

2022 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 110 IPA Identification Number 1

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Submitted to the

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Introduction. In 2022 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.

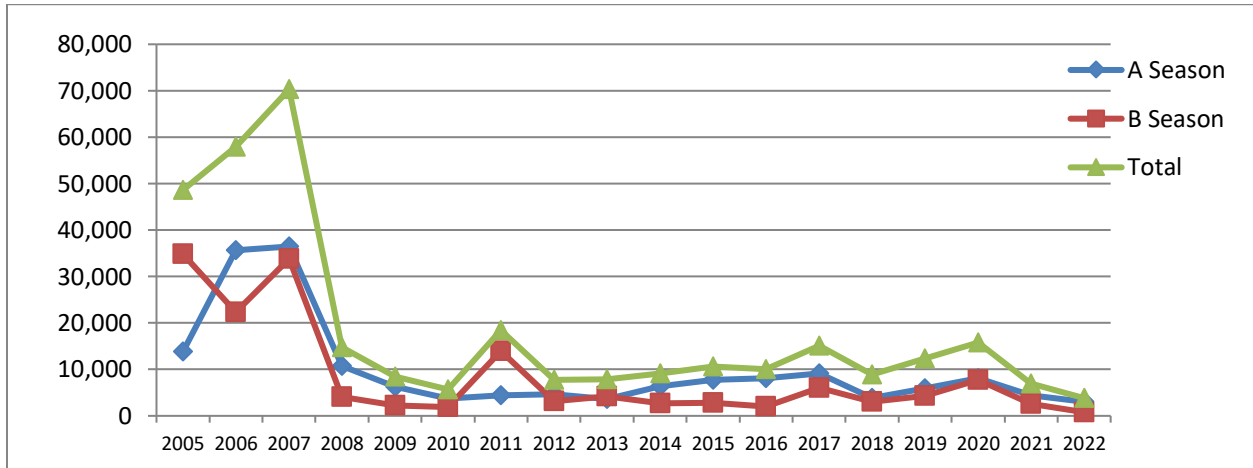
In October of 2021 the Alaska Department of Fish and Game notified the North Pacific Fishery Management Council that the aggregate estimated Chinook salmon returns to the upper Yukon River, the Kuskokwim River, and the Unalakleet River again fell below the Three River Index threshold of 250,000 fish, triggering a low Chinook salmon abundance year for 2022.

Consequently, the total 2022 Chinook salmon bycatch limit for the pollock fishery was set at 45,000 fish. Additionally, the overall performance standard for the pollock fishery was set at a 33,318 fish threshold. For the inshore sector the annual Chinook bycatch limit was 25,020 Chinook with an A season limit of 15,687. The 2022 inshore sector's Performance Standard threshold was 18,525.

2022 Chinook Salmon Bycatch and Pollock Harvest Summary.

In 2022 the ISSIP members caught a total of 3,818 Chinook salmon; 3031 Chinook in the A Season and 787 Chinook in the B Season (Source: NMFS Alaska Region).

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



The total 2022 pollock harvest by ISSIP members was 473,790 metric tons; 212,319 metric tons in the A Season and 261,471 metric tons in the B Season. Annually that calculates to 124.09 metric tons of pollock harvest for every one bycaught Chinook salmon. Seasonally, the A Season Chinook bycatch was 70.0 metric tons of pollock for every one bycaught Chinook salmon. The B Season yielded 332.2 metric tons of pollock for every one bycaught Chinook salmon.

Total 2022 non-Chinook (chum) salmon bycatch by the ISSIP members was 132,691 fish. The latest genetic stock composition analysis by NOAA's Alaska Fisheries Science Center reports that the combined proportion of Western Alaska chum was 9.4% of the bycatch, of which the Coastal Western Alaska stocks comprised 8.9% of the bycaught chum salmon and the Up/Mid Yukon stocks comprised 0.5%. Using the proportion of combined Western Alaskan chum, the 2022 non-Chinook bycatch equates to 12,473 Coastal Western Alaska and Up/Mid Yukon fish.

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 2022 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 2022.

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.

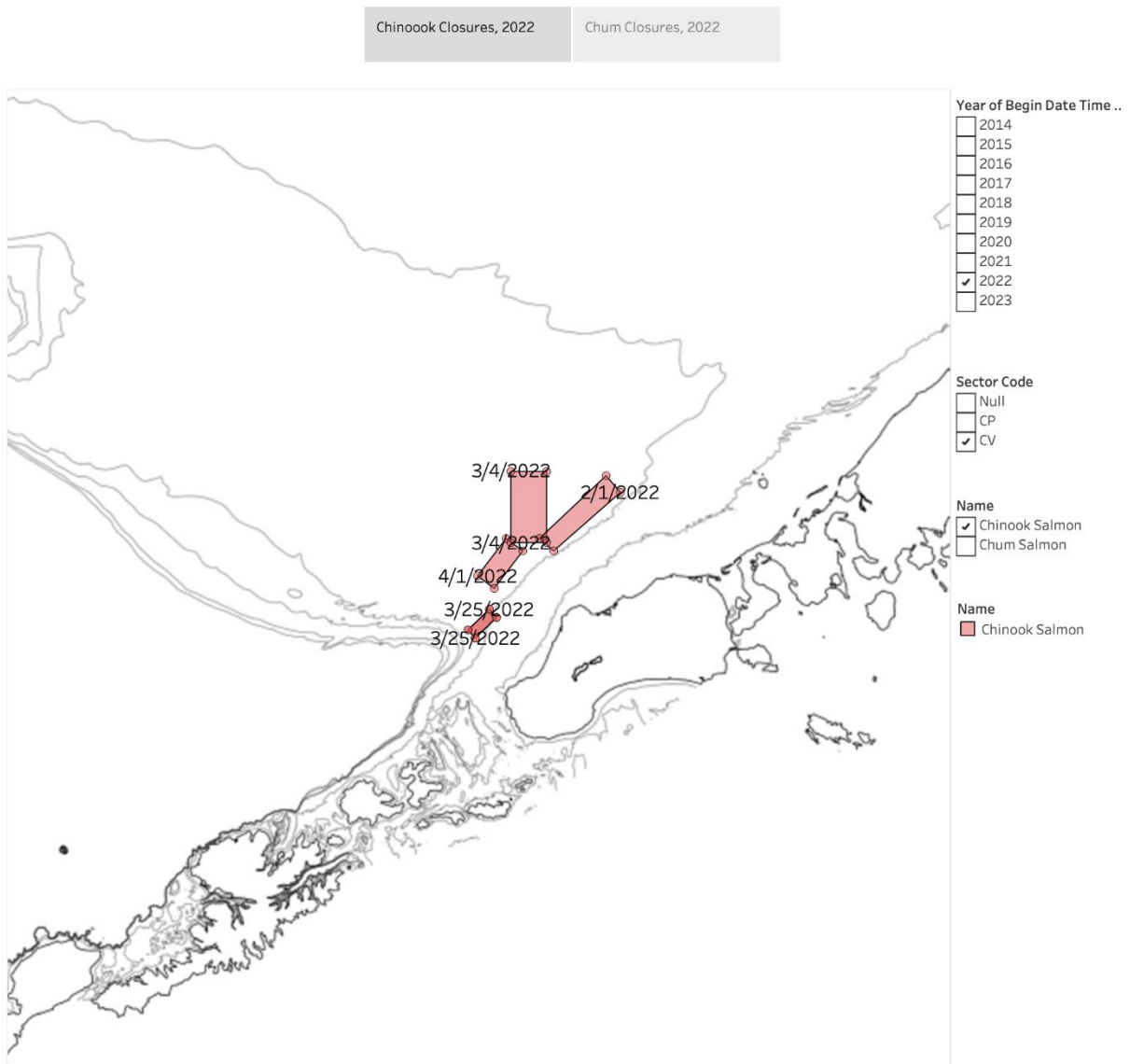
Inter-sector transfers, transfers from one pollock sector to the inshore sector, while allowed under the Amendment 110 regulations are not freely allowed under the SSIP rules. Inter-sector transfers may not be used in a manner that puts the inshore sector in jeopardy of exceeding the inshore sector's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

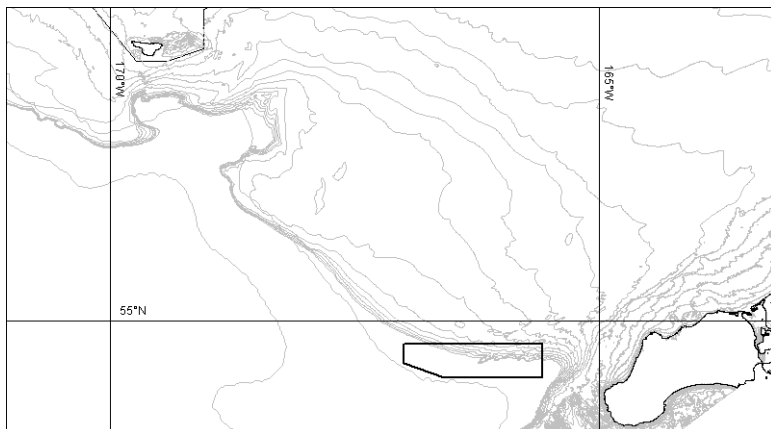
Figure 2. Chinook Rolling Hot Spots in 2022.



There were no violations of the RHS program in 2022.

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 3. Chinook Conservation Area



There were no violations of the CCAA in 2022.

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 2022, 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 2022 no vessels fished in the month of October. All vessels completed their B season fishing prior to September 30, 2022.

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 to 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.

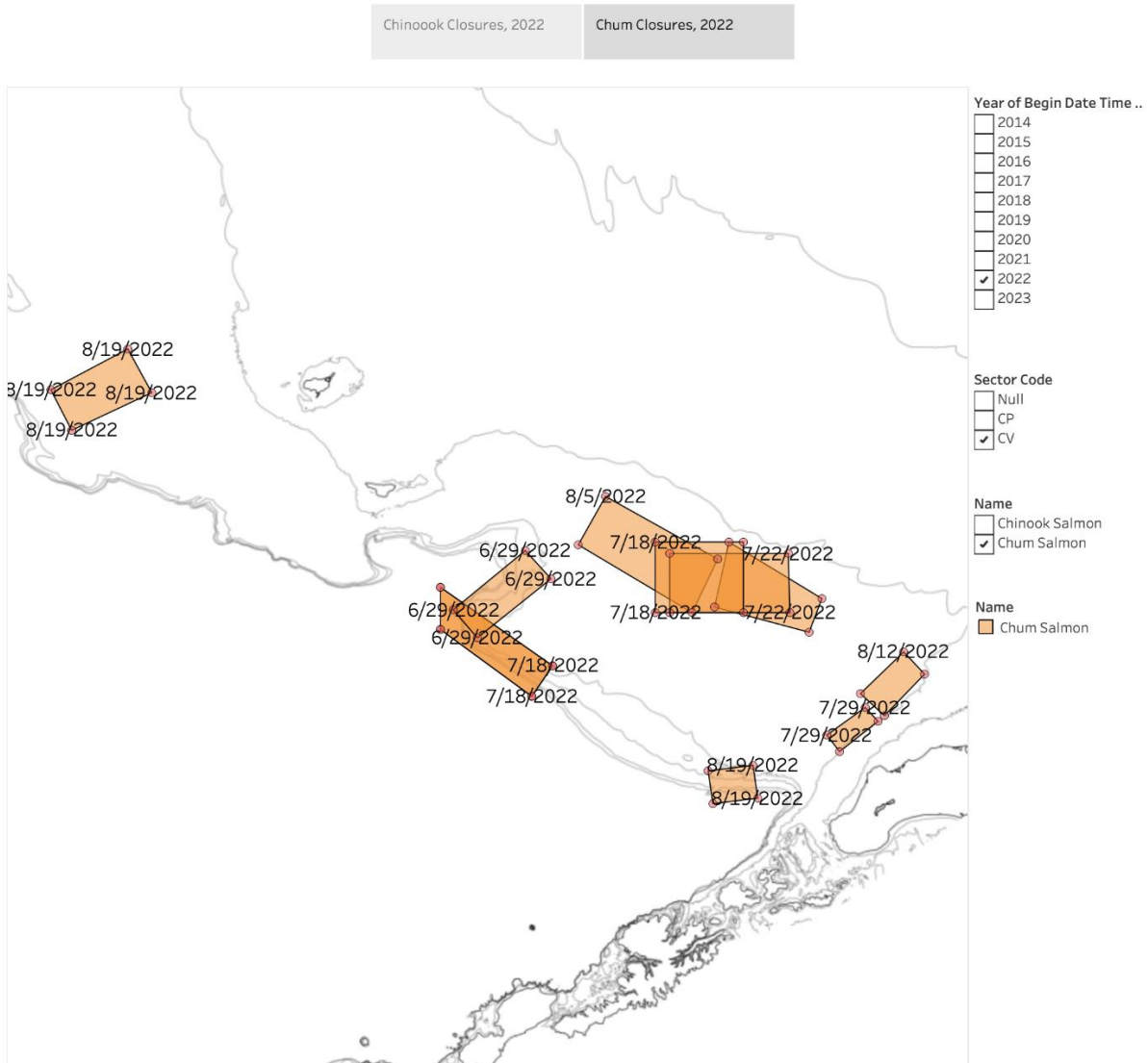
Section C. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures including the effectiveness of:

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 originally indicated 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). Under the ISSIP RHS program vessels are individually assigned each week to either of two categories; Tier One that allows vessels to fish without restriction, and Tier Two that restricts vessels from fishing in the closure areas. Tier Assignments are based on a vessel's previous 2 weeks chum salmon bycatch performance.

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 4 shows all chum salmon RHS closures for the 2022 B season.

Figure 4. 2022 Chum Salmon RHS Closure Areas



There were no violations of the RHS program in 2022.

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 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 2022 no vessels fished in the month of October. All vessels completed their B season fishing prior to September 30, 2022.

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 2022.

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

TABLE 1. A SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2022 A SEASON ALLOCATIONS		2022 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN COOP	ALDEBARAN	6,911,733	223	6,965,407	44
	ARCTIC EXPLORER	8,695,566	280	8,059,883	41
	ARCTIC RAM	1,813,455	58	1,024,047	6
	ARCTURUS	7,283,544	234	7,168,082	44
	BRISTOL EXPLORER	8,300,600	267	8,561,244	57
	CAPE KIWANDA	2,485,207	80	0	0
	COLUMBIA	6,802,543	219	6,454,959	37
	DOMINATOR	8,252,410	266	7,446,096	53
	EXCALIBUR II	2,451,347	79	1,668,404	16
	GLADIATOR	7,736,442	250	7,873,889	37
	GOLDEN DAWN	8,265,222	266	7,299,189	59
	GOLDEN PISCES	1,275,831	42	2,164,354	18
	LESLIE LEE	927,731	30	1,340,119	12
	LISA MELINDA	1,033,217	33	2,417,432	33
	MAJESTY	4,694,700	151	3,461,202	16
	MARCY J	848,307	27	0	0
	MARGARET LYN	160,891	5	0	0
	MARK I	212,859	7	0	0
	NORTHERN PATRIOT	11,368,837	366	10,559,058	124
	NORTHERN RAM	4,064,066	131	0	0
	NORTHWEST EXPLORER	7,568,225	244	7,531,074	41
	OCEAN EXPLORER	7,520,840	242	7,489,202	45
	PACIFIC EXPLORER	7,120,555	229	7,788,643	35
	PACIFIC RAM	959,242	31	1,985,633	19
	PACIFIC VIKING	5,143,039	166	4,275,435	32
	PEGASUS	3,276,432	106	6,947,156	79
	PREDATOR	1,392,572	45	2,754,729	13
	RAVEN	3,354,898	108	5,745,715	39
	ROYAL AMERICAN	4,572,173	147	5,476,831	22
	ROYAL ATLANTIC	6,173,461	198	6,153,299	17
SEEKER	1,741,787	56	3,085,391	41	
SOVEREIGNTY	11,084,729	357	9,755,612	55	
TRAVELER	194,617	7	1502024	3	
VIKING EXPLORER	5,601,079	180	5,309,166	44	
SEADAWN (AMEND 69)	0	0	581,980	1	

NORTHERN VICTOR	ALYESKA	5,747,754	185	0	0
	AMERICAN EAGLE	5,050,167	163	7305174	51
	ANITA J	2,570,250	77	0	0
	COLLIER BROTHERS	580,333	23	0	0
	COMMODORE	5,915,854	191	7,679,429	33
	GOLD RUSH	2,009,866	61	350,719	3
	HALF MOON BAY	2,562,769	89	2,789,700	14
	HICKORY WIND	1,440,239	47	0	0
	MISS BERDIE	2,833,587	93	6,493,988	63
	NORDIC FURY	339,845	4	612,163	5
	OCEAN HOPE 3	1,965,330	63	0	0
	PACIFIC CHALLENGER	791,880	25	921937	2
	PACIFIC FURY	272,318	2	0	0
	PATRICIA L	5,798,493	189	6,855,792	34
	PROGRESS	4,769,995	153	8,355,959	50
STORM PETREL	5,766,743	187	6,613,040	34	
SUNSET BAY	2,372,298	85	1,771,091	6	

PETER PAN	AMERICAN BEAUTY	200,557	7	2,025,551	7
	ARCTIC WIND	4,847,631	156	5,574,167	23
	ELIZABETH F	1,807,940	58	954,284	1
	OCEAN LEADER	256,959	9	0	0
	OCEANIC	635,592	20	0	0
	PROVIDIAN	1,801,663	58	0	0
	TOPAZ	390,561	13	0	0
	WALTER N	1,900,354	61	1,864,387	11

UNALASKA	ALASKA ROSE	7,936,601	256	9,279,670	33
	BERING ROSE	8,126,858	261	9,383,895	71
	DESTINATION	10,148,988	327	9,788,221	64
	GREAT PACIFIC	5,827,590	188	4,717,864	23
	MESSIAH	3,381,249	109	0	0
	NORTHERN DEFENDER	9,300,302	300	8,612,468	57
	SEA WOLF	7,145,005	230	8,136,007	40
	VANGUARD	266,324	9	0	0
	WESTERN DAWN	1,863,079	60	0	0
	ALASKAN DEFENDER (A 69)	0	0	908,354	3
	AMERICAN BEAUTY (AMEND 69)	0	0	990,632	5
	PACIFIC CHALLENGER (AMEND 69)	0	0	639,654	8
	PROGRESS (AMEND 69)	0	0	700,000	4

UNISEA	ALSEA	8,464,495	273	8,365,527	46
	ARGOSY	8,309,215	268	8,885,759	75
	AURIGA	15,764,385	508	15,811,400	70
	AURORA	15,768,342	508	15,798,046	99
	DEFENDER (1)	16,416,500	529	0	0
	FIERCE ALLEGIANCE	4,420,568	142	7,014,063	35
	MAR-GUN	491,731	15	0	0
	NORDIC STAR	6,533,171	210	6,547,981	78
	SEADAWN	6,651,002	214	6,687,887	55
	STARFISH	9,619,152	310	7,203,061	58
	STARLITE	5,776,109	186	5,635,767	64
	STARWARD	5,945,400	192	5,668,602	92
	DEFENDER-2 (AMEND 69)	0	0	16,359,958	106

WESTWARD	ALASKAN DEFENDER	11,390,203	367	12,415,310	124
	BERING DEFENDER	9,857,395	320	14,590,962	107
	CAITLIN ANN	0	56	7,698,017	37
	CHELSEA K	22,271,324	707	20,255,434	98
	DEFENDER (2)	5,758,674	167	0	0
	PACIFIC PRINCE	26,396,412	838	15,787,545	58
	VIKING	8,027,559	252	9,159,082	33
	WESTWARD I	7,660,687	236	8,099,219	51
	NORDIC FURY (AMEND 69)	0	0	2,945,861	19

TABLE 2. B SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2022 B SEASON ALLOCATIONS				2022 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	8,447,673	221	106	327	8,113,384	31
	ARCTIC EXPLORER	10,627,914	292	241	533	10,735,267	8
	ARCTIC RAM	2,216,445	56	22	78	3,061,275	5
	ARCTURUS	8,902,109	234	112	346	9,466,006	27
	BRISTOL EXPLORER	10,145,177	260	198	458	12,346,008	25
	CAPE KIWANDA	3,037,475	92	82	174	0	0
	COLUMBIA	8,314,219	220	165	385	11,217,632	37
	DOMINATOR	10,136,713	255	138	393	12,775,873	14
	EXCALIBUR II	3,298,482	72	83	155	4,443,505	2
	GLADIATOR	9,455,651	259	171	430	10,755,630	16
	GOLDEN DAWN	10,101,997	255	210	465	11,073,684	21
	GOLDEN PISCES	1,559,348	35	34	69	2,779,863	3
	LESLIE LEE	1,133,893	24	14	38	2088605	7
	LISA MELINDA	1,262,821	27	14	41	0	0
	MAJESTY	5,737,966	134	102	236	6,819,370	6
	MARCY J	1,036,820	29	7	36	1,657,964	2
	MARGARET LYN	196,645	6	6	12	0	0
	MARK I	260,161	8	7	15	0	0
	NORTHERN PATRIOT	13,895,245	298	196	494	14,751,135	27
	NORTHERN RAM	4,967,192	142	99	241	0	0
	NORTHWEST EXPLORER	9,254,799	248	213	461	8,227,193	3
	OCEAN EXPLORER	9,192,138	243	226	469	0	0
	PACIFIC EXPLORER	8,702,900	237	226	463	13,845,581	23
	PACIFIC RAM	1,237,517	32	19	51	0	0
	PACIFIC VIKING	6,285,937	159	95	254	0	0
	PEGASUS	4,004,528	97	66	163	0	0
	PREDATOR	1,702,033	41	20	61	0	0
	RAVEN	4,100,431	102	66	168	0	0
ROYAL AMERICAN	5,588,211	153	138	291	11,372,207	16	
ROYAL ATLANTIC	7,565,503	219	182	401	8,186,014	4	
SEEKER	2,128,851	33	56	89	0	0	

AKUTAN	SOVEREIGNTY	13,548,002	349	173	522	14,262,245	11
	TRAVELER	237,865	8	6	14	0	0
	VIKING EXPLORER	6,845,764	168	72	240	7,334,181	27
	SEADAWN (AMEND 69)	0	0	0	0	9,182,919	23

NORTHERN VICTOR	ALYESKA	7,025,032	191	133	324	0	0
	AMERICAN EAGLE	6,172,426	156	99	255	9,556,629	33
	ANITA J	3,141,417	91	55	146	0	0
	COLLIER BROTHERS	1,289,629	27	10	37	1228599	2
	COMMODORE	7,230,489	197	117	314	8,813,127	13
	GOLD RUSH	2,914,899	70	46	116	4,084,973	7
	HALF MOON BAY	3,132,273	92	33	125	4,432,109	11
	HICKORY WIND	1,760,292	55	29	84	3,326,338	13
	MISS BERDIE	3,463,273	47	54	101	0	0
	NORDIC FURY	415,366	0	1	1	891,645	1
	OCEAN HOPE 3	2,402,070	75	50	125	0	0
	PACIFIC CHALLENGER	967,853	28	24	52	943228	1
	PACIFIC FURY	332,834	1	1	2	0	0
	PATRICIA L	7,087,047	193	102	295	9,338,450	8
	PROGRESS	5,829,993	141	76	217	11,169,666	15
	STORM PETREL	7,048,241	188	127	315	9,308,594	20
SUNSET BAY	2,899,475	95	27	122	0	0	

PETER PAN	AMERICAN BEAUTY	245,266	6	3	9	1,411,066	2
	ARCTIC WIND	6,017,461	162	102	264	6,494,373	15
	ELIZABETH F	3,063,360	68	42	110	1,800,085	3
	OCEAN LEADER	314,061	10	6	16	0	0
	OCEANIC	776,836	20	18	38	0	0
	PROVIDIAN	2,251,995	68	28	96	0	0
	TOPAZ	867,914	15	10	25	0	0
	WALTER N	2,358,622	62	53	115	2163071	1
	BRISTOL EXPLORER (A69)	0	0	0	0	1,612,200	1

UNALASKA	ALASKA ROSE	9,700,290	271	263	534	14,001,502	17
	BERING ROSE	9,932,826	239	171	410	15,207,898	15
	DESTINATION	12,404,319	324	244	568	0	0
	GREAT PACIFIC	7,683,244	196	166	362	8,686,874	8
	MESSIAH	4,132,638	129	128	257	0	0
	NORTHERN DEFENDER	11,367,035	295	262	557	11,090,226	5
	SEA WOLF	8,732,784	233	170	403	14,758,573	5
	VANGUARD	371,311	10	8	18	0	0
	WESTERN DAWN	2,509,890	58	69	127	0	0
	AMERICAN BEAUTY (A69)	0	0	0	0	3,018,664	1
CHELSEA K (AMEND 69)	0	0	0	0	56,517	0	

UNISEA	ALSEA	10,345,494	278	207	485	10,179,888	10
	ARGOSY	10,155,707	257	229	486	10,927,227	6
	AURIGA	19,267,581	532	288	820	19,190,799	22
	AURORA	19,272,418	504	279	783	19,201,346	17
	DEFENDER	20,074,138	522	279	801	0	0
	FIERCE ALLEGIANCE	5,402,916	169	147	316	8,256,308	11
	MAR-GUN	601,004	3	1	4	0	0
	NORDIC STAR	7,984,987	172	146	318	7,877,801	8
	SEADAWN	8,129,003	199	141	340	8,138,648	9
	STARFISH	11,756,741	275	239	514	8,731,246	18
	STARLITE	7,184,481	157	137	294	7,181,794	8
	STARWARD	7,314,299	136	159	295	7,518,899	8
	BERING DEFENDER (A69)	0	0	0	0	56,157	0
	DEFENDER-2 (AMEND 69)	0	0	0	0	20,146,545	40

WESTWARD	ALASKAN DEFENDER	13,921,359	312	290	602	14,358,568	11
	BERING DEFENDER	12,185,693	301	152	453	17,617,229	13
	CAITLIN ANN	3,890,877	67	24	91	10,554,297	6
	CHELSEA K	26,451,005	741	197	938	17,081,211	24
	DEFENDER (2)	5,812,228	171	87	258	0	0
	PACIFIC PRINCE	31,828,708	880	513	1,393	21,773,923	15
	VIKING	9,345,981	266	125	391	15,144,704	12
	WESTWARD I	8,640,676	229	149	378	10,837,744	7
	NORDIC FURY (A69)	0	0	0	0	4,708,351	5

Section F. In Season Transfers of Pollock and Chinook.

TABLE F1. TRANSFERS BETWEEN ENTITIES				
DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK
	The Inshore SSIP Participants had no Entity Transfers in 2022			

TABLE F2. TRANSFERS AMONG COOP MEMBERS				
DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/01/23	PACIFIC PRINCE	NORDIC FURY	3	445,838
2022/01/23	PACIFIC PRINCE	CAITLIN ANN	1	707,895
2022/01/25	WESTERN DAWN	PACIFIC CHALLENGER	8	639,654
2022/01/27	PACIFIC PRINCE	NORDIC FURY	7	459,048
2022/01/27	PACIFIC PRINCE	CAITLIN ANN	4	141,999
2022/01/29	PACIFIC FURY	NORDIC FURY	0	150,129
2022/01/30	NORTHERN RAM	LESLIE LEE	0	51,548
2022/01/30	OCEANIC	AMERICAN BEAUTY	0	59,628
2022/01/30	OCEAN LEADER	AMERICAN BEAUTY	0	256,959
2022/01/31	PACIFIC PRINCE	NORDIC FURY	4	432,605
2022/01/31	ALYESKA	PACIFIC CHALLENGER	0	130,057
2022/01/31	PACIFIC PRINCE	CAITLIN ANN	5	702,427
2022/02/02	NORTHERN RAM	LESLIE LEE	1	360,840
2022/02/02	OCEANIC	AMERICAN BEAUTY	3	518,400
2022/02/03	PACIFIC PRINCE	CAITLIN ANN	6	645,144
2022/02/03	DEFENDER	DEFENDER-2	51	2,039,130
2022/02/04	PACIFIC PRINCE	NORDIC FURY	2	442,610
2022/02/05	OCEANIC	AMERICAN BEAUTY	1	57,563
2022/02/05	PROVIDIAN	AMERICAN BEAUTY	1	466,018
2022/02/06	NORTHERN RAM	PREDATOR	0	328,321
2022/02/07	DEFENDER	DEFENDER-2	1	1,989,360
2022/02/08	PACIFIC PRINCE	CAITLIN ANN	2	641,839
2022/02/08	PACIFIC PRINCE	NORDIC FURY	1	454,368
2022/02/09	STARFISH	FIERCE ALLEGIANCE	2	63,000
2022/02/11	NORTHERN RAM	GOLDEN PISCES	4	159,871
2022/02/13	ALYESKA	AMERICAN EAGLE	1	453,728
2022/02/13	ALYESKA	COMMODORE	0	414,829
2022/02/13	DEFENDER	DEFENDER-2	3	2,090,201
2022/02/14	NORTHERN RAM	GOLDEN PISCES	0	256,617
2022/02/15	STARFISH	FIERCE ALLEGIANCE	5	156,000
2022/02/16	NORTHERN RAM	GOLDEN PISCES	0	230,692
2022/02/17	DEFENDER-2	BERING DEFENDER	0	412,135
2022/02/18	PROVIDIAN	AMERICAN BEAUTY	0	466,567
2022/02/20	DEFENDER	DEFENDER-2	10	2,075,185
2022/02/21	STARFISH	FIERCE ALLEGIANCE	3	94,000
2022/02/22	PACIFIC PRINCE	CAITLIN ANN	4	734,536
2022/02/22	NORTHERN RAM	GOLDEN PISCES	0	241,343
2022/02/22	ALYESKA	PROGRESS	2	677,058
2022/02/23	NORTHERN RAM	PREDATOR	0	362,246

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/02/23	DEFENDER-2	BERING DEFENDER	1	1,455,458
2022/02/23	CAPE KIWANDA	TRAVELER	1	393,619
2022/02/24	PACIFIC PRINCE	NORDIC FURY	0	414,505
2022/02/25	ANITA J	MISS BERDIE	0	253,816
2022/02/26	PACIFIC PRINCE	CAITLIN ANN	2	669,998
2022/02/26	DEFENDER	DEFENDER-2	4	2,029,939
2022/02/27	DEFENDER-2	BERING DEFENDER	7	1,370,540
2022/02/27	MAR-GUN	ARGOSY	15	452,425
2022/02/27	NORTHERN RAM	PEGASUS	0	146,821
2022/02/27	DEFENDER-2	ALASKAN DEFENDER	0	762,796
2022/02/28	MESSIAH	BERING ROSE	0	320,027
2022/02/28	DESTINATION	BERING ROSE	0	96,066
2022/02/28	DESTINATION	SEA WOLF	0	264,701
2022/02/28	STARFISH	FIERCE ALLEGIANCE	8	250,000
2022/03/01	MARGARET LYN	TRAVELER	0	125,798
2022/03/01	ANITA J	MISS BERDIE	0	378,407
2022/03/03	NORTHERN RAM	PEGASUS	7	508,123
2022/03/03	PACIFIC PRINCE	CAITLIN ANN	2	721,956
2022/03/04	DEFENDER	DEFENDER-2	22	2,113,128
2022/03/04	NORTHERN RAM	PREDATOR	0	319,643
2022/03/04	DEFENDER-2	BERING DEFENDER	20	1,495,434
2022/03/04	ANITA J	MISS BERDIE	0	412,441
2022/03/05	MESSIAH	SEA WOLF	0	726,301
2022/03/05	PACIFIC FURY	NORDIC FURY	1	122,189
2022/03/05	PACIFIC PRINCE	NORDIC FURY	2	296,887
2022/03/05	DEFENDER-2	ALASKAN DEFENDER	0	262,311
2022/03/06	NORTHERN DEFENDER	ALASKAN DEFENDER	3	908,354
2022/03/06	MESSIAH	BERING ROSE	0	840,944
2022/03/06	ALYESKA	PROGRESS	4	270,638
2022/03/06	WESTERN DAWN	AMERICAN BEAUTY	0	503,348
2022/03/07	MARGARET LYN	TRAVELER	0	35,093
2022/03/07	CAPE KIWANDA	BRISTOL EXPLORER	0	260,644
2022/03/07	CAPE KIWANDA	TRAVELER	1	144,074
2022/03/07	MARK I	TRAVELER	0	212,859
2022/03/07	PACIFIC PRINCE	CAITLIN ANN	0	692,304
2022/03/07	STARFISH	FIERCE ALLEGIANCE	0	768,144
2022/03/08	ANITA J	MISS BERDIE	0	449,369
2022/03/09	CAPE KIWANDA	ROYAL AMERICAN	0	537,325
2022/03/10	MESSIAH	ALASKA ROSE	0	589,349

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/03/10	ALYESKA	PROGRESS	0	460,108
2022/03/10	WESTERN DAWN	AMERICAN BEAUTY	5	487,284
2022/03/10	NORTHERN RAM	PREDATOR	0	351,947
2022/03/10	PACIFIC PRINCE	CAITLIN ANN	10	690,173
2022/03/10	DEFENDER	DEFENDER-2	13	2,051,064
2022/03/11	ANITA J	MISS BERDIE	0	428,428
2022/03/11	VANGUARD	NORTHERN DEFENDER	0	220,520
2022/03/11	NORTHERN RAM	PEGASUS	1	504,557
2022/03/12	CAPE KIWANDA	TRAVELER	1	395,964
2022/03/13	ARCTIC EXPLORER	PACIFIC EXPLORER	0	668,088
2022/03/13	PACIFIC PRINCE	CAITLIN ANN	1	692,434
2022/03/13	ANITA J	MISS BERDIE	0	464,963
2022/03/13	CHELSEA K	VIKING	0	383,314
2022/03/13	MESSIAH	ALASKA ROSE	0	753,720
2022/03/14	HICKORY WIND	PROGRESS	0	702,533
2022/03/14	DEFENDER	DEFENDER-2	2	1,971,951
2022/03/14	STARFISH	FIERCE ALLEGIANCE	14	438,000
2022/03/15	HICKORY WIND	AMERICAN EAGLE	0	406,247
2022/03/15	CAPE KIWANDA	ROYAL AMERICAN	0	490,364
2022/03/15	CHELSEA K	WESTWARD I	0	438,532
2022/03/15	NORTHERN RAM	SEADAWN	1	241,497
2022/03/15	MARCY J	SEADAWN	0	340,448
2022/03/15	MARCY J	SEADAWN	0	35
2022/03/17	MAR-GUN	ARGOSY	0	39,306
2022/03/17	ANITA J	MISS BERDIE	0	100
2022/03/17	ANITA J	MISS BERDIE	0	182,726
2022/03/17	HICKORY WIND	MISS BERDIE	0	249,708
2022/03/17	PACIFIC PRINCE	CAITLIN ANN	0	211,477
2022/03/17	ALYESKA	PROGRESS	3	690,198
2022/03/17	MARCY J	PEGASUS	3	504,783
2022/03/17	CHELSEA K	CAITLIN ANN	0	445,835
2022/03/18	CHELSEA K	VIKING	0	748,209
2022/03/18	PACIFIC VIKING	RAVEN	0	119,774
2022/03/18	ALYESKA	AMERICAN EAGLE	8	407,431
2022/03/18	PACIFIC VIKING	GLADIATOR	0	137,447
2022/03/23	OCEAN HOPE 3	MISS BERDIE	0	346,717
2022/03/23	HICKORY WIND	MISS BERDIE	0	81,751
2022/03/23	ALYESKA	AMERICAN EAGLE	5	505,565
2022/03/23	PACIFIC VIKING	PEGASUS	6	518,209

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/03/24	MAJESTY	RAVEN	1	336,538
2022/03/24	ALYESKA	PROGRESS	0	72,923
2022/03/24	ALYESKA	PROGRESS	0	700,000
2022/03/25	STARFISH	FIERCE ALLEGIANCE	3	724,755
2022/03/25	STARWARD	FIERCE ALLEGIANCE	0	99,596
2022/03/26	OCEAN HOPE 3	PROGRESS	0	12,506
2022/03/26	CAPE KIWANDA	ROYAL AMERICAN	0	263,217
2022/03/26	OCEAN HOPE 3	MISS BERDIE	0	411,975
2022/03/26	NORTHWEST EXPLORER	ARCTIC EXPLORER	0	32,405
2022/03/27	GREAT PACIFIC	PROGRESS	4	549,092
2022/03/27	MESSIAH	PROGRESS	0	150,908
2022/03/27	MAJESTY	PEGASUS	12	400,008
2022/03/27	MARCY J	PEGASUS	0	3,041
2022/03/27	ROYAL AMERICAN	PEGASUS	0	15,504
2022/03/27	PACIFIC VIKING	PEGASUS	0	92,174
2022/03/28	GOLDEN DAWN	RAVEN	0	321,796
2022/03/28	SOVEREIGNTY	SEEKER	5	229,210
2022/03/28	ALYESKA	STORM PETREL	0	288,728
2022/03/28	ALSEA	ARGOSY	0	84,813
2022/03/29	ROYAL AMERICAN	SEEKER	0	339,903
2022/03/29	GOLDEN DAWN	RAVEN	2	313,400
2022/03/30	MAJESTY	PEGASUS	16	496,952
2022/03/30	STARWARD	SEADAWN	0	36,885
2022/03/31	GOLDEN DAWN	RAVEN	0	330,778
2022/03/31	ARCTIC RAM	ALDEBARAN	0	53,674
2022/04/01	COLUMBIA	RAVEN	3	309,752
2022/04/01	STARLITE	AURORA	0	15,549
2022/04/01	ALSEA	AURORA	0	14,155
2022/04/01	DEFENDER	AURIGA	0	47,015
2022/04/02	SOVEREIGNTY	LISA MELINDA	3	169,183
2022/04/03	NORTHERN PATRIOT	PACIFIC RAM	5	286,026
2022/04/03	ALYESKA	COMMODORE	3	401,645
2022/04/03	ARCTIC RAM	RAVEN	4	298,010
2022/04/03	COLUMBIA	RAVEN	0	15,137
2022/04/04	SOVEREIGNTY	LISA MELINDA	2	336,370
2022/04/05	SOVEREIGNTY	LISA MELINDA	3	295,964
2022/04/05	NORTHERN PATRIOT	PACIFIC RAM	3	220,550
2022/04/05	DOMINATOR	PACIFIC RAM	0	78,324
2022/04/05	OCEAN HOPE 3	PATRICIA L	0	218,603

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/04/05	ALYESKA	PATRICIA L	3	274,846
2022/04/05	ARCTIC RAM	SEEKER	2	384,005
2022/04/06	SUNSET BAY	COMMODORE	0	483,856
2022/04/06	SUNSET BAY	COMMODORE	0	375
2022/04/06	ARCTIC RAM	RAVEN	1	53,719
2022/04/06	STARWARD	STARFISH	0	77,808
2022/04/06	VIKING EXPLORER	RAVEN	2	291,913
2022/04/06	EXCALIBUR II	PEGASUS	5	480,552
2022/04/06	OCEAN HOPE 3	AMERICAN EAGLE	0	482,036
2022/04/07	STARWARD	NORDIC STAR	0	14,810
2022/04/07	OCEAN HOPE 3	STORM PETREL	0	266,562
2022/04/07	COLLIER BROTHERS	STORM PETREL	0	174,031
2022/04/07	SUNSET BAY	STORM PETREL	0	116,976
2022/04/07	DOMINATOR	PACIFIC RAM	5	246,047
2022/04/07	SOVEREIGNTY	LISA MELINDA	7	279,495
2022/04/08	DOMINATOR	PACIFIC RAM	1	260,554
2022/04/08	OCEAN EXPLORER	SEEKER	0	31,638
2022/04/08	SOVEREIGNTY	SEEKER	0	18,895
2022/04/08	DOMINATOR	SEEKER	1	170,955
2022/04/08	COLUMBIA	SEEKER	0	22,695
2022/04/08	ARCTURUS	SEEKER	0	115,462
2022/04/08	ROYAL AMERICAN	SEEKER	0	30,841
2022/04/09	GOLD RUSH	COLLIER BROTHERS	0	174,031
2022/04/09	OCEAN HOPE 3	HALF MOON BAY	0	226,931
2022/04/09	NORTHERN PATRIOT	LISA MELINDA	5	303,203
2022/04/10	GOLD RUSH	PATRICIA L	0	563,850
2022/04/11	GOLD RUSH	COMMODORE	0	462,870
2022/06/05	PROVIDIAN	ARCTIC WIND	0	232,449
2022/06/08	PROVIDIAN	ARCTIC WIND	0	586,666
2022/06/11	SEADAWN	STARWARD	0	36,885
2022/06/11	NORDIC STAR	STARWARD	0	14,810
2022/06/11	STARFISH	STARWARD	0	77,808
2022/06/11	FIERCE ALLEGIANCE	STARWARD	0	99,596
2022/06/11	AURORA	STARLITE	0	15,549
2022/06/11	AURORA	ALSEA	0	14,155
2022/06/11	ARGOSY	ALSEA	0	84,824
2022/06/11	AURIGA	DEFENDER	0	47,015
2022/06/12	ALSEA	ARGOSY	0	265,000
2022/06/12	ALSEA	ARGOSY	0	200,000

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
2022/06/14	PROVIDIAN	BRISTOL EXPLORER	0	767,759
2022/06/18	PROVIDIAN	BRISTOL EXPLORER	1	844,441
2022/06/21	CAPE KIWANDA	GOLDEN PISCES	0	234,060
2022/06/21	PACIFIC PRINCE	NORDIC FURY	0	453,345
2022/06/22	MAR-GUN	ARGOSY	1	297,527
2022/06/22	STARFISH	FIERCE ALLEGIANCE	1	220,000
2022/06/23	CAPE KIWANDA	GOLDEN PISCES	0	234,904
2022/06/24	PACIFIC PRINCE	NORDIC FURY	1	464,868
2022/06/24	ALYESKA	PROGRESS	1	729,136
2022/06/25	CAPE KIWANDA	GOLDEN PISCES	1	243,525
2022/06/25	STARFISH	FIERCE ALLEGIANCE	1	896,816
2022/06/25	WESTERN DAWN	AMERICAN BEAUTY	0	502,301
2022/06/26	MAR-GUN	ARGOSY	2	303,477
2022/06/26	CAPE KIWANDA	GOLDEN PISCES	0	261,377
2022/06/27	ALYESKA	COMMODORE	1	505,906
2022/06/28	WESTERN DAWN	AMERICAN BEAUTY	0	527,214
2022/06/28	CAPE KIWANDA	GOLDEN PISCES	0	334,994
2022/06/28	PACIFIC PRINCE	NORDIC FURY	0	323,430
2022/06/29	CAPE KIWANDA	GOLDEN PISCES	0	274,929
2022/06/30	STARFISH	FIERCE ALLEGIANCE	1	220,000
2022/07/01	WESTERN DAWN	AMERICAN BEAUTY	0	489,562
2022/07/01	NORTHERN RAM	SEADAWN	1	487,120
2022/07/01	ALYESKA	AMERICAN EAGLE	2	498,386
2022/07/03	MISS BERDIE	HICKORY WIND	0	331,459
2022/07/04	ALYESKA	AMERICAN EAGLE	0	449,268
2022/07/04	NORTHERN RAM	SEADAWN	0	666,662
2022/07/05	PACIFIC PRINCE	CAITLIN ANN	0	53,580
2022/07/07	STARFISH	FIERCE ALLEGIANCE	3	660,000
2022/07/07	DEFENDER	DEFENDER-2	2	598,080
2022/07/07	NORTHERN RAM	SEADAWN	0	629,299
2022/07/08	ALYESKA	PATRICIA L	2	568,713
2022/07/09	PACIFIC PRINCE	CAITLIN ANN	0	666,653
2022/07/09	MARGARET LYN	ROYAL AMERICAN	0	196,645
2022/07/09	MARK I	ROYAL AMERICAN	0	260,161
2022/07/10	DESTINATION	SEA WOLF	0	353,411
2022/07/10	STARFISH	FIERCE ALLEGIANCE	1	220,000
2022/07/11	PACIFIC PRINCE	CAITLIN ANN	0	692,188
2022/07/11	DEFENDER	DEFENDER-2	2	2,100,011
2022/07/11	NORTHERN RAM	SEADAWN	0	667,321

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/07/12	DESTINATION	SEA WOLF	0	714,035
2022/07/12	ALYESKA	STORM PETREL	0	572,035
2022/07/13	TRAVELER	ROYAL AMERICAN	0	237,865
2022/07/13	DESTINATION	BERING ROSE	0	392,550
2022/07/14	PACIFIC PRINCE	VIKING	0	394,217
2022/07/14	NORTHERN RAM	SEADAWN	1	666,473
2022/07/14	PACIFIC PRINCE	CAITLIN ANN	0	652,047
2022/07/14	STARFISH	FIERCE ALLEGIANCE	4	831,283
2022/07/15	DEFENDER	DEFENDER-2	3	2,099,765
2022/07/15	DESTINATION	ALASKA ROSE	0	546,422
2022/07/15	NORTHERN DEFENDER	VANGUARD	0	220,520
2022/07/16	WESTERN DAWN	AMERICAN BEAUTY	0	509,788
2022/07/17	DESTINATION	SEA WOLF	0	755,870
2022/07/17	FIERCE ALLEGIANCE	STARFISH	0	95,111
2022/07/17	DESTINATION	BERING ROSE	0	881,402
2022/07/19	DESTINATION	ALASKA ROSE	0	812,057
2022/07/19	PACIFIC PRINCE	NORDIC FURY	0	421,083
2022/07/19	PEGASUS	EXCALIBUR II	0	125,225
2022/07/19	CHELSEA K	CAITLIN ANN	0	707,014
2022/07/20	ALYESKA	PATRICIA L	0	575,865
2022/07/20	CHELSEA K	VIKING	0	768,915
2022/07/20	VANGUARD	AMERICAN BEAUTY	0	41,436
2022/07/20	WESTERN DAWN	AMERICAN BEAUTY	0	248,232
2022/07/20	WESTERN DAWN	AMERICAN BEAUTY	0	232,793
2022/07/20	DESTINATION	SEA WOLF	0	739,747
2022/07/20	DEFENDER	DEFENDER-2	1	2,113,102
2022/07/20	PEGASUS	EXCALIBUR II	0	355,527
2022/07/20	AMERICAN EAGLE	HICKORY WIND	0	406,247
2022/07/21	DESTINATION	BERING ROSE	0	803,033
2022/07/22	ARGOSY	ALSEA	0	200,415
2022/07/23	VANGUARD	AMERICAN BEAUTY	1	284,071
2022/07/23	VANGUARD	AMERICAN BEAUTY	0	137,463
2022/07/23	VANGUARD	AMERICAN BEAUTY	0	45,804
2022/07/23	PEGASUS	EXCALIBUR II	0	7,786
2022/07/24	DESTINATION	ALASKA ROSE	0	749,966
2022/07/24	CHELSEA K	NORDIC FURY	0	403,298
2022/07/24	DESTINATION	SEA WOLF	0	693,032
2022/07/24	PACIFIC PRINCE	CAITLIN ANN	0	676,549
2022/07/25	DEFENDER	DEFENDER-2	1	2,087,610

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/07/25	PACIFIC PRINCE	VIKING	1	854,773
2022/07/25	DESTINATION	BERING ROSE	0	816,412
2022/07/26	OCEAN EXPLORER	PACIFIC EXPLORER	0	508,721
2022/07/27	DESTINATION	SEA WOLF	0	720,530
2022/07/27	CHELSEA K	NORDIC FURY	0	427,659
2022/07/28	DESTINATION	BERING ROSE	0	782,165
2022/07/28	DESTINATION	ALASKA ROSE	0	642,620
2022/07/28	DESTINATION	GREAT PACIFIC	0	29,553
2022/07/28	OCEANIC	AMERICAN BEAUTY	0	491,678
2022/07/28	CHELSEA K	CAITLIN ANN	0	663,834
2022/07/28	OCEAN EXPLORER	ARCTIC EXPLORER	0	107,353
2022/07/28	DEFENDER	DEFENDER-2	0	2,114,147
2022/07/29	CHELSEA K	VIKING	0	764,766
2022/07/29	PEGASUS	EXCALIBUR II	0	316,406
2022/07/30	DEFENDER-2	ALASKAN DEFENDER	0	437,209
2022/07/30	PROGRESS	HICKORY WIND	0	702,533
2022/07/30	CHELSEA K	WESTWARD I	0	278,667
2022/07/30	OCEAN EXPLORER	PACIFIC EXPLORER	1	687,422
2022/07/31	DEFENDER-2	BERING DEFENDER	0	1,170,173
2022/07/31	DESTINATION	SEA WOLF	0	763,075
2022/07/31	OCEAN LEADER	AMERICAN BEAUTY	0	150,850
2022/07/31	OCEANIC	AMERICAN BEAUTY	0	285,157
2022/07/31	CHELSEA K	NORDIC FURY	0	417,665
2022/07/31	DESTINATION	ALASKA ROSE	0	734,439
2022/07/31	MESSIAH	ALASKA ROSE	0	54,424
2022/08/01	MESSIAH	BERING ROSE	0	770,328
2022/08/01	NORTHERN RAM	ROYAL AMERICAN	0	150,990
2022/08/01	PEGASUS	EXCALIBUR II	0	340,079
2022/08/01	DESTINATION	GREAT PACIFIC	0	474,000
2022/08/01	ANITA J	AMERICAN EAGLE	0	14,195
2022/08/01	NORTHERN RAM	ROYAL ATLANTIC	0	258,645
2022/08/01	CHELSEA K	VIKING	0	750,545
2022/08/01	CHELSEA K	CAITLIN ANN	0	681,690
2022/08/02	DEFENDER	DEFENDER-2	2	1,159,316
2022/08/02	OCEAN HOPE 3	PROGRESS	0	312,388
2022/08/03	LISA MELINDA	SOVEREIGNTY	1	714,243
2022/08/03	PROVIDIAN	AMERICAN BEAUTY	0	75,241
2022/08/03	OCEAN LEADER	AMERICAN BEAUTY	0	163,211
2022/08/03	CHELSEA K	WESTWARD I	0	624,528

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/08/04	MESSIAH	SEA WOLF	0	786,550
2022/08/04	OCEAN EXPLORER	PACIFIC EXPLORER	4	753,069
2022/08/04	OCEAN EXPLORER	PACIFIC EXPLORER	0	60,169
2022/08/04	ANITA J	AMERICAN EAGLE	0	477,760
2022/08/04	MESSIAH	GREAT PACIFIC	0	500,077
2022/08/04	NORTHERN RAM	ROYAL ATLANTIC	1	361,866
2022/08/04	PACIFIC PRINCE	NORDIC FURY	0	450,057
2022/08/04	NORTHERN RAM	ROYAL AMERICAN	1	473,948
2022/08/05	MESSIAH	BERING ROSE	0	829,182
2022/08/05	MESSIAH	ALASKA ROSE	0	761,284
2022/08/05	CHELSEA K	CAITLIN ANN	1	603,624
2022/08/05	PACIFIC PRINCE	VIKING	1	739,879
2022/08/06	CHELSEA K	WESTWARD I	0	629,077
2022/08/06	MESSIAH	SEA WOLF	0	430,793
2022/08/06	VANGUARD	SEA WOLF	0	68,746
2022/08/06	DEFENDER-2	BERING DEFENDER	0	1,430,309
2022/08/06	DEFENDER	DEFENDER-2	1	2,108,025
2022/08/06	ANITA J	HICKORY WIND	0	125,807
2022/08/07	NORTHERN RAM	ROYAL AMERICAN	1	516,666
2022/08/07	OCEAN HOPE 3	PROGRESS	0	700,175
2022/08/07	OCEAN EXPLORER	PACIFIC EXPLORER	0	790,394
2022/08/08	STARWARD	STARFISH	0	5,301
2022/08/08	PACIFIC PRINCE	CAITLIN ANN	0	665,301
2022/08/08	PACIFIC PRINCE	NORDIC FURY	1	485,872
2022/08/09	DEFENDER	DEFENDER-2	2	2,113,706
2022/08/09	PACIFIC PRINCE	VIKING	1	760,953
2022/08/10	OCEAN EXPLORER	PACIFIC EXPLORER	2	845,813
2022/08/10	DEFENDER-2	BERING DEFENDER	2	1,449,486
2022/08/10	CAPE KIWANDA	ROYAL AMERICAN	0	487,073
2022/08/10	ANITA J	AMERICAN EAGLE	0	442,811
2022/08/11	OCEAN HOPE 3	PROGRESS	1	734,663
2022/08/12	CHELSEA K	NORDIC FURY	1	413,956
2022/08/12	CHELSEA K	VIKING	0	764,675
2022/08/12	COMMODORE	GOLD RUSH	0	55,852
2022/08/12	PACIFIC PRINCE	WESTWARD I	0	664,796
2022/08/13	PACIFIC PRINCE	BERING DEFENDER	0	31,878
2022/08/13	PACIFIC PRINCE	BERING DEFENDER	0	2,376
2022/08/13	CHELSEA K	BERING DEFENDER	0	22,263
2022/08/13	DEFENDER-2	BERING DEFENDER	0	1,325,051

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/08/13	OCEAN EXPLORER	PACIFIC EXPLORER	1	739,232
2022/08/13	PACIFIC PRINCE	CAITLIN ANN	0	600,940
2022/08/13	PEGASUS	MAJESTY	0	330,132
2022/08/13	CAPE KIWANDA	ROYAL AMERICAN	1	503,364
2022/08/14	ALYESKA	COMMODORE	0	279,978
2022/08/14	DEFENDER	BERING DEFENDER	0	56,157
2022/08/14	GOLDEN PISCES	GOLDEN DAWN	1	296,329
2022/08/15	ALYESKA	STORM PETREL	0	551,390
2022/08/15	VANGUARD	CHELSEA K	0	228
2022/08/15	NORTHERN DEFENDER	CHELSEA K	0	56,289
2022/08/15	DEFENDER	DEFENDER-2	0	2,218,124
2022/08/15	CHELSEA K	NORDIC FURY	2	447,118
2022/08/15	ANITA J	AMERICAN EAGLE	2	474,132
2022/08/16	ANITA J	PROGRESS	0	697,129
2022/08/16	ALYESKA	PROGRESS	2	719,075
2022/08/16	CAPE KIWANDA	ROYAL AMERICAN	1	463,249
2022/08/16	GOLDEN PISCES	ROYAL AMERICAN	0	25,895
2022/08/16	PEGASUS	MAJESTY	2	371,728
2022/08/17	ALYESKA	STORM PETREL	5	542,971
2022/08/17	ANITA J	STORM PETREL	0	246,348
2022/08/17	PACIFIC VIKING	GOLDEN DAWN	4	675,376
2022/08/17	OCEAN EXPLORER	PACIFIC EXPLORER	8	758,939
2022/08/18	NORDIC STAR	DEFENDER	0	81,549
2022/08/18	STORM PETREL	COMMODORE	0	55,852
2022/08/18	OCEAN EXPLORER	BRISTOL EXPLORER	1	495,670
2022/08/18	STORM PETREL	GOLD RUSH	0	118,179
2022/08/18	DEFENDER	DEFENDER-2	26	1,296,568
2022/08/18	DEFENDER	DEFENDER-2	0	9,527
2022/08/18	DEFENDER	DEFENDER-2	0	47,015
2022/08/18	DEFENDER	DEFENDER-2	0	81,549
2022/08/18	OCEAN HOPE 3	PATRICIA L	0	6,711
2022/08/18	OCEAN HOPE 3	NORDIC FURY	1	0
2022/08/18	ALYESKA	AMERICAN EAGLE	9	463,697
2022/08/19	ANITA J	HALF MOON BAY	0	416,926
2022/08/19	PACIFIC VIKING	MAJESTY	0	379,544
2022/08/19	COMMODORE	GOLD RUSH	0	462,870
2022/08/20	PREDATOR	LESLIE LEE	0	339,546
2022/08/20	NORTHWEST EXPLORER	BRISTOL EXPLORER	1	902,770
2022/08/20	ARGOSY	SEADAWN	0	2,769

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/08/20	ARGOSY	SEADAWN	0	6,327
2022/08/20	STARLITE	SEADAWN	0	2,371
2022/08/20	STARLITE	SEADAWN	0	316
2022/08/20	STARLITE	SEADAWN	0	15,549
2022/08/20	STARWARD	SEADAWN	0	1,931
2022/08/20	STARWARD	SEADAWN	0	2,678
2022/08/20	STARWARD	SEADAWN	0	5,650
2022/08/20	STARWARD	SEADAWN	0	8,939
2022/08/21	PREDATOR	LESLIE LEE	0	330
2022/08/21	SEEKER	LESLIE LEE	0	381,492
2022/08/21	OCEAN HOPE 3	PATRICIA L	0	526,618
2022/08/22	PEGASUS	ROYAL AMERICAN	0	486,404
2022/08/22	RAVEN	ARCTIC RAM	0	91,230
2022/08/22	SEEKER	LESLIE LEE	1	233,344
2022/08/23	RAVEN	SEADAWN	0	700,630
2022/08/23	RAVEN	ARCTIC RAM	0	356,775
2022/08/23	MISS BERDIE	NORDIC FURY	0	143,445
2022/08/23	PACIFIC FURY	NORDIC FURY	0	332,834
2022/08/24	ALDEBARAN	BRISTOL EXPLORER	6	802,391
2022/08/25	RAVEN	ARCTIC RAM	1	396,825
2022/08/25	PEGASUS	ROYAL AMERICAN	5	484,707
2022/08/25	PACIFIC VIKING	DOMINATOR	0	492,119
2022/08/25	MISS BERDIE	HALF MOON BAY	0	429,396
2022/08/26	ANITA J	PACIFIC FURY	0	246,309
2022/08/26	MISS BERDIE	PATRICIA L	0	200,910
2022/08/26	OCEAN HOPE 3	PATRICIA L	0	121,515
2022/08/26	RAVEN	SEADAWN	4	631,706
2022/08/26	PACIFIC FURY	PATRICIA L	0	246,309
2022/08/26	PATRICIA L	GOLD RUSH	0	118,328
2022/08/26	MISS BERDIE	GOLD RUSH	0	414,845
2022/08/27	LISA MELINDA	MARCY J	0	234,526
2022/08/27	PACIFIC RAM	MARCY J	0	72,566
2022/08/27	PEGASUS	ROYAL AMERICAN	0	489,165
2022/08/27	PACIFIC VIKING	DOMINATOR	0	665,323
2022/08/27	SUNSET BAY	PROGRESS	0	673,223
2022/08/28	MISS BERDIE	COMMODORE	0	254,364
2022/08/28	PROVIDIAN	ARCTIC WIND	1	425,644
2022/08/29	LISA MELINDA	MARCY J	0	314,052
2022/08/29	MISS BERDIE	AMERICAN EAGLE	0	502,792

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/08/30	MISS BERDIE	HALF MOON BAY	0	453,514
2022/08/30	PEGASUS	SEADAWN	0	290,887
2022/08/30	RAVEN	SEADAWN	1	377,278
2022/08/30	RAVEN	GLADIATOR	1	576,267
2022/08/31	SEEKER	DOMINATOR	0	765,956
2022/08/31	RAVEN	ROYAL AMERICAN	0	500,737
2022/08/31	ALYESKA	PATRICIA L	0	568,612
2022/09/01	PACIFIC VIKING	DOMINATOR	0	715,762
2022/09/01	SUNSET BAY	PROGRESS	0	730,359
2022/09/01	PREDATOR	GLADIATOR	1	229,028
2022/09/01	NORTHERN RAM	GLADIATOR	0	88,202
2022/09/01	PEGASUS	GLADIATOR	1	406,482
2022/09/01	OCEAN EXPLORER	SEADAWN	1	666,899
2022/09/02	MISS BERDIE	COMMODORE	0	219,739
2022/09/03	MISS BERDIE	STORM PETREL	0	512,809
2022/09/03	SUNSET BAY	STORM PETREL	0	8,831
2022/09/03	PATRICIA L	AMERICAN EAGLE	0	121,515
2022/09/03	PATRICIA L	AMERICAN EAGLE	0	200,910
2022/09/03	PATRICIA L	AMERICAN EAGLE	0	123,097
2022/09/03	SUNSET BAY	AMERICAN EAGLE	0	21,887
2022/09/03	SEEKER	ROYAL AMERICAN	0	507,127
2022/09/04	SUNSET BAY	PROGRESS	0	746,058
2022/09/05	SEEKER	COLUMBIA	0	44,025
2022/09/05	SUNSET BAY	COMMODORE	0	449,510
2022/09/06	SUNSET BAY	COMMODORE	0	269,607
2022/09/06	PACIFIC CHALLENGER	COMMODORE	0	24,625
2022/09/06	COLLIER BROTHERS	COMMODORE	0	33,566
2022/09/06	COLLIER BROTHERS	COMMODORE	0	8,213
2022/09/07	OCEAN EXPLORER	SEADAWN	1	696,265
2022/09/08	PREDATOR	COLUMBIA	5	580,163
2022/09/09	PROVIDIAN	ARCTIC WIND	0	51,268
2022/09/10	PREDATOR	COLUMBIA	1	552,966
2022/09/10	PACIFIC RAM	COLUMBIA	0	18,739
2022/09/10	OCEAN EXPLORER	SEADAWN	3	710,760
2022/09/12	OCEAN EXPLORER	SEADAWN	4	652,025
2022/09/13	PACIFIC RAM	COLUMBIA	3	600,251
2022/09/14	OCEAN EXPLORER	SEADAWN	0	660,240
2022/09/15	PACIFIC RAM	COLUMBIA	1	309,685
2022/09/15	SEEKER	COLUMBIA	1	26,496

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2022/09/15	GOLDEN PISCES	COLUMBIA	1	38,702
2022/09/15	RAVEN	COLUMBIA	2	184,884
2022/09/17	PACIFIC VIKING	COLUMBIA	2	547,502
2022/09/17	PACIFIC VIKING	NORTHERN PATRIOT	7	855,890
2022/09/17	RAVEN	ALDEBARAN	3	284,099
2022/09/17	OCEAN EXPLORER	ALDEBARAN	1	59,167
2022/09/17	NORTHWEST EXPLORER	ALDEBARAN	2	124,309
2022/09/17	NORTHWEST EXPLORER	ALDEBARAN	0	527
2022/09/18	PACIFIC VIKING	VIKING EXPLORER	0	87,773
2022/09/18	PACIFIC VIKING	ARCTURUS	1	98,540
2022/09/19	PACIFIC VIKING	VIKING EXPLORER	0	400,644
2022/09/19	PACIFIC VIKING	SEADAWN	7	679,354
2022/09/21	PACIFIC VIKING	ARCTURUS	1	294,928
2022/09/21	GOLDEN DAWN	ARCTURUS	0	18
2022/09/21	SEEKER	ARCTURUS	0	170,411

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.