

2024 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 110 IPA Identification Number 1

By Susie Zagorski

Inshore Salmon Savings Incentive Plan Representative

Submitted to the

North Pacific Fisheries Management Council

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Introduction. In 2024 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 amended for a fourth time in the spring of 2019 and remained in place through 2023 A season.

To update the ISSIP Representative, it was amended in the spring of 2023 and approved by NMFS on April 13, 2023.

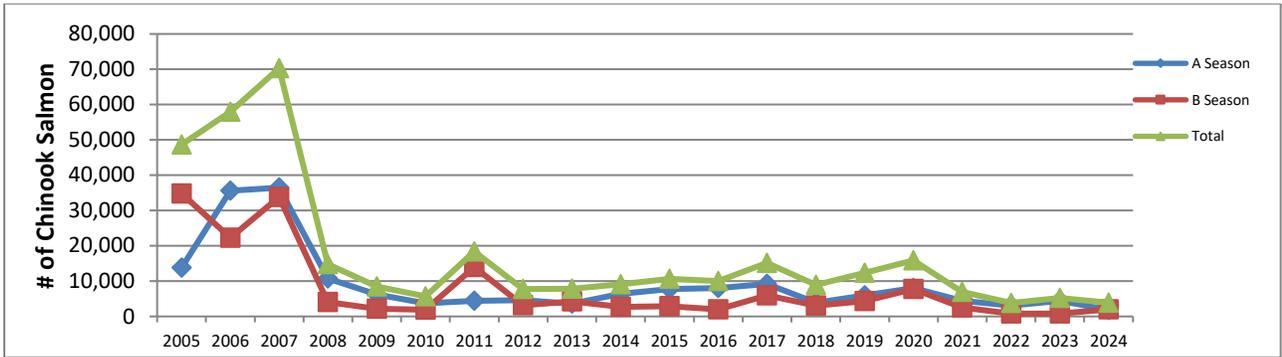
Most recently, the ISSIP was amended to include updates and additions to the chum salmon avoidance provisions. This update was submitted to NMFS for approval on June 3, 2024, in advance of the 2024 B season. NMFS approved the sixth amended ISSIP on June 13, 2024.

In October of 2023 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 Unalakeet River again fell below the Three River Index threshold of 250,000 fish, triggering a low Chinook salmon abundance year for 2024. Consequently, the total 2024 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 2024 inshore sector's Performance Standard threshold was 18,525.

2024 Chinook Salmon Bycatch and Pollock Harvest Summary.

In 2024 the ISSIP members incidentally caught a total of 3,876 Chinook salmon; 1,848 Chinook in the A Season and 2,028 Chinook in the B Season (Source: NMFS Alaska Region).

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



The total 2024 pollock harvest by ISSIP members was 565,465 metric tons; 243,787 metric tons in the A Season and 321,678 metric tons in the B Season. Annually that calculates to 145.89 metric tons of pollock harvest for every one bycaught Chinook salmon. Seasonally, the A Season Chinook bycatch was 131.92 metric tons of pollock for every one bycaught Chinook salmon. The B Season yielded 158.62 metric tons of pollock for every one bycaught Chinook salmon.

Table 1. 2024 Pollock Harvest and Yield per Bycaught Salmon

	2024 Pollock Harvest (MT)	2024 Chinook Bycatch (number of fish)	Yield of pollock per 1 Chinook salmon (MT)	2024 Chum Bycatch (number of fish)	Yield of pollock per 1 chum salmon (MT)
Annual	565,465	3,876	145.89	21,927	25.79
A Season	243,787	1,848	131.92	202	1,206.87
B Season	321,678	2,028	158.62	21,175	15.19

Total 2024 non-Chinook (chum) salmon bycatch by the ISSIP members was 21,927 fish. Two genetic reports are available at this time, therefore the 2023 and preliminary 2024 genetic stock composition results are included in this IPA report. The 2023 Genetic Stock Composition Analysis of Chum Salmon would typically be the best scientific data available to estimate the 2024 chum bycatch genetic stock composition. However, the preliminary Genetic Stock Composition Analysis of Chum Salmon from the Prohibited Species Catch of the 2024 Bering Sea Walleye Pollock Trawl Fishery was made available late January 2025 by NOAA's Alaska Fisheries Science Center Auke Bay Lab. The Western Alaska proportion was the same in 2023 and 2024 at 8.3%. The Upper/Middle Yukon group was slightly different between 2023 and 2024 in which the 2023 proportion was 2.3% and the 2024 proportion was 4.8%. Using the 2024 proportion of combined Western Alaska chum (Western AK and Up/Mid Yukon) of 13.1%, the 2024 non-chinook bycatch by ISSIP members can be estimated to have been 2,873 coastal Western Alaska and Up/Mid Yukon chum.

However, the analysts at Auke Bay Lab have also analyzed sector trends. The sector trend for the shoreside sector and ISSIP members' chum bycatch was estimated be 9.7% proportion of Western Alaska chum.

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 June 13, 2024, and captures the main elements of the ISSIP that were in place for the 2024 A and B seasons. The language regarding the A season was not amended in the 2024 amendment therefore the description below captures what was already in place for the 2024 A season and what was amended and in place for the 2024 B season.

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 ensure 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. The Chum Savings Area closures are assessed for the likelihood of WAK chum. Salmon excluder devices are required to be used from January 20th to March 31st, and from June 10th until the end of the B season, October 31st.

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 2024.

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 ISSIP 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.

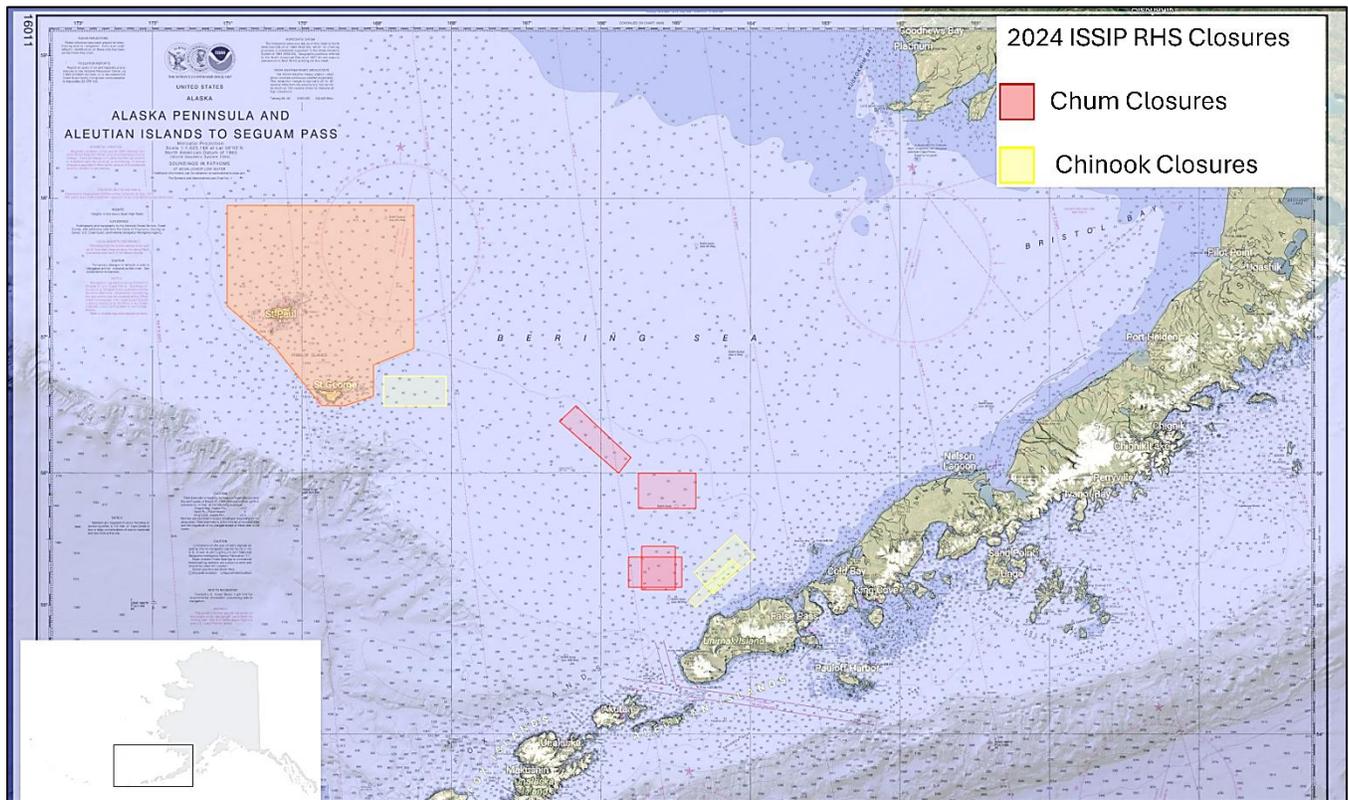
Inter-sector transfers, transfers from one pollock sector to the inshore sector, while allowed under the Amendment 110 regulations are not freely allowed under the SSIP rules. Inter-sector transfers may not be used in a manner that puts the inshore sector in jeopardy of exceeding the inshore sector's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

Insurance Pool. As both a protective measure and an incentive measure, the ISSIP 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 is 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 subject to 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.

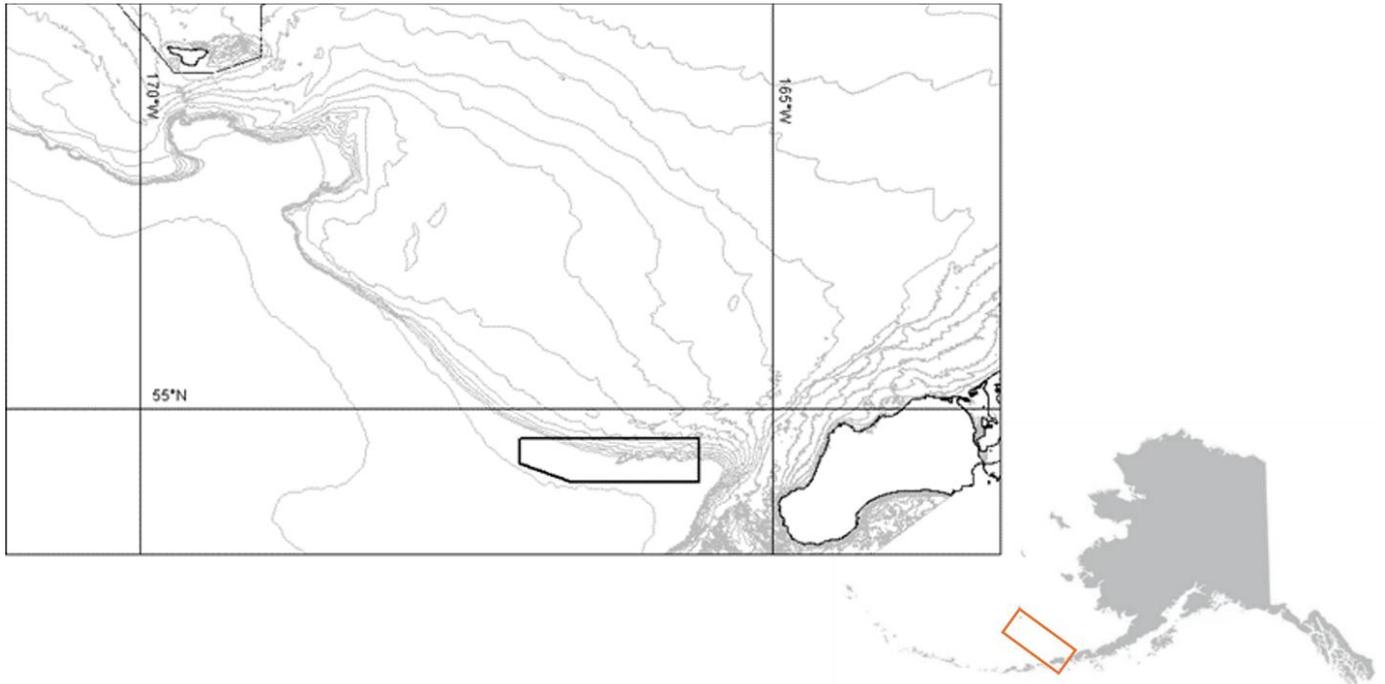
Figure 2. Rolling Hot Spot Closures in 2024.



There were no violations of the RHS program in 2024.

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 (CCAA)



There were no violations of the CCAA in 2024.

Salmon Excluder Use. The ISSIP requires all A season tows be made with a salmon excluder and now all B season tows to be made with a salmon excluder as well. In 2024, 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 2024 some inshore catcher vessels fished in the month of October. All vessels completed their B season fishing prior to October 30, 2024. During October, all inshore vessels still operating maintained a low Chinook bycatch rate and stayed below the “September Chinook Bycatch Standard”.

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.

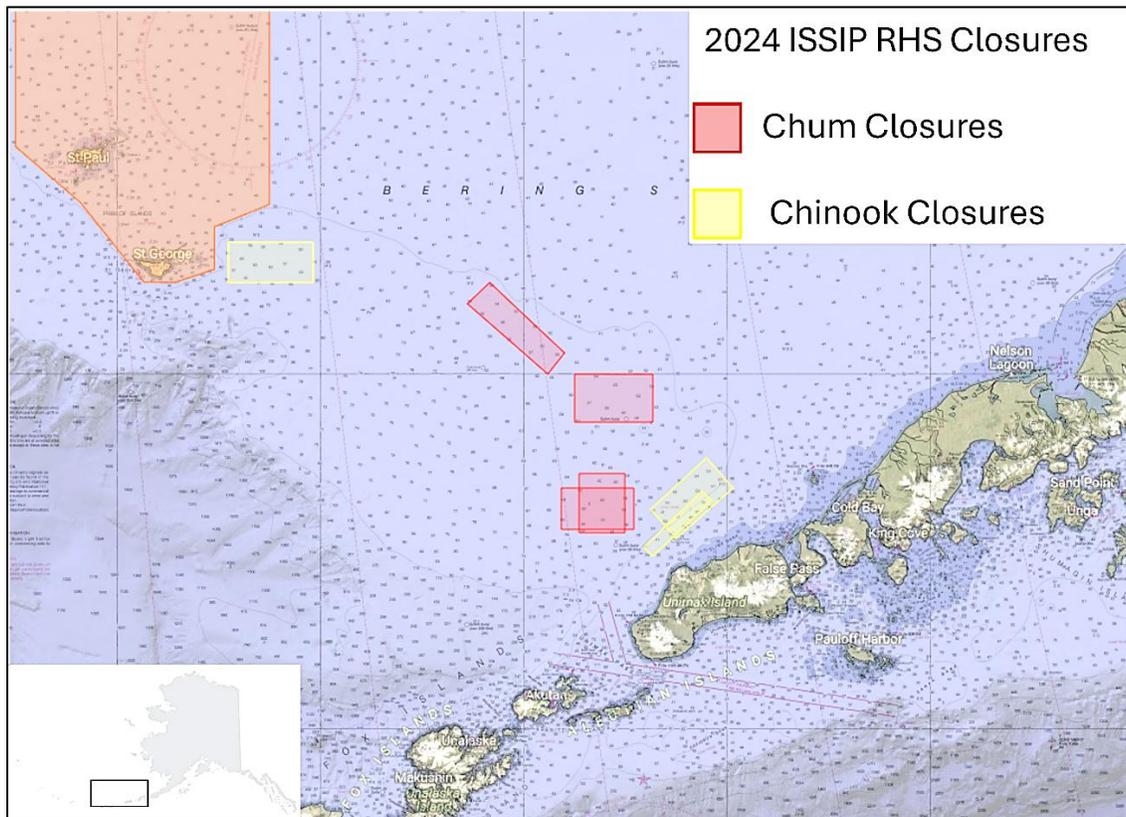
Section C. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures including the effectiveness of:

1. Measures to ensure 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 based on historic genetic data (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. New additional measures were added to the ISSIP but were not triggered in 2024 due to low chum bycatch. These two additional measures are Monday RHS closures and RHS closure in effect for all vessels if the chum bycatch rate is three times greater than the base rate.

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 RHS closures for the 2024 B season, three RHS closures were for Chinook (yellow) in the early B season and an additionally four RHS were for chum (red) in the B season.

Figure 4. 2024 B Season Rolling Hot Spot Closures



There were no violations of the RHS program in 2024.

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 2024 some vessels fished in the month of October but maintained a Chinook bycatch rate below the “September Chinook Bycatch Standard”. All vessels completed their B season fishing prior to October 30, 2024.

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 amended in 2024 to enhance the chum avoidance measures. Four amendments to the included a Western Alaskan Chum Likelihood Assessment to be used on a weekly basis, Chum Savings Area Closure Monday announcements, an Elevated Chum Bycatch Trigger for chum closure to apply to all ISSIP members, and the extended requirement use of salmon excluders to the entire duration of B season. Also, during this time, the nine Open Access participants were added as their own individual signatories to the agreement. The amended agreement was approved and signed by the five inshore coops and the Open Access participants. One hundred percent of the AFA inshore qualified catcher vessels continue to participate in the Inshore SSIP.

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

TABLE E1. A SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2024 A SEASON ALLOCATIONS		2024 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN	ALDEBARAN	8,145,139	223	0	0
	ARCTIC EXPLORER	10,247,300	280	11,279,587	42
	ARCTIC RAM	2,137,068	58	0	0
	ARCTURUS	8,583,301	234	6,542,212	27
	BRISTOL EXPLORER	9,781,852	267	13,846,053	52
	CAPE KIWANDA	2,928,695	80	0	0
	COLUMBIA	8,016,465	219	9,429,156	27
	DOMINATOR	9,725,062	266	8,134,347	40
	EXCALIBUR II	2,888,793	79	0	0
	GLADIATOR	9,117,019	250	5,840,548	29
	GOLDEN DAWN	9,740,161	266	7,836,010	31
	GOLDEN PISCES	1,503,504	42	1,216,109	4
	LESLIE LEE	1,093,285	30	2,547,626	5
	LISA MELINDA	1,217,596	33	2,871,001	13
	MAJESTY	5,532,474	151	1,133,117	3
	MARCY J	999,688	27	0	0
	MARGARET LYN	189,602	5	0	0
	MARK I	250,844	7	0	0
	NORTHERN PATRIOT	13,397,619	366	10,487,871	46
	NORTHERN RAM	4,789,304	131	0	0
	NORTHWEST EXPLORER	8,918,784	244	9,144,463	31
	OCEAN EXPLORER	8,862,943	242	8,639,408	9
	PACIFIC EXPLORER	8,391,226	229	8,227,603	10
	PACIFIC RAM	1,130,420	31	2,417,650	10
	PACIFIC VIKING	6,060,820	166	6,793,077	24
	PEGASUS	3,861,115	106	10,141,319	30
	PREDATOR	1,641,078	45	2,071,056	4
	RAVEN	3,953,584	108	5,504,909	19
	ROYAL AMERICAN	5,388,082	147	4,581,306	27
	ROYAL ATLANTIC	7,275,122	199	7,203,845	32
	SEEKER	2,052,611	56	3,521,473	29
	SOVEREIGNTY	13,062,812	357	11,063,490	83
	TRAVELER	229,347	7	3,308,686	8
VIKING EXPLORER	6,600,599	180	0	0	
DEFENDER-2 (AMEND 69)	0	0	5,824,935	23	
SEADAWN (AMEND 69)	0	0	3,515,987	22	

NORTHERN VICTOR	ALYESKA	6,773,447	185	0	0
	AMERICAN EAGLE	5,952,878	163	7,405,971	31
	COLLIER BROTHERS	683,900	18	0	0
	GOLD RUSH	2,368,929	65	0	0
	HALF MOON BAY	2,997,273	82	1,370,374	11
	HICKORY WIND	1,697,251	46	0	0
	MISS BERDIE	3,340,056	91	7,453,048	30
	NORDIC FURY	400,562	11	756,478	1
	OCEAN HOPE 3	2,316,706	63	0	0
	PACIFIC FURY	321,117	9	0	0
	PATRICIA L	6,835,115	187	8,491,504	18
	PROGRESS	8,639,034	236	10,912,508	21
	STORM PETREL	6,797,892	186	9,479,836	24
	SUNSET BAY	2,796,158	77	2,966,949	4
COMMODORE (AMEND 69)	0	0	2,522,138	12	

UNALASKA	ALASKA ROSE	13,337,533	365	10,297,988	38
	BERING ROSE	9,577,105	261	15,679,453	41
	COMMODORE	6,997,340	192	6,483,825	28
	DESTINATION	11,960,087	327	0	0
	GREAT PACIFIC	6,867,530	188	9,269,716	14
	NORTHERN DEFENDER	10,959,952	300	11,044,518	31
	SEA WOLF	8,420,040	230	14,980,217	38
	PATRICIA L (AMEND 69)	0	0	586,415	0

UNISEA	ALSEA	9,974,994	273	10,093,713	39
	ARCTIC WIND	5,712,696	156	0	0
	ARGOSY	9,792,004	268	10,430,482	17
	AURIGA	18,577,558	508	19,371,290	57
	AURORA	18,582,222	508	17,863,996	44
	DEFENDER	19,346,043	529	0	0
	FIERCE ALLEGIANCE	5,209,424	142	8,183,379	32
	MAR-GUN	579,481	15	0	0
	NORDIC STAR	7,699,023	210	7,920,971	44
	SEADAWN	7,837,881	214	7,919,619	20
	STARFISH	11,335,701	310	8,545,738	30
	STARLITE	6,806,862	186	7,112,960	18
	STARWARD	7,006,363	192	6,689,241	35
DEFENDER-2 (AMEND 69)	0	0	25,320,066	56	

WESTWARD	ALASKAN DEFENDER	13,422,798	367	13,203,862	22
	BERING DEFENDER	11,616,458	320	18,786,840	60
	CAITLIN ANN	0	56	8,579,008	24
	CHELSEA K	26,245,668	707	26,081,315	148
	DEFENDER-2	6,786,316	167	0	0
	PACIFIC PRINCE	31,106,883	838	16,671,171	68
	VIKING	9,460,087	252	12,234,869	58
	WESTWARD I	9,027,746	236	10,024,557	26
	NORDIC FURY (AMEND 69)	0	0	3,000,000	4

OA	AMERICAN BEAUTY	2,359,518	65	23,990	0
	ELIZABETH F	2,130,569	58	0	0
	OCEAN LEADER	302,813	9	3,180	0
	OCEANIC	749,015	20	0	0
	PACIFIC CHALLENGER	933,192	25	6,572,129	18
	TOPAZ	460,257	13	0	0
	VANGUARD	313,850	9	0	0
	WALTER N	2,239,475	61	0	0
	WESTERN DAWN	2,195,548	60	1,144	0

TABLE E2. B SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2024 B SEASON ALLOCATIONS				2024 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	CHUM
AKUTAN COOP	ALDEBARAN	10,403,090	241	175	416	0	0	0
	ARCTIC EXPLORER	12,655,090	295	263	558	18,463,847	35	607
	ARCTIC RAM	4,798,566	69	40	109	2,838,782	66	19
	ARCTURUS	12,730,705	251	190	441	17,306,521	112	988
	BRISTOL EXPLORER	12,080,276	279	250	529	21,712,045	30	462
	CAPE KIWANDA	3,616,845	78	85	163	0	0	0
	COLUMBIA	9,900,079	244	198	442	14,268,862	48	607
	DOMINATOR	13,702,277	275	199	474	17,753,757	23	548
	EXCALIBUR II	6,486,487	93	79	172	6,611,954	38	163
	GLADIATOR	11,925,385	264	182	446	19,780,613	30	276
	GOLDEN DAWN	14,034,516	285	224	509	18,387,721	71	314
	GOLDEN PISCES	2,159,854	45	26	71	2,413,709	34	83
	LESLIE LEE	1,350,173	30	20	50	0	0	0
	LISA MELINDA	1,503,693	29	23	52	0	0	0
	MAJESTY	6,849,544	164	136	300	0	0	0
	MARCY J	2,244,696	32	17	49	3,227,969	44	143
	MARGARET LYN	234,153	5	4	9	0	0	0
	MARK I	309,784	7	4	11	0	0	0
NORTHERN PATRIOT	18,205,796	389	269	658	23,183,843	51	1,256	
NORTHERN RAM	5,914,638	149	132	281	0	0	0	

NORTHWEST EXPLORER	11,014,415	258	237	495	0	0	0
OCEAN EXPLORER	11,053,192	274	243	517	0	0	0
PACIFIC EXPLORER	10,614,029	262	226	488	17,309,444	27	548
PACIFIC RAM	1,396,032	28	25	53	0	0	0
PACIFIC VIKING	7,484,920	173	135	308	0	0	0
PEGASUS	4,768,354	109	67	176	0	0	0
PREDATOR	2,026,679	50	26	76	0	0	0
RAVEN	4,882,551	110	81	191	0	0	0
ROYAL AMERICAN	6,930,146	144	133	277	14,492,738	65	622
ROYAL ATLANTIC	9,131,691	204	192	396	11,698,043	29	303
SEEKER	2,534,910	46	45	91	0	0	0
SOVEREIGNTY	16,990,701	341	288	629	24,322,654	72	457
TRAVELER	283,236	4	6	10	1,573,026	3	3
VIKING EXPLORER	8,151,529	184	107	291	0	0	0
ALASKAN DEFENDER (A 69)	0	0	0	0	1,214,260	0	3
BERING DEFENDER (A 69)	0	0	0	0	1,385,845	2	19
DEFENDER-2 (A 69)	0	0	0	0	2,358,851	0	29
NORTHERN DEFENDER (AD 69)	0	0	0	0	1,571,047	1	22
SEADAWN (A 69)	0	0	0	0	5,453,812	2	166
STARFISH (A 69)	0	0	0	0	638,415	2	12

NORTHERN VICTOR	ALYESKA	8,439,266	203	169	372	0	0	0
	AMERICAN EAGLE	7,351,616	162	135	297	10,981,549	45	435
	COLLIER BROTHERS	1,535,627	22	20	42	1,673,564	11	193
	GOLD RUSH	3,263,212	77	59	136	5,394,495	18	157
	HALF MOON BAY	3,701,536	85	66	151	0	0	0
	HICKORY WIND	2,096,051	55	47	102	0	0	0
	MISS BERDIE	4,124,863	78	51	129	0	0	0
	NORDIC FURY	494,682	12	1	13	912,618	2	3
	OCEAN HOPE 3	2,861,058	75	67	142	0	0	0
	PACIFIC FURY	396,569	11	0	11	0	0	0
	PATRICIA L	8,441,150	206	163	369	12,261,366	28	523
	PROGRESS	10,668,933	261	132	393	11,782,101	10	233
	STORM PETREL	8,395,181	199	175	374	12,569,692	54	325
	SUNSET BAY	3,453,167	87	74	161	7,222,839	31	592
	COMMODORE (A 69)	0	0	0	0	2,349,921	5	37

UNALASKA	ALASKA ROSE	16,929,473	395	346	741	15,985,235	47	1,049
	BERING ROSE	11,827,421	269	211	480	15,885,924	30	1,032
	COMMODORE	8,641,564	199	165	364	10,340,509	23	323
	DESTINATION	14,770,328	388	348	736	0	0	0
	GREAT PACIFIC	8,481,182	209	180	389	9,902,637	30	398
	SEA WOLF	10,398,482	235	196	431	16,233,878	32	434
	AMERICAN EAGLE (A 69)	0	0	0	0	839,599	0	10
	NORTHERN DEFENDER	13,564,923	324	274	598	13,564,923	7	78
	PATRICIA L (A 69)	0	0	0	0	934,041	17	8
	PROGRESS (A 69)	0	0	0	0	360,000	0	0
	STORM PETREL (A 69)	0	0	0	0	527,255	1	5

UNISEA	ALSEA	12,326,376	285	213	498	12,229,053	10	259
	ARCTIC WIND	7,054,998	176	127	303	0	0	0
	ARGOSY	12,119,709	315	251	566	12,701,281	24	341
	AURIGA	22,942,694	545	483	1,028	32,414,900	74	709
	AURORA	23,118,813	559	462	1,021	13,943,026	10	78
	DEFENDER	23,891,749	581	377	958	0	0	0
	FIERCE ALLEGIANCE	6,483,428	169	168	337	10,016,946	13	497
	MAR-GUN	715,640	3	2	5	0	0	0
	NORDIC STAR	9,508,050	206	166	372	9,290,795	25	582
	SEADAWN	9,679,535	234	204	438	9,853,481	41	388
	STARFISH	13,999,230	306	242	548	10,185,116	52	588
	STARLITE	8,406,258	203	146		7,944,288	23	142
	STARWARD	8,746,306	193	152	345	9,311,275	25	314
	DEFENDER-2 (A 69)	0	0	0	0	30,946,747	68	317

WESTWARD	ALASKAN DEFENDER	16,743,495	414	318	732	16,633,735	38	301
	BERING DEFENDER	14,510,001	343	237	580	21,394,469	14	377
	CAITLIN ANN	4,633,026	67	55	122	15,251,031	42	338
	CHELSEA K	31,536,659	691	578	1,269	30,547,097	169	803
	DEFENDER-2	6,920,857	176	180	356	0	0	0
	PACIFIC PRINCE	37,410,554	891	779	1,670	18,594,183	46	440
	VIKING	11,128,640	243	206	449	13,665,329	32	165
	WESTWARD I	10,288,805	259	169		12,280,554	56	528
	NORDIC FURY (A 69)	0	0	0	0	4,629,968	31	262
	NORTHERN DEFENDER (A 69)	0	0	0	0	123,146	0	1

VO	AMERICAN BEAUTY	2,934,042	72	3	75	0	0	0
	ELIZABETH F	4,783,972	69	50	119	864,087	3	22
	OCEAN LEADER	384,179	9	6	15	0	0	0
	OCEANIC	976,693	22	19	41	45,094	0	0
	PACIFIC CHALLENGER	1,161,796	26	25	51	12,468,746	15	313
	TOPAZ	1,033,460	15	15		0	0	0
	VANGUARD	404,535	9	8	17	0	0	0
	WALTER N	5,028,510	73	55	128	6,153,880	37	475
	WESTERN DAWN	2,928,115	66	54	120	0	0	0

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 2024			

TABLE F2. INTRACOOP TRANSFERS (AMONG COOP MEMBERS)

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
1/20/2024	ARGOSY	ALSEA	0	22,268
1/26/2024	PACIFIC PRINCE	CAITLIN ANN	0	657,791
1/28/2024	STARFISH	FIERCE ALLEGIANCE	5	107,880
1/30/2024	PACIFIC PRINCE	CAITLIN ANN	0	25
1/30/2024	DEFENDER	DEFENDER-2	2	1,998,608
1/31/2024	ALYESKA	PATRICIA L	1	525,974
1/31/2024	PACIFIC PRINCE	CAITLIN ANN	1	685,772
2/1/2024	MAJESTY	LESLIE LEE	0	11,538
2/1/2024	OCEAN LEADER	PACIFIC CHALLENGER	1	292,577
2/2/2024	PACIFIC PRINCE	NORDIC FURY	1	464,028
2/3/2024	STARFISH	FIERCE ALLEGIANCE	10	222,436
2/4/2024	MAJESTY	LESLIE LEE	0	361,792
2/4/2024	VIKING EXPLORER	TRAVELER	0	438,515
2/5/2024	DEFENDER	DEFENDER-2	7	1,986,084
2/5/2024	ALYESKA	STORM PETREL	1	573,129
2/6/2024	OCEANIC	PACIFIC CHALLENGER	2	705,141
2/6/2024	PACIFIC PRINCE	CAITLIN ANN	6	663,713
2/6/2024	VIKING EXPLORER	SEADAWN	9	671,631
2/6/2024	MAR-GUN	ARGOSY	1	39,035
2/7/2024	VIKING EXPLORER	TRAVELER	0	448,925
2/8/2024	PACIFIC PRINCE	NORDIC FURY	0	498,193
2/8/2024	STARFISH	FIERCE ALLEGIANCE	5	107,880
2/8/2024	ALYESKA	PROGRESS	1	768,012
2/9/2024	ALYESKA	PATRICIA L	1	573,519
2/9/2024	MAJESTY	PREDATOR	0	79,301
2/11/2024	PACIFIC PRINCE	CAITLIN ANN	0	635,766
2/12/2024	DEFENDER	DEFENDER-2	19	2,024,110
2/12/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	678,102
2/12/2024	PACIFIC PRINCE	NORDIC FURY	0	462,483
2/12/2024	MARGARET LYN	TRAVELER	0	146,775
2/12/2024	MAR-GUN	ARGOSY	2	78,070
2/13/2024	VIKING EXPLORER	SEADAWN	1	673,476
2/13/2024	MAJESTY	PREDATOR	0	333,563
2/14/2024	STARFISH	FIERCE ALLEGIANCE	1	21,560
2/16/2024	HICKORY WIND	MISS BERDIE	0	195,960
2/16/2024	PACIFIC PRINCE	CAITLIN ANN	0	780,717
2/16/2024	MARGARET LYN	TRAVELER	1	42,827
2/16/2024	MARGARET LYN	TRAVELER	0	1,977
2/16/2024	MARK I	TRAVELER	1	250,844

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
2/16/2024	MARK I	TRAVELER	0	2,616
2/16/2024	VIKING EXPLORER	TRAVELER	0	71,386
2/17/2024	DEFENDER	DEFENDER-2	3	1,974,888
2/17/2024	MAR-GUN	ARGOSY	3	117,105
2/19/2024	STARFISH	FIERCE ALLEGIANCE	4	86,240
2/20/2024	VIKING EXPLORER	TRAVELER	0	430,177
2/20/2024	HICKORY WIND	MISS BERDIE	0	443,276
2/20/2024	HICKORY WIND	MISS BERDIE	0	4
2/21/2024	DEFENDER	DEFENDER-2	2	2,097,435
2/22/2024	ALYESKA	STORM PETREL	1	562,391
2/23/2024	PACIFIC PRINCE	CAITLIN ANN	4	587,355
2/23/2024	STARFISH	FIERCE ALLEGIANCE	1	21,560
2/24/2024	COMMODORE	PATRICIA L	0	586,414
2/25/2024	HICKORY WIND	MISS BERDIE	0	388,039
2/25/2024	VIKING EXPLORER	TRAVELER	2	392,819
2/25/2024	MAR-GUN	ARGOSY	5	195,175
2/26/2024	MAJESTY	PEGASUS	0	304,437
2/26/2024	DEFENDER	DEFENDER-2	7	2,653,400
2/27/2024	PACIFIC PRINCE	NORDIC FURY	1	445,563
2/27/2024	STARFISH	FIERCE ALLEGIANCE	3	624,957
2/28/2024	HICKORY WIND	MISS BERDIE	0	445,981
3/1/2024	DEFENDER	DEFENDER-2	1	1,998,759
3/1/2024	ALASKA ROSE	SEA WOLF	0	368,818
3/2/2024	VIKING EXPLORER	TRAVELER	0	457,511
3/2/2024	PACIFIC PRINCE	VIKING	0	269,023
3/3/2024	MAJESTY	PEGASUS	3	464,030
3/3/2024	PACIFIC PRINCE	NORDIC FURY	1	484,109
3/4/2024	HICKORY WIND	MISS BERDIE	0	223,989
3/4/2024	HICKORY WIND	MISS BERDIE	0	17,700
3/4/2024	OCEAN HOPE 3	MISS BERDIE	0	172,897
3/5/2024	STARFISH	FIERCE ALLEGIANCE	1	885,046
3/5/2024	DESTINATION	SEA WOLF	0	779,498
3/5/2024	DESTINATION	SEA WOLF	0	796,320
3/6/2024	DEFENDER	DEFENDER-2	2	2,168,146
3/8/2024	OCEAN HOPE 3	MISS BERDIE	0	446,278
3/8/2024	PACIFIC PRINCE	NORDIC FURY	1	425,686
3/8/2024	VIKING EXPLORER	TRAVELER	0	392,571
3/8/2024	DESTINATION	BERING ROSE	0	1,207,498
3/8/2024	MAR-GUN	ARGOSY	2	78,070

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/9/2024	ALDEBARAN	BRISTOL EXPLORER	0	560,591
3/10/2024	ALDEBARAN	NORTHWEST EXPLORER	0	132,669
3/10/2024	STARFISH	FIERCE ALLEGIANCE	2	892,022
3/10/2024	ALYESKA	PROGRESS	1	752,043
3/10/2024	PACIFIC PRINCE	CAITLIN ANN	0	80
3/10/2024	PACIFIC PRINCE	CAITLIN ANN	0	30
3/11/2024	MAJESTY	PEGASUS	1	513,512
3/11/2024	DEFENDER	DEFENDER-2	4	1,947,770
3/11/2024	PACIFIC PRINCE	CAITLIN ANN	4	694,352
3/12/2024	OCEAN HOPE 3	MISS BERDIE	0	442,833
3/12/2024	DEFENDER-2	BERING DEFENDER	0	1,341,251
3/12/2024	WESTERN DAWN	PACIFIC CHALLENGER	4	679,999
3/12/2024	DESTINATION	SEA WOLF	0	731,690
3/15/2024	ARCTIC WIND	DEFENDER	0	1,306,839
3/15/2024	DEFENDER	DEFENDER-2	0	496,822
3/15/2024	DEFENDER	DEFENDER-2	0	201,752
3/15/2024	DEFENDER	DEFENDER-2	0	1,306,839
3/15/2024	MAJESTY	PEGASUS	3	535,901
3/15/2024	DESTINATION	BERING ROSE	0	813,644
3/16/2024	OCEAN HOPE 3	MISS BERDIE	0	446,409
3/16/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	672,157
3/16/2024	MAR-GUN	ARGOSY	2	72,026
3/16/2024	MAR-GUN	ARGOSY	0	6,043
3/16/2024	DESTINATION	SEA WOLF	0	797,535
3/17/2024	ALDEBARAN	ARCTIC EXPLORER	0	61,941
3/17/2024	ALDEBARAN	BRISTOL EXPLORER	1	871,432
3/17/2024	PACIFIC PRINCE	CAITLIN ANN	0	661,823
3/17/2024	PACIFIC PRINCE	NORDIC FURY	0	219,932
3/17/2024	PATRICIA L	COMMODORE	0	233,296
3/17/2024	DESTINATION	BERING ROSE	0	790,109
3/18/2024	ALYESKA	STORM PETREL	0	561,806
3/18/2024	DEFENDER-2	BERING DEFENDER	2	1,420,284
3/19/2024	ALYESKA	PROGRESS	0	716,773
3/19/2024	ARCTIC WIND	DEFENDER-2	4	2,108,407
3/20/2024	OCEAN HOPE 3	MISS BERDIE	0	463,956
3/20/2024	DESTINATION	GREAT PACIFIC	0	392,893
3/20/2024	DESTINATION	SEA WOLF	0	787,679
3/21/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	1	692,616
3/21/2024	PATRICIA L	COMMODORE	0	353,119

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/21/2024	GOLD RUSH	COMMODORE	0	108,425
3/21/2024	MAJESTY	PEGASUS	0	538,079
3/21/2024	PACIFIC PRINCE	CAITLIN ANN	0	3
3/21/2024	DESTINATION	BERING ROSE	0	801,859
3/22/2024	PACIFIC PRINCE	CAITLIN ANN	1	669,863
3/22/2024	CAPE KIWANDA	BRISTOL EXPLORER	2	859,386
3/22/2024	CAPE KIWANDA	ARCTIC EXPLORER	4	863,480
3/22/2024	PACIFIC FURY	NORDIC FURY	0	321,117
3/22/2024	PACIFIC FURY	NORDIC FURY	0	3,349
3/22/2024	PROGRESS	NORDIC FURY	0	27,273
3/23/2024	OCEAN HOPE 3	MISS BERDIE	0	344,329
3/23/2024	OCEAN HOPE 3	MISS BERDIE	0	24,160
3/23/2024	PROGRESS	MISS BERDIE	0	22,343
3/23/2024	DEFENDER-2	BERING DEFENDER	5	1,425,099
3/23/2024	ARCTIC WIND	DEFENDER-2	3	2,128,291
3/24/2024	VIKING EXPLORER	SEEKER	0	34,290
3/24/2024	ALYESKA	COMMODORE	4	490,089
3/24/2024	ALYESKA	STORM PETREL	0	557,899
3/24/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	1	619,301
3/24/2024	DESTINATION	GREAT PACIFIC	0	487,538
3/24/2024	DESTINATION	BERING ROSE	0	826,374
3/24/2024	DESTINATION	SEA WOLF	0	767,579
3/25/2024	MAJESTY	PEGASUS	3	470,680
3/25/2024	DESTINATION	SEA WOLF	0	684,239
3/25/2024	ALASKA ROSE	BERING ROSE	0	768,503
3/26/2024	STARWARD	STARLITE	0	235,112
3/26/2024	DESTINATION	GREAT PACIFIC	0	535,883
3/27/2024	GOLD RUSH	COMMODORE	0	477,332
3/27/2024	GOLD RUSH	STORM PETREL	0	524,161
3/27/2024	CAPE KIWANDA	BRISTOL EXPLORER	4	837,093
3/27/2024	NORTHERN RAM	LISA MELINDA	2	180,861
3/27/2024	ARCTIC WIND	DEFENDER-2	2	169,151
3/27/2024	ARCTIC WIND	DEFENDER-2	0	59,575
3/27/2024	PACIFIC PRINCE	CAITLIN ANN	4	674,398
3/27/2024	ALDEBARAN	DEFENDER-2	5	1,728,102
3/28/2024	MAJESTY	PEGASUS	2	486,410
3/28/2024	HALF MOON BAY	AMERICAN EAGLE	0	363,089
3/28/2024	WESTERN DAWN	PACIFIC CHALLENGER	1	648,458
3/28/2024	NORTHERN RAM	RAVEN	0	5,828

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/28/2024	DESTINATION	BERING ROSE	0	759,734
3/28/2024	DESTINATION	BERING ROSE	0	34,744
3/29/2024	GOLD RUSH	PATRICIA L	0	410,910
3/29/2024	DEFENDER-2	BERING DEFENDER	8	1,417,583
3/29/2024	PACIFIC PRINCE	VIKING	0	356,442
3/29/2024	VIKING EXPLORER	SEEKER	0	173,455
3/30/2024	ALYESKA	COMMODORE	7	467,736
3/30/2024	NORTHERN RAM	PACIFIC RAM	0	223,300
3/30/2024	DESTINATION	GREAT PACIFIC	0	89,983
3/30/2024	ALASKA ROSE	GREAT PACIFIC	0	329,482
3/30/2024	ALASKA ROSE	SEA WOLF	0	759,002
3/31/2024	GOLD RUSH	PATRICIA L	0	535,142
3/31/2024	CAPE KIWANDA	BRISTOL EXPLORER	7	368,733
3/31/2024	CAPE KIWANDA	BRISTOL EXPLORER	0	30,542
3/31/2024	ALDEBARAN	BRISTOL EXPLORER	0	434,408
3/31/2024	ALASKAN DEFENDER	BERING DEFENDER	0	192,151
4/1/2024	NORTHERN RAM	LISA MELINDA	0	275,637
4/1/2024	MAJESTY	PEGASUS	0	287,543
4/1/2024	MAJESTY	PEGASUS	0	53,147
4/1/2024	VIKING EXPLORER	PEGASUS	0	74,354
4/1/2024	AURORA	AURIGA	0	599,994
4/1/2024	PACIFIC PRINCE	CAITLIN ANN	1	589,215
4/1/2024	DEFENDER-2	BERING DEFENDER	8	1,182,090
4/1/2024	DEFENDER-2	BERING DEFENDER	0	70,772
4/1/2024	ALASKA ROSE	GREAT PACIFIC	0	494,785
4/2/2024	VIKING EXPLORER	SEEKER	0	318,675
4/2/2024	NORTHERN RAM	RAVEN	0	277,375
4/2/2024	HALF MOON BAY	SUNSET BAY	0	141,631
4/2/2024	HALF MOON BAY	COMMODORE	1	392,138
4/2/2024	NORTHERN RAM	PACIFIC RAM	1	228,515
4/2/2024	ALDEBARAN	DEFENDER-2	2	2,081,119
4/2/2024	PACIFIC PRINCE	VIKING	0	269,023
4/2/2024	PACIFIC PRINCE	VIKING	0	244,967
4/3/2024	HALF MOON BAY	AMERICAN EAGLE	0	471,596
4/3/2024	HALF MOON BAY	PATRICIA L	0	125,976
4/3/2024	PACIFIC PRINCE	CAITLIN ANN	0	40
4/3/2024	PACIFIC PRINCE	WESTWARD I	0	248,250
4/4/2024	VIKING EXPLORER	PEGASUS	0	480,534
4/4/2024	NORTHERN RAM	LISA MELINDA	0	293,176

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/4/2024	NORTHERN RAM	RAVEN	0	309,609
4/4/2024	PACIFIC PRINCE	CAITLIN ANN	2	635,770
4/4/2024	VIKING EXPLORER	SEEKER	0	205,284
4/4/2024	OCEAN EXPLORER	COLUMBIA	5	208,223
4/4/2024	HALF MOON BAY	AMERICAN EAGLE	0	143,753
4/4/2024	HALF MOON BAY	AMERICAN EAGLE	0	19,972
4/4/2024	PROGRESS	AMERICAN EAGLE	0	3,178
4/4/2024	PROGRESS	AMERICAN EAGLE	0	656
4/4/2024	STORM PETREL	AMERICAN EAGLE	0	166,245
4/4/2024	STORM PETREL	AMERICAN EAGLE	0	2,094
4/4/2024	ALYESKA	AMERICAN EAGLE	0	220,429
4/5/2024	NORTHERN RAM	PACIFIC RAM	0	266,353
4/5/2024	VIKING EXPLORER	SEADAWN	1	122,776
4/6/2024	NORTHERN RAM	LISA MELINDA	0	273,206
4/6/2024	ALDEBARAN	DEFENDER-2	16	2,015,708
4/6/2024	VIKING EXPLORER	PEGASUS	1	523,151
4/6/2024	NORTHERN RAM	RAVEN	1	307,257
4/6/2024	NORTHERN RAM	COLUMBIA	2	533,936
4/6/2024	PACIFIC PRINCE	VIKING	2	775,606
4/7/2024	VIKING EXPLORER	SEEKER	9	360,405
4/7/2024	NORTHERN RAM	PACIFIC RAM	0	275,025
4/7/2024	PACIFIC PRINCE	CAITLIN ANN	1	642,282
4/7/2024	VIKING EXPLORER	SEADAWN	7	330,656
4/7/2024	VIKING EXPLORER	SEADAWN	0	68,835
4/7/2024	NORTHERN RAM	SEADAWN	0	274,072
4/8/2024	NORTHERN RAM	LESLIE LEE	0	347,022
4/8/2024	NORTHERN RAM	PEGASUS	0	489,791
4/8/2024	PACIFIC PRINCE	WESTWARD I	5	654,414
4/8/2024	PACIFIC PRINCE	VIKING	0	339,192
4/8/2024	PACIFIC PRINCE	VIKING	0	24,185
4/8/2024	CHELSEA K	VIKING	0	397,688
4/8/2024	VANGUARD	PACIFIC CHALLENGER	1	300,182
4/8/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	3	347,004
4/8/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	2,996
4/8/2024	AURORA	NORDIC STAR	0	141,658
4/8/2024	STARWARD	STARFISH	0	61,406
4/9/2024	ROYAL AMERICAN	COLUMBIA	0	83,954
4/9/2024	NORTHERN RAM	SEADAWN	0	49,946
4/9/2024	NORTHERN RAM	SEADAWN	1	228,339

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/9/2024	GLADIATOR	SEADAWN	0	400,996
4/9/2024	GLADIATOR	LISA MELINDA	0	295,257
4/9/2024	GLADIATOR	RAVEN	0	313,935
4/10/2024	GLADIATOR	PACIFIC RAM	0	282,248
4/10/2024	GLADIATOR	SEEKER	0	355,347
4/11/2024	GLADIATOR	SEADAWN	3	695,257
4/11/2024	GLADIATOR	LESLIE LEE	0	362,351
4/12/2024	SOVEREIGNTY	PEGASUS	0	525,398
4/12/2024	SOVEREIGNTY	PACIFIC VIKING	0	132,945
4/13/2024	SOVEREIGNTY	LISA MELINDA	0	322,570
4/13/2024	SOVEREIGNTY	RAVEN	0	296,091
4/14/2024	NORTHERN PATRIOT	LESLIE LEE	0	267,470
4/14/2024	NORTHERN PATRIOT	LESLIE LEE	0	92,767
4/15/2024	NORTHERN PATRIOT	PEGASUS	0	492,960
4/15/2024	ROYAL AMERICAN	COLUMBIA	4	502,976
4/16/2024	NORTHERN PATRIOT	PACIFIC VIKING	0	536,105

B Season

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
6/10/2024	STARLITE	STARWARD	0	235,112
6/10/2024	AURIGA	AURORA	0	599,994
6/10/2024	STARFISH	STARWARD	0	61,406
6/10/2024	NORDIC STAR	AURORA	0	141,658
6/14/2024	PACIFIC PRINCE	NORDIC FURY	17	444,250
6/16/2024	PACIFIC PRINCE	NORDIC FURY	6	474,823
6/16/2024	OCEANIC	PACIFIC CHALLENGER	1	0
6/16/2024	OCEANIC	PACIFIC CHALLENGER	4	650,772
6/17/2024	DEFENDER	DEFENDER-2	49	1,943,340
6/18/2024	STARFISH	FIERCE ALLEGIANCE	1	242,000
6/21/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	630,375
6/21/2024	STARFISH	FIERCE ALLEGIANCE	2	484,999
6/22/2024	DEFENDER	DEFENDER-2	6	1,849,091
6/24/2024	VIKING EXPLORER	GOLDEN PISCES	0	84,766
6/25/2024	VIKING EXPLORER	GOLDEN PISCES	0	169,089
6/25/2024	BERING DEFENDER	ALASKAN DEFENDER	0	192,151
6/25/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	612,224
6/26/2024	STARFISH	FIERCE ALLEGIANCE	1	235,000
6/27/2024	DEFENDER	DEFENDER-2	3	1,558,933
6/27/2024	ALYESKA	PATRICIA L	0	579,222
6/27/2024	RAVEN	SEADAWN	1	367,762
6/28/2024	PACIFIC PRINCE	NORDIC FURY	3	419,313
6/29/2024	ALYESKA	AMERICAN EAGLE	2	492,290
6/30/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	4	628,626
6/30/2024	STARFISH	FIERCE ALLEGIANCE	3	910,273
7/2/2024	PACIFIC PRINCE	NORDIC FURY	2	473,824
7/2/2024	ALYESKA	COLLIER BROTHERS	0	137,937
7/2/2024	DEFENDER	DEFENDER-2	6	1,981,853
7/2/2024	ALYESKA	AMERICAN EAGLE	2	480,663
7/4/2024	RAVEN	SEADAWN	1	678,918
7/4/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	631,268
7/4/2024	STARFISH	FIERCE ALLEGIANCE	4	860,689
7/4/2024	ALYESKA	PATRICIA L	2	553,837
7/6/2024	PACIFIC PRINCE	NORDIC FURY	0	426,306
7/8/2024	RAVEN	SEADAWN	0	619,509
7/8/2024	DEFENDER	DEFENDER-2	1	1,693,348
7/9/2024	ALYESKA	STORM PETREL	2	562,967
7/10/2024	STARFISH	FIERCE ALLEGIANCE	1	242,000
7/11/2024	PACIFIC PRINCE	CAITLIN ANN	0	535,224

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
7/11/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	635,700
7/12/2024	RAVEN	SEADAWN	0	672,958
7/13/2024	ALYESKA	STORM PETREL	0	553,294
7/14/2024	HICKORY WIND	GOLD RUSH	0	61,357
7/14/2024	PACIFIC FURY	NORDIC FURY	0	392,476
7/14/2024	PACIFIC FURY	NORDIC FURY	0	4,093
7/14/2024	ALYESKA	NORDIC FURY	0	21,367
7/14/2024	DEFENDER	DEFENDER-2	0	2,062,078
7/15/2024	STARFISH	FIERCE ALLEGIANCE	1	242,000
7/16/2024	RAVEN	SEADAWN	0	699,089
7/16/2024	WESTERN DAWN	PACIFIC CHALLENGER	3	724,558
7/17/2024	HICKORY WIND	GOLD RUSH	0	369,737
7/17/2024	PACIFIC PRINCE	CAITLIN ANN	0	609,120
7/17/2024	PACIFIC PRINCE	NORDIC FURY	0	542,350
7/18/2024	RAVEN	SEADAWN	0	276,195
7/18/2024	NORTHERN RAM	SEADAWN	0	65,132
7/18/2024	OCEAN HOPE 3	SUNSET BAY	0	174,801
7/18/2024	STARFISH	FIERCE ALLEGIANCE	0	412,528
7/20/2024	DEFENDER	DEFENDER-2	0	1,992,457
7/20/2024	PACIFIC PRINCE	CAITLIN ANN	0	40
7/21/2024	VANGUARD	PACIFIC CHALLENGER	0	383,594
7/21/2024	VANGUARD	PACIFIC CHALLENGER	0	4,000
7/21/2024	VANGUARD	PACIFIC CHALLENGER	0	16,941
7/21/2024	PACIFIC PRINCE	NORDIC FURY	1	437,344
7/21/2024	PACIFIC PRINCE	CAITLIN ANN	0	555,163
7/22/2024	HICKORY WIND	GOLD RUSH	0	343,207
7/23/2024	NORTHERN RAM	SEADAWN	0	698,192
7/23/2024	ALYESKA	SUNSET BAY	0	364,554
7/24/2024	PACIFIC PRINCE	NORDIC FURY	0	488,249
7/25/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	108,372
7/25/2024	DEFENDER	DEFENDER-2	0	2,064,504
7/26/2024	OCEAN HOPE 3	SUNSET BAY	0	489,689
7/26/2024	HICKORY WIND	GOLD RUSH	0	334,657
7/26/2024	NORTHERN RAM	SEADAWN	0	727,789
7/26/2024	PACIFIC PRINCE	CAITLIN ANN	0	677,295
7/28/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	934,790
7/28/2024	OCEAN LEADER	PACIFIC CHALLENGER	0	370,105
7/28/2024	OCEAN LEADER	PACIFIC CHALLENGER	0	3,860
7/28/2024	OCEAN LEADER	PACIFIC CHALLENGER	0	10,214

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
7/29/2024	NORTHERN RAM	SEADAWN	0	648,261
7/29/2024	HICKORY WIND	GOLD RUSH	0	343,633
7/30/2024	DEFENDER	DEFENDER-2	0	2,095,581
7/30/2024	OCEAN HOPE 3	SUNSET BAY	0	486,486
7/31/2024	PACIFIC PRINCE	CAITLIN ANN	0	591,904
8/1/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	952,633
8/1/2024	HICKORY WIND	GOLD RUSH	0	370,068
8/2/2024	OCEAN HOPE 3	SUNSET BAY	0	444,500
8/2/2024	DESTINATION	SEA WOLF	0	676,453
8/2/2024	DESTINATION	SEA WOLF	0	1,506,604
8/4/2024	CAPE KIWANDA	ROYAL AMERICAN	0	222,631
8/4/2024	PACIFIC PRINCE	CAITLIN ANN	0	563,431
8/4/2024	DEFENDER	DEFENDER-2	2	1,878,364
8/4/2024	DESTINATION	BERING ROSE	0	540,352
8/5/2024	HICKORY WIND	GOLD RUSH	0	233,314
8/5/2024	ALYESKA	GOLD RUSH	0	75,310
8/5/2024	DESTINATION	GREAT PACIFIC	0	86,168
8/6/2024	PACIFIC PRINCE	CAITLIN ANN	0	403,122
8/6/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	507,367
8/7/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	875,840
8/7/2024	OCEAN HOPE 3	SUNSET BAY	0	388,776
8/8/2024	CAPE KIWANDA	ROYAL AMERICAN	1	520,420
8/8/2024	DESTINATION	AMERICAN EAGLE	0	423,678
8/9/2024	MAJESTY	ROYAL ATLANTIC	0	463,704
8/9/2024	PACIFIC PRINCE	CAITLIN ANN	0	445,667
8/9/2024	DEFENDER	DEFENDER-2	0	2,057,926
8/10/2024	DESTINATION	COMMODORE	0	246,763
8/10/2024	DESTINATION	SEA WOLF	0	762,914
8/10/2024	DESTINATION	BERING ROSE	0	802,637
8/11/2024	PEGASUS	GLADIATOR	0	691,882
8/11/2024	CAPE KIWANDA	ROYAL AMERICAN	0	362,910
8/11/2024	MISS BERDIE	PATRICIA L	0	462,528
8/11/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	657,132
8/11/2024	DESTINATION	COMMODORE	0	6,414
8/12/2024	OCEAN EXPLORER	PACIFIC EXPLORER	1	909,094
8/12/2024	MAJESTY	ROYAL ATLANTIC	0	566,707
8/12/2024	MISS BERDIE	STORM PETREL	0	122,971
8/12/2024	DESTINATION	COMMODORE	0	480,386
8/12/2024	DESTINATION	SEA WOLF	0	729,050

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/13/2024	ALYESKA	SUNSET BAY	0	468,926
8/14/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	758,173
8/14/2024	PACIFIC PRINCE	CAITLIN ANN	0	807,373
8/14/2024	DEFENDER-2	BERING DEFENDER	0	1,213,266
8/15/2024	MISS BERDIE	PATRICIA L	0	559,149
8/15/2024	MAJESTY	ROYAL ATLANTIC	1	492,799
8/15/2024	MISS BERDIE	STORM PETREL	0	496,730
8/15/2024	DEFENDER	DEFENDER-2	0	1,991,295
8/15/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	481,783
8/15/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	30,074
8/15/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	20,042
8/15/2024	DESTINATION	COMMODORE	0	493,219
8/16/2024	OCEAN HOPE 3	SUNSET BAY	0	134,357
8/16/2024	CAPE KIWANDA	ROYAL AMERICAN	0	509,828
8/16/2024	DESTINATION	GREAT PACIFIC	0	475,465
8/16/2024	DESTINATION	BERING ROSE	0	849,819
8/17/2024	PEGASUS	GLADIATOR	0	621,299
8/17/2024	PACIFIC PRINCE	CAITLIN ANN	0	592,273
8/17/2024	DESTINATION	COMMODORE	0	472,160
8/18/2024	MISS BERDIE	PATRICIA L	0	486,621
8/18/2024	DESTINATION	BERING ROSE	0	488,107
8/19/2024	DESTINATION	SEA WOLF	0	796,475
8/20/2024	DESTINATION	STORM PETREL	1	527,254
8/20/2024	MISS BERDIE	PATRICIA L	0	488,349
8/20/2024	OCEANIC	PACIFIC CHALLENGER	0	201,300
8/20/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	27,985
8/20/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	216,575
8/20/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	58,261
8/20/2024	DESTINATION	GREAT PACIFIC	0	41,431
8/21/2024	MAJESTY	ROYAL ATLANTIC	0	521,456
8/21/2024	DESTINATION	AMERICAN EAGLE	0	415,920
8/21/2024	PEGASUS	GLADIATOR	0	753,054
8/21/2024	PACIFIC PRINCE	NORDIC FURY	0	509,653
8/21/2024	ELIZABETH F	WALTER N	0	185,140
8/21/2024	PACIFIC PRINCE	CAITLIN ANN	1	651,199
8/21/2024	DESTINATION	SEA WOLF	0	633,164
8/22/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	916,886
8/22/2024	MISS BERDIE	STORM PETREL	0	561,720
8/22/2024	FIERCE ALLEGIANCE	STARWARD	0	41,593

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/23/2024	OCEAN HOPE 3	SUNSET BAY	0	408,417
8/23/2024	MISS BERDIE	PATRICIA L	0	562,590
8/23/2024	HICKORY WIND	AMERICAN EAGLE	0	18,445
8/23/2024	HICKORY WIND	AMERICAN EAGLE	0	21,633
8/23/2024	MISS BERDIE	AMERICAN EAGLE	0	313,521
8/23/2024	CAPE KIWANDA	ROYAL AMERICAN	0	537,048
8/23/2024	STARLITE	STARWARD	0	224,449
8/23/2024	STARLITE	STARWARD	0	2,409
8/24/2024	VIKING EXPLORER	SOVEREIGNTY	0	899,844
8/24/2024	PREDATOR	DOMINATOR	0	417,690
8/24/2024	MAJESTY	ROYAL ATLANTIC	0	433,076
8/24/2024	ALDEBARAN	ROYAL ATLANTIC	0	88,605
8/24/2024	PACIFIC PRINCE	NORDIC FURY	2	413,848
8/24/2024	ALDEBARAN	ALASKAN DEFENDER	0	1,214,259
8/24/2024	ARCTIC WIND	DEFENDER	0	1,182,699
8/24/2024	DESTINATION	GREAT PACIFIC	0	419,233
8/24/2024	DESTINATION	BERING ROSE	0	629,889
8/25/2024	PACIFIC PRINCE	CAITLIN ANN	0	518,197
8/25/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	913,926
8/25/2024	PEGASUS	GLADIATOR	0	675,326
8/25/2024	ALYESKA	SUNSET BAY	0	409,162
8/25/2024	HALF MOON BAY	STORM PETREL	0	431,545
8/25/2024	DEFENDER-2	BERING DEFENDER	1	1,340,874
8/25/2024	DEFENDER	DEFENDER-2	0	476,369
8/25/2024	DEFENDER	DEFENDER-2	0	246,585
8/25/2024	DEFENDER	DEFENDER-2	0	1,182,699
8/26/2024	OCEAN EXPLORER	BRISTOL EXPLORER	0	238,169
8/26/2024	OCEAN HOPE 3	AMERICAN EAGLE	0	304,500
8/26/2024	OCEAN HOPE 3	AMERICAN EAGLE	0	29,529
8/26/2024	MISS BERDIE	AMERICAN EAGLE	0	28,105
8/26/2024	MISS BERDIE	AMERICAN EAGLE	0	42,572
8/26/2024	HALF MOON BAY	AMERICAN EAGLE	0	2,706
8/26/2024	ALDEBARAN	STARFISH	2	638,414
8/26/2024	DESTINATION	PATRICIA L	0	526,150
8/27/2024	CAPE KIWANDA	ROYAL AMERICAN	0	453,445
8/27/2024	TOPAZ	PACIFIC CHALLENGER	1	562,536
8/27/2024	TOPAZ	PACIFIC CHALLENGER	0	5,866
8/27/2024	TOPAZ	PACIFIC CHALLENGER	0	31,597
8/27/2024	DESTINATION	GREAT PACIFIC	0	399,157

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK (lbs.)
8/28/2024	VIKING EXPLORER	SOVEREIGNTY	0	864,803
8/28/2024	ALYESKA	STORM PETREL	0	339,315
8/28/2024	OCEAN EXPLORER	PACIFIC EXPLORER	0	325,694
8/28/2024	PREDATOR	DOMINATOR	0	665,194
8/28/2024	PEGASUS	GLADIATOR	1	708,943
8/28/2024	PACIFIC PRINCE	CAITLIN ANN	0	483,832
8/29/2024	HALF MOON BAY	AMERICAN EAGLE	0	474,976
8/30/2024	ALYESKA	COMMODORE	4	481,248
8/30/2024	ARCTIC WIND	DEFENDER-2	0	2,149,182
8/30/2024	DESTINATION	SEA WOLF	0	730,728
8/30/2024	ALASKA ROSE	BERING ROSE	0	747,693
8/31/2024	OCEAN EXPLORER	BRISTOL EXPLORER	1	813,144
8/31/2024	LESLIE LEE	NORTHERN PATRIOT	0	706,474
8/31/2024	CAPE KIWANDA	ROYAL AMERICAN	14	524,372
8/31/2024	CAPE KIWANDA	ROYAL AMERICAN	5	0
8/31/2024	DEFENDER-2	BERING DEFENDER	0	1,516,956
8/31/2024	ALYESKA	STORM PETREL	5	513,741
9/1/2024	HALF MOON BAY	PATRICIA L	0	127,913
9/1/2024	HALF MOON BAY	AMERICAN EAGLE	0	445,945
9/1/2024	PEGASUS	GLADIATOR	0	685,360
9/1/2024	PACIFIC PRINCE	CAITLIN ANN	4	580,129
9/1/2024	DESTINATION	PATRICIA L	17	407,890
9/1/2024	PACIFIC PRINCE	WESTWARD I	0	233,000
9/2/2024	OCEAN EXPLORER	BRISTOL EXPLORER	0	704,616
9/2/2024	HALF MOON BAY	COMMODORE	0	468,017
9/2/2024	MAR-GUN	ARGOSY	3	708,253
9/2/2024	MAR-GUN	ARGOSY	0	7,386
9/3/2024	HALF MOON BAY	STORM PETREL	0	592,221
9/3/2024	PACIFIC PRINCE	VIKING	0	157,736
9/4/2024	LESLIE LEE	NORTHERN PATRIOT	1	629,762
9/4/2024	LESLIE LEE	NORTHERN PATRIOT	0	13,935
9/4/2024	LISA MELINDA	NORTHERN PATRIOT	0	180,874
9/4/2024	PEGASUS	GLADIATOR	2	583,269
9/4/2024	PEGASUS	GLADIATOR	0	29,098
9/4/2024	PACIFIC RAM	GLADIATOR	0	94,788
9/4/2024	PACIFIC PRINCE	CAITLIN ANN	1	684,718
9/4/2024	ARCTIC WIND	DEFENDER-2	0	1,885,397
9/4/2024	ALYESKA	COMMODORE	1	463,210
9/4/2024	RAVEN	EXCALIBUR II	0	58,021

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/5/2024	CAPE KIWANDA	ROYAL AMERICAN	0	448,856
9/5/2024	CAPE KIWANDA	ROYAL AMERICAN	0	37,329
9/5/2024	MARGARET LYN	ROYAL AMERICAN	0	9,491
9/5/2024	HALF MOON BAY	AMERICAN EAGLE	0	487,530
9/5/2024	PACIFIC PRINCE	WESTWARD I	1	486,826
9/6/2024	OCEAN EXPLORER	BRISTOL EXPLORER	1	785,672
9/6/2024	PACIFIC RAM	GLADIATOR	0	185,291
9/6/2024	DEFENDER-2	BERING DEFENDER	0	1,566,243
9/7/2024	LISA MELINDA	NORTHERN PATRIOT	0	905,450
9/7/2024	HALF MOON BAY	COMMODORE	0	478,579
9/7/2024	HALF MOON BAY	COMMODORE	0	301
9/7/2024	AURORA	AURIGA	0	998,473
9/7/2024	OCEAN EXPLORER	ARCTIC EXPLORER	2	552,376
9/8/2024	MAJESTY	ARCTURUS	0	168,147
9/8/2024	MARGARET LYN	ROYAL AMERICAN	0	222,245
9/8/2024	MARGARET LYN	ROYAL AMERICAN	0	2,417
9/8/2024	MARK I	ROYAL AMERICAN	0	278,129
9/8/2024	ALYESKA	AMERICAN EAGLE	10	487,512
9/8/2024	PACIFIC PRINCE	CAITLIN ANN	1	632,645
9/9/2024	OCEAN EXPLORER	BRISTOL EXPLORER	0	771,287
9/9/2024	OCEAN EXPLORER	BRISTOL EXPLORER	0	112,967
9/9/2024	OCEAN EXPLORER	BRISTOL EXPLORER	0	33,417
9/9/2024	PACIFIC PRINCE	VIKING	10	825,194
9/9/2024	PACIFIC PRINCE	WESTWARD I	7	676,225
9/9/2024	PACIFIC VIKING	COLUMBIA	0	141,734
9/9/2024	OCEAN EXPLORER	ARCTIC EXPLORER	1	271,801
9/9/2024	OCEAN EXPLORER	ARCTIC EXPLORER	0	74,323
9/9/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	0	571,845
9/10/2024	HALF MOON BAY	COMMODORE	0	153,593
9/10/2024	HALF MOON BAY	COMMODORE	0	38,203
9/10/2024	ALYESKA	COMMODORE	0	266,766
9/10/2024	TOPAZ	PACIFIC CHALLENGER	0	433,459
9/10/2024	AURORA	AURIGA	2	1,322,577
9/10/2024	ELIZABETH F	PACIFIC CHALLENGER	0	122,461
9/10/2024	OCEANIC	PACIFIC CHALLENGER	0	40,452
9/10/2024	OCEANIC	PACIFIC CHALLENGER	0	6,092
9/10/2024	OCEANIC	PACIFIC CHALLENGER	0	32,982
9/10/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	2
9/11/2024	PREDATOR	DOMINATOR	0	754,266

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/11/2024	ALASKAN DEFENDER	BERING DEFENDER	0	103,755
9/11/2024	ALASKAN DEFENDER	BERING DEFENDER	0	3,041
9/11/2024	ALASKAN DEFENDER	BERING DEFENDER	0	2,964
9/11/2024	ALASKAN DEFENDER	BERING DEFENDER	0	46,002
9/12/2024	PACIFIC RAM	GLADIATOR	0	639,987
9/12/2024	MARK I	ROYAL AMERICAN	0	28,458
9/12/2024	MARK I	ROYAL AMERICAN	0	3,197
9/12/2024	PACIFIC VIKING	ROYAL AMERICAN	0	467,297
9/12/2024	MAJESTY	ARCTURUS	2	488,291
9/12/2024	PACIFIC PRINCE	CAITLIN ANN	3	638,125
9/12/2024	DEFENDER-2	BERING DEFENDER	1	1,212,080
9/12/2024	DEFENDER-2	BERING DEFENDER	0	71,430
9/12/2024	ALDEBARAN	DEFENDER-2	0	238,530
9/12/2024	ALDEBARAN	DEFENDER-2	0	28,660
9/12/2024	ARCTIC WIND	DEFENDER-2	1	1,764,898
9/12/2024	ARCTIC WIND	DEFENDER-2	0	72,814
9/13/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	1	872,975
9/13/2024	PACIFIC PRINCE	VIKING	0	724,175
9/13/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	0	890,137
9/13/2024	PACIFIC VIKING	COLUMBIA	0	546,127
9/13/2024	CHELSEA K	WESTWARD I	0	595,695
9/13/2024	ALASKAN DEFENDER	NORTHERN DEFENDER	0	123,146
9/14/2024	PACIFIC RAM	GLADIATOR	0	355,374
9/14/2024	MAJESTY	ARCTURUS	0	536,664
9/14/2024	PREDATOR	DOMINATOR	0	160,179
9/14/2024	AURORA	AURIGA	0	1,288,529
9/14/2024	SEEKER	DOMINATOR	0	568,440
9/14/2024	ELIZABETH F	PACIFIC CHALLENGER	0	623,236
9/14/2024	RAVEN	GLADIATOR	0	406,896
9/15/2024	PACIFIC VIKING	COLUMBIA	1	546,646
9/15/2024	PACIFIC VIKING	ROYAL AMERICAN	1	482,778
9/15/2024	CHELSEA K	VIKING	0	388,086
9/15/2024	CHELSEA K	VIKING	0	5,141
9/15/2024	CHELSEA K	VIKING	0	639
9/15/2024	PACIFIC PRINCE	VIKING	0	406,066
9/15/2024	PACIFIC PRINCE	VIKING	0	29,650
9/16/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	2	742,825
9/16/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	1	850,576
9/16/2024	PACIFIC PRINCE	CAITLIN ANN	1	648,531

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
9/16/2024	VIKING EXPLORER	SOVEREIGNTY	3	999,439
9/16/2024	AURORA	AURIGA	1	1,266,783
9/16/2024	ALDEBARAN	NORTHERN DEFENDER	1	802,971
9/17/2024	PACIFIC VIKING	TRAVELER	0	76,499
9/17/2024	PACIFIC VIKING	COLUMBIA	1	464,142
9/17/2024	SEEKER	DOMINATOR	1	728,391
9/17/2024	ELIZABETH F	PACIFIC CHALLENGER	1	644,748
9/18/2024	PACIFIC VIKING	ROYAL AMERICAN	4	374,463
9/18/2024	ALASKA ROSE	PROGRESS	0	186,162
9/18/2024	ALASKA ROSE	PROGRESS	0	2,810
9/18/2024	ALASKA ROSE	PROGRESS	0	7,572
9/18/2024	DESTINATION	PROGRESS	0	113,072
9/18/2024	DESTINATION	PROGRESS	0	50,384
9/19/2024	ALYESKA	PROGRESS	0	94,841
9/20/2024	ALDEBARAN	DEFENDER-2	0	2,091,659
9/20/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	0	896,968
9/20/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	1	867,255
9/20/2024	VIKING EXPLORER	SOVEREIGNTY	2	924,935
9/20/2024	ALYESKA	PROGRESS	0	331,414
9/21/2024	PACIFIC VIKING	TRAVELER	0	378,703
9/21/2024	SEEKER	DOMINATOR	0	150,623
9/21/2024	RAVEN	DOMINATOR	0	606,692
9/21/2024	ALDEBARAN	BERING DEFENDER	2	1,385,843
9/22/2024	PACIFIC VIKING	COLUMBIA	0	520,051
9/22/2024	PACIFIC VIKING	ROYAL AMERICAN	0	509,974
9/22/2024	ALYESKA	PROGRESS	0	85,842
9/22/2024	ALYESKA	PROGRESS	0	601,070
9/22/2024	ALSEA	SEADAWN	0	39,878
9/22/2024	ARGOSY	SEADAWN	0	132,389
9/22/2024	ARGOSY	SEADAWN	0	1,381
9/22/2024	ARGOSY	SEADAWN	0	298
9/22/2024	AURORA	AURIGA	1	1,308,752
9/23/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	931,603
9/23/2024	VIKING EXPLORER	SOVEREIGNTY	2	912,782
9/23/2024	ELIZABETH F	PACIFIC CHALLENGER	0	558,098
9/23/2024	ELIZABETH F	PACIFIC CHALLENGER	0	22,252
9/23/2024	ELIZABETH F	PACIFIC CHALLENGER	0	117,674
9/23/2024	ALDEBARAN	NORTHERN DEFENDER	0	768,074
9/24/2024	PACIFIC VIKING	COLUMBIA	0	522,520

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/24/2024	AURORA	AURIGA	1	1,316,046
9/25/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	3	900,072
9/25/2024	PACIFIC VIKING	ROYAL AMERICAN	1	568,789
9/25/2024	PACIFIC VIKING	TRAVELER	1	400,268
9/25/2024	NORTHWEST EXPLORER	TRAVELER	0	32,288
9/25/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	866,135
9/25/2024	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	70
9/25/2024	WESTERN DAWN	PACIFIC CHALLENGER	0	106
9/25/2024	ELIZABETH F	PACIFIC CHALLENGER	0	602,549
9/26/2024	VIKING EXPLORER	SOVEREIGNTY	1	888,432
9/26/2024	LISA MELINDA	NORTHERN PATRIOT	0	401,848
9/26/2024	LISA MELINDA	NORTHERN PATRIOT	0	15,520
9/26/2024	RAVEN	NORTHERN PATRIOT	2	426,454
9/27/2024	NORTHWEST EXPLORER	COLUMBIA	1	583,580
9/27/2024	NORTHERN RAM	GOLDEN DAWN	2	604,943
9/27/2024	AURORA	AURIGA	0	1,275,275
9/28/2024	NORTHWEST EXPLORER	ARCTIC EXPLORER	1	908,403
9/28/2024	NORTHWEST EXPLORER	ROYAL AMERICAN	1	524,549
9/29/2024	NORTHWEST EXPLORER	TRAVELER	2	402,032
9/29/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	8	59,480
9/29/2024	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	113,679
9/29/2024	ALDEBARAN	BRISTOL EXPLORER	0	679,229
9/29/2024	AURORA	AURIGA	1	1,295,751
9/30/2024	RAVEN	NORTHERN PATRIOT	0	50,393
9/30/2024	RAVEN	NORTHERN PATRIOT	14	19,658
9/30/2024	PACIFIC VIKING	NORTHERN PATRIOT	0	812,943
9/30/2024	VIKING EXPLORER	SOVEREIGNTY	15	904,263
9/30/2024	MAJESTY	ARCTURUS	0	485,916
10/1/2024	NORTHERN RAM	GOLDEN DAWN	11	710,549
10/1/2024	ALDEBARAN	COLUMBIA	6	541,733
10/1/2024	ALDEBARAN	ROYAL AMERICAN	1	473,954
10/1/2024	NORTHERN RAM	EXCALIBUR II	0	67,446
10/2/2024	ELIZABETH F	WALTER N	0	330,000
10/2/2024	PACIFIC VIKING	NORTHERN PATRIOT	2	594,724
10/2/2024	PACIFIC VIKING	NORTHERN PATRIOT	0	77,251
10/2/2024	VIKING EXPLORER	NORTHERN PATRIOT	0	142,755
10/2/2024	ALSEA	AURORA	0	56,381
10/2/2024	ALSEA	AURORA	0	1,004
10/2/2024	ALSEA	AURORA	0	60

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
10/2/2024	FIERCE ALLEGIANCE	AURORA	0	52,660
10/2/2024	FIERCE ALLEGIANCE	AURORA	0	983
10/2/2024	FIERCE ALLEGIANCE	AURORA	0	739
10/2/2024	AURORA	FIERCE ALLEGIANCE	0	1
10/3/2024	NORDIC STAR	AURORA	0	42,935
10/4/2024	ALDEBARAN	BRISTOL EXPLORER	7	931,554
10/4/2024	VIKING EXPLORER	GLADIATOR	0	688,874
10/5/2024	VIKING EXPLORER	SOVEREIGNTY	1	587,407
10/5/2024	VIKING EXPLORER	SOVEREIGNTY	0	84,131
10/5/2024	NORTHERN RAM	SOVEREIGNTY	0	265,909
10/5/2024	NORTHERN RAM	GOLDEN DAWN	6	690,894
10/5/2024	ALDEBARAN	COLUMBIA	3	71,673
10/5/2024	ALDEBARAN	COLUMBIA	0	103,818
10/5/2024	ALDEBARAN	COLUMBIA	0	326,752
10/5/2024	MAJESTY	ARCTURUS	2	535,396
10/8/2024	NORTHERN RAM	GOLDEN DAWN	6	788,188
10/8/2024	NORTHERN RAM	GOLDEN DAWN	10	0
10/9/2024	MAJESTY	ARCTURUS	6	543,780
10/9/2024	ELIZABETH F	WALTER N	0	308,495
10/9/2024	NORTHERN RAM	GLADIATOR	2	0
10/9/2024	NORTHERN RAM	GLADIATOR	0	586,282
10/9/2024	NORTHERN RAM	GLADIATOR	0	61,045
10/9/2024	MAJESTY	GLADIATOR	0	88,450
10/11/2024	SEEKER	ARCTURUS	0	577,612
10/11/2024	MAJESTY	GOLDEN DAWN	5	749,441
10/13/2024	ELIZABETH F	WALTER N	0	311,099
10/15/2024	SEEKER	ARCTURUS	0	483,677
10/15/2024	SEEKER	ARCTURUS	0	26,163
10/15/2024	ARCTIC RAM	ARCTURUS	0	17,982
10/16/2024	MAJESTY	GOLDEN DAWN	0	688,074
10/16/2024	MAJESTY	GOLDEN DAWN	0	70,517
10/16/2024	MAJESTY	GOLDEN DAWN	0	17,114
10/16/2024	PREDATOR	GOLDEN DAWN	0	8,431
10/16/2024	PREDATOR	GOLDEN DAWN	0	20,917
10/16/2024	ALDEBARAN	GOLDEN DAWN	0	4,131
10/17/2024	PEGASUS	ARCTURUS	0	20,116
10/17/2024	ALDEBARAN	ARCTURUS	0	13,219
10/17/2024	ARCTIC RAM	ARCTURUS	0	678,845
10/17/2024	ARCTIC RAM	MARCY J	2	14,350

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
10/19/2024	ARCTIC RAM	MARCY J	4	365,723
10/19/2024	ARCTIC RAM	MARCY J	1	0
10/20/2024	ARCTIC RAM	MARCY J	1	0
10/20/2024	ARCTIC RAM	MARCY J	1	339,073
10/26/2024	ARCTIC RAM	MARCY J	0	127,189
10/26/2024	ARCTIC RAM	MARCY J	0	9,163
10/26/2024	ARCTIC RAM	MARCY J	3	127,775
10/29/2024	PACIFIC RAM	ARCTIC RAM	6	10,000
10/29/2024	PACIFIC RAM	ARCTIC RAM	3	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.