVEN	GOLDEN DAWN	0	683,891
10/12/2021	RAVEN	COLUMBIA	2	0
10/12/2021	RAVEN	COLUMBIA	5	245,482
10/13/2021	GLADIATOR	SOVEREIGNTY	10	965,745
10/13/2021	GOLDEN PISCES	SOVEREIGNTY	0	257
10/13/2021	GOLDEN PISCES	SOVEREIGNTY	0	24,211
10/13/2021	LESLIE LEE	SOVEREIGNTY	0	15,033
10/13/2021	LESLIE LEE	SOVEREIGNTY	0	81,718
10/13/2021	NORTHERN RAM	SOVEREIGNTY	0	48,043
10/13/2021	RAVEN	ALDEBARAN	6	478,446
10/13/2021	PROVIDIAN	ARCTIC WIND	0	992
10/13/2021	PROVIDIAN	ARCTIC WIND	2	0
10/13/2021	PROVIDIAN	ARCTIC WIND	7	513,536
10/14/2021	RAVEN	NORTHERN PATRIOT	4	526,225
10/15/2021	PEGASUS	COLUMBIA	4	0
10/15/2021	PEGASUS	COLUMBIA	0	534,966
10/15/2021	PEGASUS	ALDEBARAN	4	0
10/15/2021	PEGASUS	ALDEBARAN	0	512,094

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
10/15/2021	PEGASUS	ALDEBARAN	0	512,094
10/16/2021	PEGASUS	GOLDEN DAWN	14	0
10/16/2021	PEGASUS	GOLDEN DAWN	0	672,554
10/16/2021	RAVEN	DOMINATOR	6	0
10/16/2021	RAVEN	DOMINATOR	0	752,207
10/16/2021	PROVIDIAN	ARCTIC WIND	3	0
10/16/2021	PROVIDIAN	ARCTIC WIND	0	571,121
10/18/2021	RAVEN	NORTHERN PATRIOT	0	50
10/18/2021	RAVEN	NORTHERN PATRIOT	0	828,162
10/18/2021	GLADIATOR	SOVEREIGNTY	0	857,827
10/18/2021	RAVEN	DOMINATOR	30	0
10/18/2021	RAVEN	DOMINATOR	0	618,422
10/19/2021	LISA MELINDA	ARCTURUS	13	0
10/19/2021	LISA MELINDA	ARCTURUS	7	512,714
10/19/2021	PROVIDIAN	ARCTIC WIND	8	0
10/19/2021	PROVIDIAN	ARCTIC WIND	0	23,830
10/19/2021	PROVIDIAN	ARCTIC WIND	0	304,534
10/20/2021	GLADIATOR	GOLDEN DAWN	0	295,107
10/20/2021	LISA MELINDA	GOLDEN DAWN	0	270,000
10/20/2021	LISA MELINDA	GOLDEN DAWN	0	30,000
10/20/2021	PEGASUS	GOLDEN DAWN	0	53,090
10/20/2021	PEGASUS	GOLDEN DAWN	0	13,684
10/20/2021	RAVEN	GOLDEN DAWN	16	0
10/20/2021	RAVEN	GOLDEN DAWN	0	54,362
10/20/2021	RAVEN	GOLDEN DAWN	0	80,304
10/20/2021	PEGASUS	NORTHERN PATRIOT	30	0
10/20/2021	PEGASUS	NORTHERN PATRIOT	0	1,061,823
10/20/2021	GLADIATOR	SOVEREIGNTY	0	912,544
10/21/2021	GLADIATOR	SOVEREIGNTY	0	286,368
10/21/2021	GLADIATOR	DOMINATOR	0	670,575
10/25/2021	GLADIATOR	VIKING EXPLORER	2	0
10/25/2021	GLADIATOR	VIKING EXPLORER	8	293,435
10/25/2021	PACIFIC RAM	GOLDEN DAWN	0	152,319
10/25/2021	MAJESTY	MARCY J	12	0
10/26/2021	GLADIATOR	DOMINATOR	0	708,032
10/26/2021	ARCTIC RAM	ARCTURUS	0	516,280
10/27/2021	LISA MELINDA	VIKING EXPLORER	4	0
10/27/2021	LISA MELINDA	VIKING EXPLORER	0	187,762
10/27/2021	ARCTIC RAM	VIKING EXPLORER	0	300,000

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
10/27/2021	MARCY J	PACIFIC VIKING	0	79,155
10/27/2021	MARCY J	PACIFIC VIKING	0	4,499
10/27/2021	MARCY J	PACIFIC VIKING	0	73,415
10/27/2021	GLADIATOR	PACIFIC VIKING	0	88,723
10/27/2021	GLADIATOR	PACIFIC VIKING	0	14,452
10/27/2021	GLADIATOR	PACIFIC VIKING	0	214,769
10/27/2021	GLADIATOR	DOMINATOR	0	693,289
10/29/2021	PACIFIC RAM	MARCY J	2	0
10/29/2021	PACIFIC RAM	MARCY J	5	0
10/29/2021	NORTHERN PATRIOT	ARCTIC RAM	18	0

Exhibit 1.

Data Sharing Agreement.

BERING SEA SALMON BYCATCH DATA SHARING AGREEMENT

This agreement is entered into by and among the parties to the Inshore Salmon Savings Incentive Plan Agreement, Mothership Salmon Savings Incentive Plan Agreement and the Chinook Salmon Bycatch Reduction Incentive Plan and Agreement (each, an “IPA” and collectively, the “IPAs”) as of _____, in consideration of the following facts:

A. The North Pacific Fishery Management Council and the National Marine Fisheries Service have approved and implemented a revised salmon bycatch management program for the Bering Sea pollock fishery that includes annual bycatch limits for Chinook salmon and incentive plan agreements designed to minimize Chinook and chum salmon bycatch at all levels of salmon and pollock abundance;

B. The inshore, mothership and catcher-processor sectors of the Bering Sea pollock fishery and the western Alaska Community Development Quota groups have developed three different Chinook and chum salmon incentive plan agreements with different components that reflect the different fishing areas and methods employed by the sectors, although each agreement includes some form of incentive based on the identification of bycatch avoidance areas;

C. Under the revised Bering Sea salmon PSC management regulations, each IPA is required to have its vessels enter into a fishery-wide in-season data sharing agreement (per 50 C.F.R. § 679.21 (f)(12)(iii)(E)(10));

Now, therefore, the parties to the three Bering Sea salmon bycatch IPAs agree as follows:

1. Release of Confidential Data. Each IPA vessel’s VMS tracking data, State and Federal landing reports and observer data shall be released to Sea State, Inc. (“Sea State”) as soon as commercially practicable.

2. Data Use and Distribution. SeaState may use all IPA vessel VMS tracking data, landing reports and observer data it receives under this Agreement to implement the provisions of each IPA, but shall not release such data, or calculations made from such data, except as provided in Sections 2.1 through 2.3, below.

2.1 Sea State may release summaries of pollock catch, Chinook and chum bycatch and Chinook and chum bycatch rates to IPA participants to assist them in avoiding Chinook and chum salmon bycatch.

2.2 Sea State may release VMS tracking data from relatively high-bycatch hauls, defined as the top twenty-five percent (25%) of hauls or trips exceeding a specific base rate in a given week, by distributing them directly to IPA participants, and/or making them available on a password-protected web site with access limited to IPA participants.

2.3 Sea State may release weekly Chinook and chum salmon bycatch avoidance area maps, by distributing them to all IPA participants, and/or by making them available on a password-protected web site with access limited to IPA participants.

3. Indemnification. Any and all claims against Sea State arising out of or relating to services in connection with this Agreement, other than those arising out of gross negligence or willful misconduct, are hereby waived and released. Further, the IPA participants shall jointly and severally indemnify, defend and hold Sea State harmless against any third party claims asserted against Sea State arising out of or relating to services in connection with this Agreement, other than those arising out of gross negligence or willful misconduct by Sea State.

4. Term and Termination. This Agreement shall take effect as of its execution by the authorized representatives of the parties to each of the IPAs. This Agreement shall remain in effect as long as two or more IPAs are in effect.