2025 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 110 IPA Identification Number 1

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North Pacific Fisheries Management Council

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Introduction. In 2025 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.

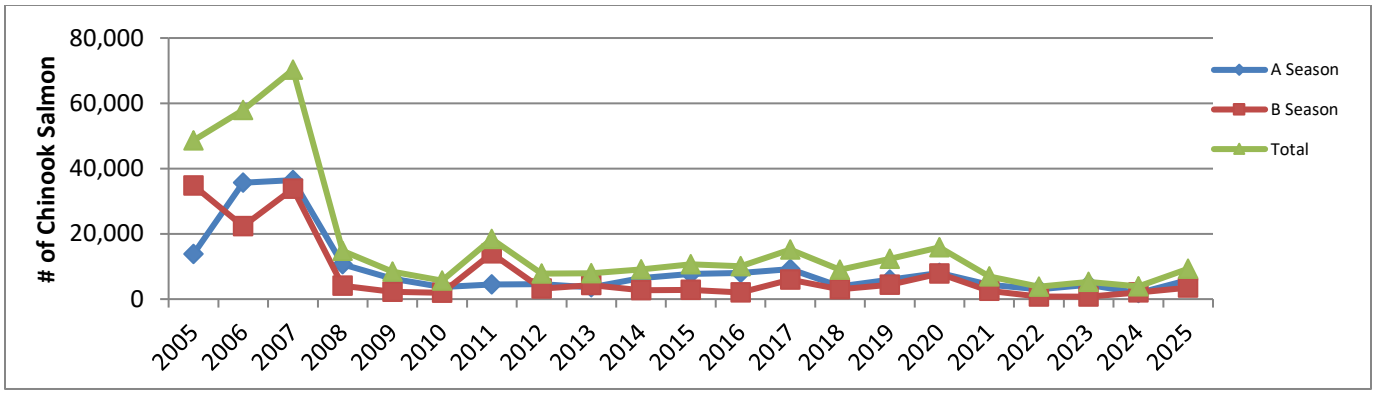
Most recently, the ISSIP was amended to include updates and additions to the chum salmon avoidance provisions. This update was submitted to NMFS for approval on June 3, 2024, in advance of the 2024 B season. NMFS approved the sixth amended ISSIP on June 13, 2024.

In October of 2024 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 2025. Consequently, the total 2025 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 2025 inshore sector's Performance Standard threshold was 18,525.

2025 Chinook Salmon Bycatch and Pollock Harvest Summary.

In 2025 the ISSIP members incidentally caught a total of 9,315 Chinook salmon; 5,815 Chinook in the A Season and 3,500 Chinook in the B Season (Source: NMFS Alaska Region).

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



The total 2025 pollock harvest by ISSIP members was 557,867 mt; 258,941 mt in the A Season and 298,926 mt in the B Season. Annually that calculates to 59.89 mt of pollock harvest for every one bycaught Chinook salmon. Seasonally, the A Season Chinook bycatch was 44.53 mt of pollock for every one bycaught Chinook salmon. The B Season yielded 85.41 mt of pollock for every one bycaught Chinook salmon.

Table 1. 2025 Pollock Harvest and Yield per Bycaught Salmon

	2025 Pollock Harvest (MT)	2025 Chinook Bycatch (number of fish)	Yield of pollock per 1 Chinook salmon (MT)	2025 Chum Bycatch (number of fish)	Yield of pollock per 1 chum salmon (MT)
Annual	557,867	9,315	59.89	73,505	7.59
A Season	258,941	5,815	44.53	321	806.67
B Season	298,926	3,500	85.41	73,184	4.08

Total 2025 non-Chinook (chum) salmon bycatch by the ISSIP members was 73,184 fish. The 2025 Genetic Stock Composition Analysis from the AFSC Auke Bay Lab is not yet available at the time of submitting this report. The best available science for 2025 genetic stock composition of chum bycatch by the ISSIP members is preliminary results from the Bristol Bay Science and Research Institute (BBSRI) Western Alaska Chum Salmon Bycatch Assessment for 2025. The Western Alaska (WAK) chum genetic group consists of both Coastal Western Alaska (CWAK) and Upper/Middle Yukon stock groups. The 2025 B season WAK chum genetic composition estimate for the inshore sector was 6.4% (4,683 WAK chum). The CWAK chum genetic composition estimate was 5.2% (3,805 CWAK chum) and the Upper/Middle Yukon chum genetic composition estimate was 1.2% (878 Upper/Middle Yukon chum). The WAK, CWAK, and Upper/Middle Yukon genetic composition estimates in 2025 were all less than the estimated genetic compositions in 2024.

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 2025 A and B seasons. The description below captures what was in place for the 2025 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 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 2025.

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.

No inter-sector (entity) transfers were conducted in 2025, Table F1.

Intra-sector transfers, that occurred in 2025 are found in Table F2.

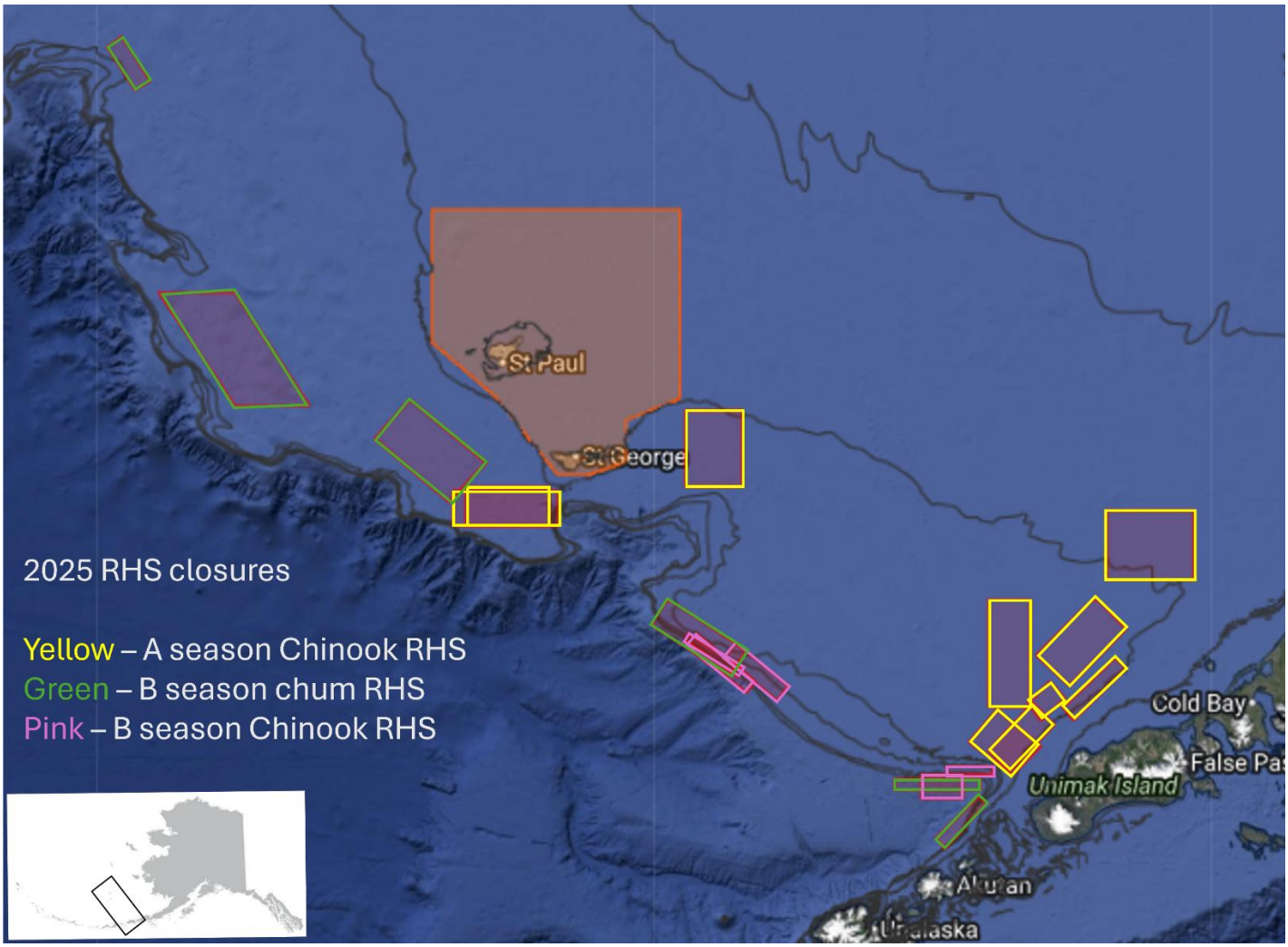
Insurance Pool. As both a protective measure and an incentive measure, the ISSIP requires each member to contribute to a collective insurance pool of 500 Chinook. The pool is in place to buffer vessels that may exceed their available credit limit in each season against regulatory caps. Each vessel's 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. 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 0.035 Chinook 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 2025.



There were no violations of the RHS program in 2025.

Chinook Conservation Area Agreement (CCAA). This area has been identified with a history of consistently high Chinook bycatch during the winter fishing. 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 in the ISSIP avoidance measures 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 2025.

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 2025, recognizing certain contingencies and limited relief mechanisms, there were three vessels that did were granted limited relief due to unforeseen damages to their excluder in B season. Each of the three vessels with limited relief fixed or replaced their excluder in a timely manner and finished their B season fishing with a salmon excluder. Additionally, two vessels that operate trawl nets that utilize fish pumps to get their fish aboard rather than a stern ramp were initially granted relief from the excluder requirements. Historically a fish pump net has not supported the traditional and effective excluder design. These two vessels, however, were in development of an excluder that could work for their gear and vessel design.

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 rate below the standard are prohibited from fishing for the remainder of the B season. If at the completion of an October fishing trip, a Vessel's October Chinook Bycatch Rate exceeds the September Chinook Bycatch Standard, the Vessel shall be allowed to make two (2) conditional fishing trips. If at the end of those two trips, the Vessel's October Bycatch Rate is equal to or less than the September Chinook Bycatch Standard, the Vessel may continue fishing. If at the end of any two conditional fishing trips a Vessel's October Bycatch Rate exceeds the September Bycatch Standard, the Vessel may no longer fish for pollock during the remainder of that B season.

In 2025 thirty inshore catcher vessels fished in the month of October. All vessels completed their B season fishing prior to October 30, 2025. During October, six vessels' cumulative October Chinook rate exceeded the "September Chinook

Bycatch Standard" of 0.103 Chinook per mt pollock. Each of the six vessels were given two conditional fishing trips to improve. All had either improved their cumulative October Chinook rate or had completed their B season fishing. No stop fishing orders had to be issued in 2025.

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.

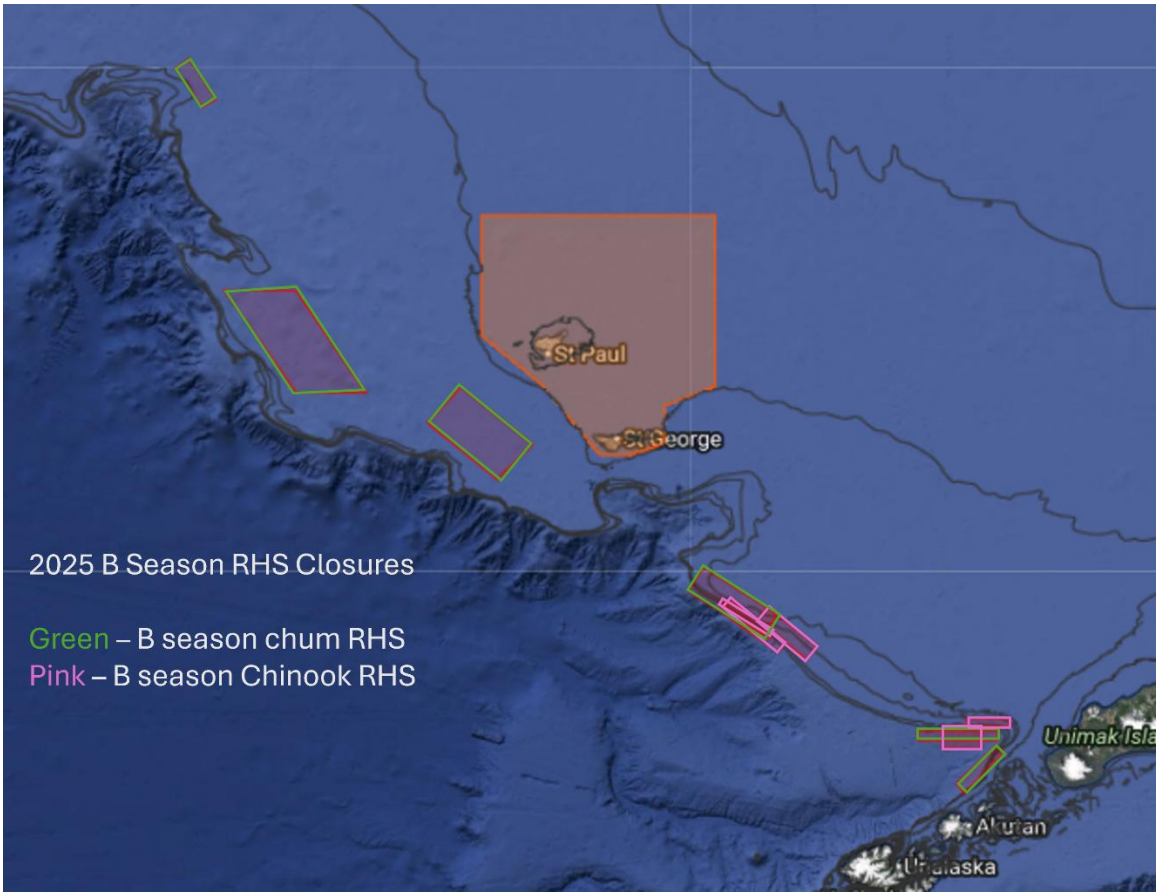
Section C. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures including the effectiveness of:

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 2025 due to avoidance of 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 eleven RHS closures for the 2025 B season, six RHS closures were for chum (green outline) and five RHS closures were for Chinook (pink outline). Chum RHS closures occurred throughout B season until Chinook RHS closures took priority mid-September.

Figure 4. 2025 B Season Rolling Hot Spot Closures



There were no violations of the RHS program in 2025.

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 2025 thirty vessels fished in the month of October most maintained a Chinook bycatch rate below the "September Chinook Bycatch Standard". No stop fishing orders were required and all vessels completed their B season fishing prior to October 30, 2025.

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 Inshore IPA was not amended in 2025.

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

TABLE E1. A SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2025 A SEASON ALLOCATIONS		2025 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN	ALDEBARAN	267,146	7	5,581,012	51
	ARCTIC EXPLORER	10,901,581	280	12,805,933	129
	ARCTIC RAM	2,273,699	58	0	0
	ARCTURUS	9,131,441	234	0	0
	BRISTOL EXPLORER	11,964,256	308	18,522,429	162
	COLUMBIA	201,542	5	10,594,226	82
	DOMINATOR	10,346,011	266	9,818,041	120
	EXCALIBUR II	3,073,365	79	1,312,763	12
	GLADIATOR	23,168,445	595	12,850,704	69
	GOLDEN DAWN	10,361,969	266	9,622,639	92
	GOLDEN PISCES	1,599,332	42	2,709,361	44
	LESLIE LEE	1,163,151	30	2,525,388	61
	LISA MELINDA	1,295,542	33	1,747,916	50
	MAJESTY	5,885,494	151	0	0
	MARCY J	1,063,266	27	0	0
	NORTHERN PATRIOT	19,347,425	498	13,985,262	132
	NORTHWEST EXPLORER	13,821,278	355	9,725,386	86
	OCEAN EXPLORER	13,761,584	353	8,715,656	19
	PACIFIC EXPLORER	10,484,904	269	0	0
	PACIFIC RAM	1,202,750	31	2,329,151	35
	PEGASUS	4,107,671	106	11,049,378	105
	PREDATOR	1,745,908	45	3,068,823	39
	RAVEN	4,205,782	108	5,834,871	62
	ROYAL AMERICAN	5,731,826	147	6,304,375	56
	ROYAL ATLANTIC	7,739,561	198	7,997,031	75
	SEEKER	2,183,862	56	3,654,568	73
	SOUTHERN COMFORT	8,527,997	219	0	0
	SOVEREIGNTY	13,896,930	357	14,170,777	217
	TRAVELER	244,096	7	5,101,645	16
	SEADAWN (AMEND 69)	0	0	2,018,890	36

COOP	VESSEL	2025 A SEASON ALLOCATIONS		2025 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
NORTHERN VICTOR	ALYESKA	7,205,859	185	0	0
	AMERICAN EAGLE	6,332,905	163	7,043,854	84
	COLLIER BROTHERS	727,560	18	0	0
	GOLD RUSH	2,520,159	65	0	0
	HALF MOON BAY	3,188,616	82	0	0
	HICKORY WIND	1,805,602	46	0	0
	MISS BERDIE	3,553,283	91	8,130,725	49
	NORDIC FURY	426,134	11	444,731	1
	OCEAN HOPE 3	2,464,602	63	0	0
	PACIFIC FURY	341,616	9	0	0
	PATRICIA L	7,271,464	187	8,433,430	108
	PROGRESS	9,190,544	236	14,528,747	184
	STORM PETREL	7,231,865	186	10,944,471	85
	SUNSET BAY	2,974,663	77	0	0
	COMMODORE (AMEND 69)	0	0	2,058,438	26
	VIKING (AMEND 69)	0	0	490,980	0
UNALASKA	ALASKA ROSE	14,189,491	365	12,380,294	122
	BERING ROSE	10,188,206	261	12,571,966	85
	COMMODORE	7,444,045	192	7,519,564	49
	GREAT PACIFIC	7,305,744	188	8,444,814	45
	NORTHERN DEFENDER	11,659,875	300	11,778,163	131
	PACIFIC VIKING	12,723,732	327	7,601,458	70
	SEA WOLF	8,957,677	230	12,413,025	107

COOP	VESSEL	2025 A SEASON ALLOCATIONS		2025 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
UNISEA	ALSEA	10,611,975	273	10,707,727	106
	AMERICAN BEAUTY	2,510,112	65	0	0
	ARCTIC WIND	6,076,989	156	0	0
	ARGOSY	10,416,935	268	11,249,861	90
	AURIGA	19,763,511	508	20,150,201	161
	AURORA	19,768,239	508	24,116,265	325
	FIERCE ALLEGIANCE	5,542,105	142	8,576,835	95
	MARGUN	616,446	16	0	0
	NORDIC STAR	8,190,518	210	8,484,753	114
	OCEAN LEADER	322,112	9	0	0
	OCEANIC	796,711	20	0	0
	PACIFIC CHALLENGER	992,933	25	2,633,034	18
	SEADAWN	8,338,276	214	9,959,817	123
	STARFISH	12,059,412	310	7,203,679	91
	STARLITE	7,241,321	186	7,524,257	52
	STARWARD	7,453,502	192	7,038,750	64
	WESTERN DAWN	2,335,758	60	0	0
	WILD FISH	20,580,908	529	0	0
	DEFENDER-2 (AMEND 69)	0	0	26,235,650	307
WESTWARD	ALASKAN DEFENDER	14,280,510	367	10,014,409	81
	BERING DEFENDER	12,357,883	320	21,526,080	231
	CAITLIN ANN	0	56	9,389,884	79
	CHELSEA K	27,920,932	707	27,995,859	388
	DEFENDER-2	7,219,453	167	0	0
	PACIFIC PRINCE	33,092,460	838	17,962,818	207
	VIKING	10,064,089	252	11,683,546	114
	WESTWARD I	9,604,266	236	10,631,116	80
	NORDIC FURY (AMEND 69)	0	0	3,587,864	29
	NORTHERN DEFENDER (AMEND 69)	0	0	1,033,271	13
OA	ELIZABETH F	2,266,607	58	343,131	2
	TOPAZ	489,374	13	0	0
	VANGUARD	333,933	9	0	0
	WALTER N	2,382,449	61	947,837	34

TABLE E2. B SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2025 B SEASON ALLOCATIONS				2025 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	ARCTIC EXPLORER	13,459,464	230	264	494	15,633,775	99	3,365
	ARCTIC RAM	5,103,976	69	37	106	0	0	0
	ARCTURUS	20,498,162	278	199	477	10,169,175	120	3,311
	BRISTOL EXPLORER	14,771,480	229	261	490	20,937,934	102	7,340
	COLUMBIA	248,831	157	205	362	14,905,525	96	986
	DOMINATOR	13,406,576	195	267	462	6,704,302	78	4,351
	EXCALIBUR II	5,586,295	81	73	154	3,877,353	2	190
	GLADIATOR	29,914,717	513	242	755	11,196,456	59	668
	GOLDEN DAWN	13,637,801	224	250	474	14,660,817	28	1,361
	GOLDEN PISCES	1,974,590	26	23	49	3,891,217	7	376
	LESLIE LEE	1,436,065	5	21	26	0	0	0
	LISA MELINDA	1,599,520	7	0	7	0	0	0
	MAJESTY	7,291,900	159	142	301	0	0	0
	MARCY J	2,386,809	32	17	49	0	0	0
	NORTHERN PATRIOT	24,853,499	421	330	751	22,315,696	92	1,812
	NORTHWEST EXPLORER	17,100,474	227	236	463	688,302	8	522
	OCEAN EXPLORER	18,284,085	384	252	636	0	0	0
	PACIFIC EXPLORER	13,128,213	177	235	412	12,538,878	21	615
	PACIFIC RAM	1,484,956	15	24	39	0	0	0
	PEGASUS	5,071,471	52	93	145	0	0	0
	PREDATOR	2,155,557	24	39	63	0	0	0
	RAVEN	5,192,602	68	99	167	0	0	0
	ROYAL AMERICAN	7,076,708	120	129	249	10,927,822	52	1,209
	ROYAL ATLANTIC	9,555,526	161	200	361	11,285,909	19	338
	SEEKER	2,696,271	10	44	54	0	0	0
	SOUTHERN COMFORT	10,528,957	41	3	44	0	0	0
	SOVEREIGNTY	17,157,626	207	322	529	20,345,196	109	6,559
	TRAVELER	301,370	6	5	11	2,382,510	21	138
	DEFENDER-2 (AMEND 69)	0	0	0	0	962,575	0	1
	SEADAWN (AMEND 69)	0	0	0	0	2,654,972	1	103

COOP	VESSEL	2025 B SEASON ALLOCATIONS				2025 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
NORTHERN VICTOR	ALYESKA	8,896,600	147	175	322	0	0	0
	AMERICAN EAGLE	7,818,822	119	128	247	10,104,568	156	575
	COLLIER BROTHERS	1,633,219	22	21	43	1,622,854	3	14
	GOLD RUSH	5,657,227	77	63	140	5,486,298	6	140
	HALF MOON BAY	4,359,439	84	76	160	0	0	0
	HICKORY WIND	2,229,258	55	50	105	0	0	0
	MISS BERDIE	4,387,004	59	61	120	0	0	0
	NORDIC FURY	530,447	12	4	16	873,353	0	11
	OCEAN HOPE 3	3,042,883	75	75	150	0	0	0
	PACIFIC FURY	421,771	11	3	14	0	0	0
	PATRICIA L	8,977,598	126	180	306	14,083,714	38	576
	PROGRESS	11,358,430	124	174	298	19,248,827	105	2,963
	STORM PETREL	8,929,966	152	164	316	14,433,803	159	1,041
	SUNSET BAY	3,672,620	86	83	169	0	0	0
	COMMODORE (AMEND 69)	0	0	0	0	3,505,928	67	120
	NORTHERN DEFENDER (AMEND 69)	0	0	0	0	1,865,474	48	120
UNALASKA	ALASKA ROSE	17,518,831	311	360	671	14,026,077	36	1,048
	BERING ROSE	12,578,707	225	230	455	15,884,153	47	541
	COMMODORE	9,190,749	178	182	360	9,190,578	32	276
	GREAT PACIFIC	9,019,921	178	179	357	7,795,640	81	506
	NORTHERN DEFENDER	14,395,801	224	294	518	13,362,261	25	350
	PACIFIC VIKING	16,204,383	318	371	689	12,273,106	17	840
	SEA WOLF	11,059,455	166	201	367	15,402,308	39	578
	ALASKAN DEFENDER (AMEND 69)	0	0	0	0	1,033,271	0	9

COOP	VESSEL	2025 B SEASON ALLOCATIONS				2025 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
UNISEA	ALSEA	13,113,923	218	237	455	12,466,261	75	593
	AMERICAN BEAUTY	3,161,059	77	26	103	3,641,524	15	70
	ARCTIC WIND	7,660,153	29	151	180	0	0	0
	ARGOSY	12,861,104	244	274	518	12,139,704	10	2,626
	AURIGA	24,400,708	440	491	931	21,001,857	46	521
	AURORA	24,406,545	279	492	771	22,981,953	98	2,984
	FIERCE ALLEGIANCE	6,886,181	154	174	328	10,769,326	10	162
	MARGUN	761,085	3	0	3	0	0	0
	NORDIC STAR	10,112,294	136	178	314	9,180,331	18	467
	OCEAN LEADER	397,691	8	8	16	0	0	0
	OCEANIC	983,647	9	21	30	0	0	0
	PACIFIC CHALLENGER	1,225,910	29	25	54	9,398,730	74	935
	SEADAWN	10,294,721	146	206	352	9,743,899	48	4,846
	STARFISH	15,408,301	182	236	418	12,639,329	76	2,061
	STARLITE	8,957,846	169	154	323	7,186,893	19	293
	STARWARD	9,261,340	164	153	317	8,533,940	24	205
	WESTERN DAWN	2,883,806	71	56	127	0	0	0
	WILD FISH	25,734,506	477	0	477	0	0	0
	BERING DEFENDER (AMEND 69)	0	0	0	0	3,286,246	86	503
	DEFENDER-2 (AMEND 69)	0	0	0	0	25,091,642	75	1,069
	NORTHERN DEFENDER (AMEND 69)	0	0	0	0	928,170	120	61
WESTWARD	ALASKAN DEFENDER	19,258,397	342	333	675	13,173,733	7	512
	BERING DEFENDER	15,431,865	217	284	501	26,688,385	101	1,519
	CAITLIN ANN	4,927,718	67	54	121	8,551,490	139	482
	CHELSEA K	33,706,595	451	629	1,080	18,791,519	287	888
	DEFENDER-2	7,360,565	131	178	309	0	0	0
	PACIFIC PRINCE	39,829,448	678	789	1,467	25,614,403	151	1,100
	VIKING	11,835,864	185	221	406	19,750,341	134	1,494
	WESTWARD I	10,942,702	201	205	406	14,572,149	47	5,793
	NORDIC FURY (AMEND 69)	0	0	0	0	4,402,816	5	99
	NORTHERN DEFENDER (AMEND 69)	0	0	0	0	2,188,709	2	19

COOP	VESSEL	2025 B SEASON ALLOCATIONS				2025 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
OA	ELIZABETH F	4,744,924	67	55	122	2,969,854	11	70
	TOPAZ	1,098,542	15	14	29	0	0	0
	VANGUARD	749,609	10	9	19	3,251,523	15	720
	WALTER N	4,400,259	39	50	89	3,603,495	9	65

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 2025			

TABLE F2. TRANSFERS AMONG COOP MEMBERS

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
1/20/2025	NORTHWEST EXPLORER	ALDEBARAN	100	0
1/20/2025	NORTHWEST EXPLORER	ALDEBARAN	0	3,809,914
1/20/2025	SOUTHERN COMFORT	COLUMBIA	214	0
1/20/2025	SOUTHERN COMFORT	COLUMBIA	0	8,225,437
1/21/2025	PACIFIC PRINCE	NORDIC FURY	6	461,996
1/22/2025	PACIFIC PRINCE	CAITLIN ANN	6	572,842
1/22/2025	SOUTHERN COMFORT	COLUMBIA	5	302,551
1/22/2025	NORTHWEST EXPLORER	ALDEBARAN	8	390,081
1/23/2025	STARFISH	FIERCE ALLEGIANCE	9	345,889
1/26/2025	PACIFIC PRINCE	NORDIC FURY	8	418,776
1/29/2025	NORTHERN PATRIOT	SEADAWN	35	688,558
1/29/2025	PACIFIC PRINCE	CAITLIN ANN	19	687,043
1/30/2025	ALYESKA	AMERICAN EAGLE	9	444,698
1/30/2025	ALYESKA	STORM PETREL	12	537,793
1/30/2025	STARFISH	FIERCE ALLEGIANCE	36	863,854
1/31/2025	ARCTIC WIND	DEFENDER-2	49	2,025,120
2/3/2025	PACIFIC PRINCE	NORDIC FURY	3	444,509
2/3/2025	PACIFIC PRINCE	CAITLIN ANN	0	79
2/4/2025	PACIFIC PRINCE	CAITLIN ANN	5	644,470
2/4/2025	STARFISH	FIERCE ALLEGIANCE	17	972,081
2/5/2025	MAJESTY	LESLIE LEE	5	340,140
2/6/2025	PACIFIC PRINCE	NORDIC FURY	3	444,919
2/7/2025	WILD FISH	DEFENDER-2	51	2,118,349
2/8/2025	MARGUN	ARGOSY	16	616,445
2/8/2025	MARGUN	ARGOSY	0	6,259
2/10/2025	PACIFIC EXPLORER	TRAVELER	0	160,752
2/10/2025	NORTHERN PATRIOT	SEADAWN	0	674,770
2/10/2025	STARFISH	FIERCE ALLEGIANCE	16	868,832
2/12/2025	PACIFIC PRINCE	NORDIC FURY	1	505,442
2/12/2025	PACIFIC PRINCE	CAITLIN ANN	4	679,892
2/13/2025	ALYESKA	STORM PETREL	4	530,090
2/14/2025	WILD FISH	DEFENDER-2	11	1,922,105
2/16/2025	PACIFIC EXPLORER	TRAVELER	2	430,690
2/16/2025	PACIFIC PRINCE	NORDIC FURY	8	397,921
2/16/2025	PACIFIC PRINCE	CAITLIN ANN	4	645,420
2/17/2025	OCEANIC	PACIFIC CHALLENGER	15	711,224
2/17/2025	ALYESKA	PATRICIA L	5	544,773
2/17/2025	STARFISH	FIERCE ALLEGIANCE	2	75,927
2/18/2025	ALYESKA	PROGRESS	4	685,626

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
2/19/2025	PACIFIC PRINCE	NORDIC FURY	0	490,680
2/20/2025	PACIFIC PRINCE	CAITLIN ANN	0	669,991
2/20/2025	WILD FISH	DEFENDER-2	18	2,028,383
2/20/2025	PACIFIC EXPLORER	TRAVELER	2	414,305
2/22/2025	PACIFIC PRINCE	NORDIC FURY	0	423,620
2/22/2025	OCEANIC	PACIFIC CHALLENGER	0	85,486
2/22/2025	OCEAN LEADER	PACIFIC CHALLENGER	2	322,113
2/23/2025	PACIFIC PRINCE	CAITLIN ANN	0	747,035
2/24/2025	HICKORY WIND	MISS BERDIE	0	287,308
2/24/2025	MAJESTY	TRAVELER	0	441,532
2/24/2025	WILD FISH	DEFENDER-2	0	2,126,587
2/25/2025	PACIFIC FURY	NORDIC FURY	0	18,596
2/25/2025	PACIFIC PRINCE	CAITLIN ANN	0	170
2/26/2025	PACIFIC PRINCE	CAITLIN ANN	11	742,507
2/26/2025	ALYESKA	PROGRESS	2	709,974
2/27/2025	WILD FISH	DEFENDER-2	8	1,916,950
2/27/2025	HICKORY WIND	MISS BERDIE	0	429,348
2/27/2025	MAJESTY	TRAVELER	1	461,614
2/27/2025	NORTHERN PATRIOT	PEGASUS	1	539,594
3/1/2025	HICKORY WIND	MISS BERDIE	0	448,085
3/2/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	521,227
3/2/2025	NORTHERN PATRIOT	PEGASUS	0	564,539
3/2/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	51
3/3/2025	MAJESTY	TRAVELER	0	448,457
3/3/2025	PACIFIC PRINCE	CAITLIN ANN	0	677,524
3/3/2025	ALYESKA	PROGRESS	0	731,760
3/4/2025	HICKORY WIND	MISS BERDIE	0	470,230
3/4/2025	WILD FISH	DEFENDER-2	3	2,020,296
3/5/2025	PACIFIC EXPLORER	ALDEBARAN	89	0
3/5/2025	PACIFIC EXPLORER	ALDEBARAN	0	3,194,245
3/6/2025	NORTHERN PATRIOT	PEGASUS	0	506,505
3/6/2025	HICKORY WIND	MISS BERDIE	0	170,627
3/6/2025	OCEAN HOPE 3	MISS BERDIE	0	266,660
3/6/2025	OCEAN HOPE 3	MISS BERDIE	0	1,041
3/7/2025	MAJESTY	TRAVELER	1	423,605
3/7/2025	PACIFIC PRINCE	CAITLIN ANN	2	639,767
3/7/2025	ALYESKA	STORM PETREL	0	542,945
3/8/2025	NORTHERN PATRIOT	SEADAWN	1	655,559
3/8/2025	OCEAN HOPE 3	MISS BERDIE	0	406,882

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
3/9/2025	NORTHERN PATRIOT	PEGASUS	0	513,579
3/9/2025	DEFENDER-2	BERING DEFENDER	0	509,157
3/9/2025	PACIFIC FURY	VIKING	0	323,019
3/9/2025	PACIFIC FURY	VIKING	0	3,470
3/9/2025	SUNSET BAY	VIKING	0	164,491
3/9/2025	WILD FISH	DEFENDER-2	6	1,998,056
3/9/2025	ALASKA ROSE	SEA WOLF	0	375,539
3/10/2025	MAJESTY	TRAVELER	3	410,974
3/10/2025	ALASKA ROSE	BERING ROSE	0	676,448
3/10/2025	ALASKA ROSE	SEA WOLF	0	730,320
3/12/2025	SOUTHERN COMFORT	COLUMBIA	0	86,604
3/12/2025	PACIFIC VIKING	SEA WOLF	0	748,272
3/12/2025	PACIFIC VIKING	BERING ROSE	0	787,589
3/15/2025	SUNSET BAY	PROGRESS	0	327,547
3/15/2025	SUNSET BAY	STORM PETREL	0	360,951
3/15/2025	ALASKA ROSE	SEA WOLF	0	168,182
3/15/2025	ALASKA ROSE	SEA WOLF	0	2,806
3/15/2025	PACIFIC VIKING	SEA WOLF	0	599,297
3/16/2025	WILD FISH	DEFENDER-2	13	2,086,622
3/16/2025	MAJESTY	SEEKER	0	150,470
3/16/2025	OCEAN HOPE 3	MISS BERDIE	0	367,195
3/17/2025	DEFENDER-2	BERING DEFENDER	13	1,440,228
3/17/2025	MAJESTY	TRAVELER	0	447,106
3/17/2025	NORTHERN PATRIOT	PEGASUS	0	449,026
3/17/2025	GLADIATOR	PREDATOR	0	143,843
3/17/2025	GLADIATOR	PREDATOR	0	142,048
3/17/2025	HALF MOON BAY	STORM PETREL	0	1,259
3/17/2025	HALF MOON BAY	PROGRESS	0	11,471
3/18/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	0	266,825
3/19/2025	MAJESTY	GOLDEN PISCES	2	195,444
3/19/2025	PACIFIC VIKING	BERING ROSE	0	816,256
3/19/2025	PACIFIC VIKING	SEA WOLF	0	739,961
3/19/2025	PACIFIC VIKING	GREAT PACIFIC	0	38,398
3/20/2025	HICKORY WIND	MISS BERDIE	0	18,336
3/20/2025	OCEAN HOPE 3	MISS BERDIE	0	435,648
3/20/2025	WILD FISH	DEFENDER-2	17	2,027,560
3/20/2025	DEFENDER-2	BERING DEFENDER	6	1,435,560
3/21/2025	MAJESTY	SEEKER	0	372,451
3/21/2025	PACIFIC EXPLORER	PREDATOR	6	347,162

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
3/21/2025	MAJESTY	PEGASUS	0	554,804
3/21/2025	SUNSET BAY	COMMODORE	5	70,848
3/22/2025	ALDEBARAN	TRAVELER	2	0
3/22/2025	ALDEBARAN	TRAVELER	0	417,509
3/22/2025	SUNSET BAY	STORM PETREL	0	564,694
3/23/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	2	867,566
3/23/2025	OCEAN HOPE 3	MISS BERDIE	0	413,368
3/23/2025	SUNSET BAY	PROGRESS	0	717,247
3/24/2025	PACIFIC PRINCE	CAITLIN ANN	6	647,828
3/24/2025	WILD FISH	DEFENDER-2	24	2,009,308
3/24/2025	PACIFIC VIKING	GREAT PACIFIC	0	497,005
3/25/2025	DEFENDER-2	BERING DEFENDER	13	1,310,905
3/25/2025	FIERCE ALLEGIANCE	ARGOSY	0	104,433
3/25/2025	ALYESKA	COMMODORE	6	469,652
3/25/2025	ALYESKA	STORM PETREL	0	525,052
3/25/2025	MAJESTY	SEEKER	0	401,757
3/26/2025	ALDEBARAN	TRAVELER	0	413,192
3/26/2025	ALDEBARAN	TRAVELER	1	0
3/26/2025	ALDEBARAN	TRAVELER	2	0
3/26/2025	PACIFIC EXPLORER	PREDATOR	3	334,932
3/26/2025	MAJESTY	PEGASUS	0	521,366
3/26/2025	SUNSET BAY	PROGRESS	0	702,923
3/27/2025	OCEAN HOPE 3	MISS BERDIE	0	399,501
3/28/2025	PACIFIC PRINCE	CAITLIN ANN	3	684,612
3/28/2025	ARCTIC WIND	DEFENDER-2	54	1,872,408
3/28/2025	ALYESKA	COMMODORE	2	496,372
3/28/2025	SUNSET BAY	STORM PETREL	0	65,958
3/28/2025	SUNSET BAY	STORM PETREL	0	30,208
3/28/2025	HALF MOON BAY	STORM PETREL	0	480,210
3/28/2025	PACIFIC EXPLORER	PREDATOR	0	154,008
3/28/2025	GLADIATOR	PREDATOR	0	183,191
3/29/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	1	241,631
3/29/2025	DEFENDER-2	BERING DEFENDER	9	1,447,443
3/29/2025	HALF MOON BAY	PROGRESS	0	752,454
3/29/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	2	961,457
3/29/2025	MAJESTY	PEGASUS	0	516,000
3/29/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	0	99
3/30/2025	HALF MOON BAY	STORM PETREL	0	1,259
3/30/2025	HALF MOON BAY	PROGRESS	0	11,471

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
3/30/2025	HALF MOON BAY	MISS BERDIE	0	73,436
3/30/2025	OCEAN HOPE 3	MISS BERDIE	0	174,304
3/30/2025	OCEAN HOPE 3	MISS BERDIE	0	25,029
3/30/2025	ALYESKA	MISS BERDIE	0	154,352
3/30/2025	PACIFIC PRINCE	VIKING	0	716,330
3/30/2025	PACIFIC VIKING	GREAT PACIFIC	0	529,475
3/31/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	12	791,540
3/31/2025	ALASKAN DEFENDER	BERING DEFENDER	0	334,944
3/31/2025	ARCTIC WIND	DEFENDER-2	53	2,083,871
3/31/2025	HALF MOON BAY	COMMODORE	5	508,760
4/1/2025	PACIFIC PRINCE	CAITLIN ANN	9	678,240
4/1/2025	PACIFIC EXPLORER	ARCTIC EXPLORER	2	872,381
4/1/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	1	877,602
4/1/2025	ALYESKA	PROGRESS	22	605,867
4/2/2025	DEFENDER-2	BERING DEFENDER	27	1,076,154
4/2/2025	DEFENDER-2	BERING DEFENDER	0	73,315
4/2/2025	PACIFIC PRINCE	WESTWARD I	0	237,504
4/2/2025	GLADIATOR	PEGASUS	0	504,986
4/2/2025	GLADIATOR	PACIFIC RAM	3	190,027
4/3/2025	STARWARD	STARLITE	0	226,860
4/3/2025	HALF MOON BAY	COMMODORE	8	212,728
4/3/2025	HALF MOON BAY	COMMODORE	0	300,077
4/3/2025	MAJESTY	COLUMBIA	8	199,767
4/3/2025	MAJESTY	COLUMBIA	0	34,302
4/3/2025	GLADIATOR	RAVEN	0	261,062
4/4/2025	PACIFIC PRINCE	VIKING	0	800,923
4/4/2025	PACIFIC PRINCE	CAITLIN ANN	10	672,453
4/4/2025	STARWARD	SEADAWN	0	204,591
4/4/2025	AURIGA	AURORA	0	278,871
4/5/2025	GLADIATOR	PEGASUS	0	500,156
4/5/2025	PACIFIC EXPLORER	ARCTIC EXPLORER	24	921,260
4/5/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	10	498,515
4/5/2025	PACIFIC EXPLORER	BRISTOL EXPLORER	0	106,477
4/5/2025	OCEAN EXPLORER	BRISTOL EXPLORER	4	235,248
4/7/2025	GLADIATOR	RAVEN	0	308,526
4/7/2025	GLADIATOR	PACIFIC RAM	0	277,584
4/8/2025	GLADIATOR	LISA MELINDA	0	180,470
4/8/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	906,683
4/8/2025	GLADIATOR	GOLDEN PISCES	10	240,976

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
4/8/2025	ALASKAN DEFENDER	BERING DEFENDER	0	1,414,985
4/8/2025	AURIGA	AURORA	1	1,296,608
4/9/2025	GLADIATOR	LESLIE LEE	11	350,484
4/9/2025	ALDEBARAN	ROYAL AMERICAN	0	23,526
4/9/2025	GLADIATOR	PEGASUS	10	483,090
4/9/2025	PACIFIC PRINCE	WESTWARD I	1	691,812
4/9/2025	STARFISH	SEADAWN	15	683,291
4/10/2025	GLADIATOR	PACIFIC RAM	0	261,155
4/10/2025	GLADIATOR	RAVEN	0	331,390
4/10/2025	WESTERN DAWN	AURIGA	0	487,605
4/10/2025	HALF MOON BAY	AMERICAN EAGLE	0	201,939
4/11/2025	GLADIATOR	SEEKER	11	369,034
4/11/2025	GLADIATOR	LISA MELINDA	17	258,745
4/11/2025	OCEAN EXPLORER	BRISTOL EXPLORER	3	851,424
4/11/2025	GLADIATOR	PEGASUS	17	498,484
4/11/2025	WESTERN DAWN	AURORA	0	1,300,909
4/11/2025	ALYESKA	PATRICIA L	7	226,899
4/11/2025	ALYESKA	PATRICIA L	0	73,178
4/11/2025	HALF MOON BAY	PATRICIA L	0	243,271
4/12/2025	GLADIATOR	LESLIE LEE	14	332,245
4/12/2025	GLADIATOR	GOLDEN PISCES	9	214,375
4/12/2025	STARFISH	SEADAWN	0	648,978
4/12/2025	GLADIATOR	RAVEN	0	356,152
4/12/2025	ALDEBARAN	ROYAL AMERICAN	1	0
4/12/2025	ALDEBARAN	ROYAL AMERICAN	0	490,815
4/13/2025	GLADIATOR	PACIFIC RAM	5	273,794
4/13/2025	OCEANIC	AURIGA	0	8,091
4/13/2025	OCEAN LEADER	AURIGA	0	3,272
4/13/2025	PACIFIC CHALLENGER	AURIGA	0	10,033
4/13/2025	PACIFIC CHALLENGER	AURIGA	0	51
4/13/2025	WESTERN DAWN	AURIGA	0	25,964
4/13/2025	WESTERN DAWN	AURIGA	0	23,720
4/13/2025	AMERICAN BEAUTY	AURIGA	0	1,202,730
4/13/2025	ALDEBARAN	TRAVELER	0	385,326
4/13/2025	GLADIATOR	PEGASUS	3	246,346
4/14/2025	ALDEBARAN	COLUMBIA	0	352,726
4/14/2025	ALDEBARAN	COLUMBIA	1	0
4/14/2025	GLADIATOR	COLUMBIA	0	155,351
4/14/2025	GLADIATOR	ROYAL ATLANTIC	0	178,872

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
4/14/2025	AMERICAN BEAUTY	AURORA	0	1,270,880
4/15/2025	OCEAN EXPLORER	BRISTOL EXPLORER	4	864,870
4/15/2025	GLADIATOR	RAVEN	2	329,247
4/15/2025	GLADIATOR	PACIFIC RAM	5	111,624
4/15/2025	GLADIATOR	SEEKER	6	154,813
4/15/2025	GLADIATOR	LESLIE LEE	1	327,554
4/16/2025	GLADIATOR	PEGASUS	0	501,511
6/5/2025	GLADIATOR	GOLDEN PISCES	0	206,586
6/5/2025	OCEAN EXPLORER	COLUMBIA	4	518,549
6/8/2025	GLADIATOR	SOVEREIGNTY	0	132,720
6/8/2025	WILD FISH	NORDIC STAR	0	211,057
6/9/2025	GLADIATOR	GOLDEN PISCES	0	236,406
6/9/2025	OCEAN EXPLORER	COLUMBIA	1	515,339

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DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
6/10/2025	SOUTHERN COMFORT	COLUMBIA	0	10,423,095
6/10/2025	SOUTHERN COMFORT	COLUMBIA	0	105,723
6/10/2025	SOUTHERN COMFORT	COLUMBIA	0	126
6/11/2025	SOUTHERN COMFORT	COLUMBIA	41	0
6/11/2025	COLUMBIA	SOUTHERN COMFORT	41	0
6/11/2025	SOUTHERN COMFORT	COLUMBIA	41	0
6/12/2025	SEADAWN	STARWARD	0	204,591
6/16/2025	ARGOSY	FIERCE ALLEGIANCE	0	104,433
6/18/2025	RAVEN	EXCALIBUR II	0	78,249
6/19/2025	NORTHWEST EXPLORER	ALDEBARAN	2	0
6/19/2025	NORTHWEST EXPLORER	ALDEBARAN	66	0
6/19/2025	OCEAN EXPLORER	ALDEBARAN	66	0
6/19/2025	OCEAN EXPLORER	ALDEBARAN	51	0
6/19/2025	NORTHWEST EXPLORER	ALDEBARAN	0	5,099,994
6/19/2025	OCEAN EXPLORER	ALDEBARAN	0	5,099,994
6/19/2025	AURIGA	PACIFIC CHALLENGER	0	494,060
6/20/2025	WILD FISH	DEFENDER-2	0	2,006,963
6/21/2025	ALYESKA	PROGRESS	3	720,556
6/22/2025	AURIGA	PACIFIC CHALLENGER	0	211,972
6/22/2025	ALYESKA	PATRICIA L	1	550,910
6/27/2025	WILD FISH	DEFENDER-2	1	1,492,239
6/27/2025	AURIGA	PACIFIC CHALLENGER	0	514,810
6/27/2025	STARFISH	FIERCE ALLEGIANCE	0	241,701
6/30/2025	AURIGA	PACIFIC CHALLENGER	0	540,624
6/30/2025	AURORA	PACIFIC CHALLENGER	0	24,659
6/30/2025	RAVEN	SEADAWN	1	621,059
7/2/2025	RAVEN	SEADAWN	0	76,954
7/3/2025	ALYESKA	AMERICAN EAGLE	0	464,370
7/5/2025	GLADIATOR	DEFENDER-2	0	962,575
7/5/2025	GLADIATOR	GOLDEN PISCES	1	210,197
7/5/2025	WILD FISH	DEFENDER-2	0	500,793
7/6/2025	RAVEN	SEADAWN	0	639,406
7/7/2025	PACIFIC PRINCE	NORDIC FURY	0	187,452
7/8/2025	GLADIATOR	GOLDEN PISCES	0	272,405
7/8/2025	STARFISH	FIERCE ALLEGIANCE	3	868,847
7/8/2025	ALYESKA	PROGRESS	0	724,797
7/8/2025	ALYESKA	STORM PETREL	4	546,040
7/10/2025	PACIFIC PRINCE	NORDIC FURY	0	432,483
7/10/2025	WILD FISH	DEFENDER-2	7	1,713,263

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
7/11/2025	HALF MOON BAY	COMMODORE	1	477,141
7/11/2025	RAVEN	SEADAWN	0	647,327
7/12/2025	PACIFIC PRINCE	NORDIC FURY	0	414,109
7/12/2025	GLADIATOR	GOLDEN PISCES	0	261,234
7/15/2025	PACIFIC PRINCE	NORDIC FURY	0	440,745
7/15/2025	HALF MOON BAY	COMMODORE	3	497,841
7/15/2025	RAVEN	SEADAWN	0	670,222
7/16/2025	WILD FISH	DEFENDER-2	1	1,786,906
7/16/2025	GLADIATOR	GOLDEN PISCES	2	247,211
7/17/2025	STARFISH	FIERCE ALLEGIANCE	1	895,682
7/18/2025	PACIFIC PRINCE	NORDIC FURY	1	495,887
7/19/2025	AURORA	AMERICAN BEAUTY	0	467,265
7/19/2025	HALF MOON BAY	COMMODORE	0	500,054
7/19/2025	ALYESKA	PROGRESS	0	731,325
7/20/2025	GLADIATOR	GOLDEN PISCES	0	269,588
7/20/2025	PACIFIC PRINCE	NORDIC FURY	0	413,384
7/20/2025	ALYESKA	PATRICIA L	1	572,875
7/21/2025	WILD FISH	DEFENDER-2	2	1,972,897
7/22/2025	STARFISH	FIERCE ALLEGIANCE	3	862,915
7/23/2025	ALYESKA	COMMODORE	0	503,615
7/24/2025	PACIFIC PRINCE	NORDIC FURY	0	467,152
7/24/2025	GLADIATOR	GOLDEN PISCES	0	221,097
7/24/2025	AURORA	AMERICAN BEAUTY	0	489,362
7/26/2025	PACIFIC PRINCE	NORDIC FURY	0	421,332
7/27/2025	GLADIATOR	GOLDEN PISCES	0	224,097
7/27/2025	WILD FISH	DEFENDER-2	2	2,047,364
7/29/2025	PACIFIC PRINCE	NORDIC FURY	1	298,644
7/30/2025	AURORA	AMERICAN BEAUTY	0	471,319
7/31/2025	GLADIATOR	GOLDEN PISCES	1	210,797
7/31/2025	ALDEBARAN	TRAVELER	0	46,306
8/1/2025	ALDEBARAN	ROYAL AMERICAN	1	0
8/1/2025	ALDEBARAN	ROYAL AMERICAN	0	273,111
8/1/2025	WILD FISH	DEFENDER-2	4	1,869,046
8/1/2025	ALASKA ROSE	SEA WOLF	0	607,230
8/2/2025	PACIFIC PRINCE	NORDIC FURY	3	439,833
8/2/2025	ALYESKA	PATRICIA L	0	574,764
8/3/2025	AURORA	PACIFIC CHALLENGER	0	651,121
8/3/2025	TOPAZ	VANGUARD	0	125,434
8/3/2025	ALYESKA	PROGRESS	2	745,905

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
8/4/2025	ALDEBARAN	TRAVELER	1	0
8/4/2025	ALDEBARAN	TRAVELER	0	383,315
8/4/2025	STARFISH	FIERCE ALLEGIANCE	0	81,481
8/7/2025	ALDEBARAN	ROYAL AMERICAN	4	0
8/7/2025	ALDEBARAN	ROYAL AMERICAN	0	502,878
8/7/2025	PACIFIC PRINCE	NORDIC FURY	0	391,790
8/8/2025	WILD FISH	DEFENDER-2	7	1,963,589
8/9/2025	ALDEBARAN	TRAVELER	0	395,350
8/9/2025	ALDEBARAN	TRAVELER	1	0
8/9/2025	ALASKA ROSE	SEA WOLF	0	685,324
8/9/2025	ALYESKA	STORM PETREL	3	555,388
8/10/2025	TOPAZ	VANGUARD	1	288,761
8/10/2025	AURORA	PACIFIC CHALLENGER	0	4,500
8/10/2025	OCEANIC	PACIFIC CHALLENGER	0	566,318
8/11/2025	ALDEBARAN	ROYAL AMERICAN	2	0
8/11/2025	ALDEBARAN	ROYAL AMERICAN	0	179,619
8/11/2025	STARFISH	FIERCE ALLEGIANCE	3	909,560
8/11/2025	ALASKA ROSE	SEA WOLF	0	667,574
8/12/2025	ALASKA ROSE	BERING ROSE	0	660,566
8/13/2025	WILD FISH	DEFENDER-2	3	2,007,505
8/13/2025	NORTHERN DEFENDER	ALASKAN DEFENDER	0	1,033,270
8/14/2025	AURORA	AMERICAN BEAUTY	0	463,568
8/14/2025	TOPAZ	VANGUARD	1	183,929
8/14/2025	TOPAZ	VANGUARD	0	6,074
8/14/2025	TOPAZ	VANGUARD	0	132,013
8/15/2025	ALDEBARAN	TRAVELER	0	440,920
8/15/2025	PACIFIC FURY	NORDIC FURY	0	342,907
8/15/2025	ALASKA ROSE	SEA WOLF	0	716,446
8/16/2025	DEFENDER-2	BERING DEFENDER	11	1,409,034
8/16/2025	ALASKA ROSE	BERING ROSE	0	550,818
8/17/2025	ALDEBARAN	ROYAL AMERICAN	0	281,971
8/17/2025	MARGUN	ARGOSY	3	753,433
8/17/2025	MARGUN	ARGOSY	0	7,650
8/18/2025	OCEANIC	PACIFIC CHALLENGER	0	342,034
8/19/2025	WILD FISH	DEFENDER-2	3	1,114,453
8/19/2025	TOPAZ	VANGUARD	0	270,957
8/23/2025	ALDEBARAN	ROYAL AMERICAN	4	0
8/23/2025	ALDEBARAN	ROYAL AMERICAN	0	69,644
8/23/2025	ALDEBARAN	ROYAL AMERICAN	0	61,454

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
8/23/2025	DEFENDER-2	BERING DEFENDER	1	1,041,454
8/23/2025	OCEANIC	PACIFIC CHALLENGER	0	65,407
8/23/2025	OCEANIC	PACIFIC CHALLENGER	0	9,890
8/23/2025	OCEAN LEADER	PACIFIC CHALLENGER	1	353,050
8/23/2025	OCEAN LEADER	PACIFIC CHALLENGER	3	0
8/24/2025	TOPAZ	VANGUARD	2	91,373
8/24/2025	ELIZABETH F	VANGUARD	0	201,555
8/24/2025	PACIFIC PRINCE	WESTWARD I	0	496,416
8/26/2025	ALDEBARAN	COLUMBIA	3	0
8/26/2025	ALDEBARAN	COLUMBIA	0	246,316
8/26/2025	ALDEBARAN	ROYAL AMERICAN	0	160,194
8/26/2025	ELIZABETH F	VANGUARD	2	265,785
8/27/2025	WILD FISH	DEFENDER-2	9	1,501,251
8/27/2025	NORDIC STAR	DEFENDER-2	0	211,057
8/28/2025	PACIFIC PRINCE	WESTWARD I	0	646,895
8/28/2025	ALASKA ROSE	BERING ROSE	0	476,478
8/29/2025	OCEAN LEADER	PACIFIC CHALLENGER	0	40,642
8/29/2025	OCEAN LEADER	PACIFIC CHALLENGER	0	3,997
8/29/2025	OCEAN LEADER	PACIFIC CHALLENGER	1	0
8/29/2025	ALDEBARAN	COLUMBIA	1	0
8/29/2025	ALDEBARAN	COLUMBIA	0	404,841
8/29/2025	DEFENDER-2	BERING DEFENDER	0	758,312
8/29/2025	ELIZABETH F	VANGUARD	4	305,593
8/30/2025	ALDEBARAN	COLUMBIA	0	116,854
8/30/2025	ALDEBARAN	ROYAL AMERICAN	0	214,364
8/30/2025	PACIFIC VIKING	SEA WOLF	0	393,873
9/1/2025	PACIFIC VIKING	SEA WOLF	0	490,554
9/2/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	278,294
9/2/2025	CHELSEA K	WESTWARD I	0	535,822
9/2/2025	PACIFIC VIKING	BERING ROSE	0	767,836
9/3/2025	CHELSEA K	VIKING	0	463,424
9/3/2025	OCEAN HOPE 3	PATRICIA L	0	383,042
9/4/2025	ALDEBARAN	COLUMBIA	0	425,617
9/4/2025	ALDEBARAN	COLUMBIA	0	25,651
9/4/2025	OCEAN HOPE 3	PROGRESS	0	356,489
9/4/2025	ELIZABETH F	VANGUARD	3	263,432
9/4/2025	ELIZABETH F	VANGUARD	0	10,523
9/4/2025	ELIZABETH F	VANGUARD	0	35,157
9/4/2025	PACIFIC VIKING	SEA WOLF	0	781,846

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
9/4/2025	PACIFIC VIKING	BERING ROSE	0	849,747
9/4/2025	ALYESKA	PROGRESS	0	340,570
9/5/2025	ALASKAN DEFENDER	BERING DEFENDER	0	1,265,326
9/5/2025	WILD FISH	DEFENDER-2	16	299,379
9/5/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	711,585
9/5/2025	OCEAN EXPLORER	BRISTOL EXPLORER	3	0
9/5/2025	GLADIATOR	ROYAL ATLANTIC	0	120,072
9/6/2025	ALDEBARAN	ROYAL AMERICAN	1	0
9/6/2025	ALDEBARAN	ROYAL AMERICAN	0	212,686
9/6/2025	ALDEBARAN	COLUMBIA	0	176,184
9/6/2025	CHELSEA K	VIKING	0	383,610
9/6/2025	CHELSEA K	WESTWARD I	0	415,051
9/6/2025	PACIFIC VIKING	ALASKA ROSE	0	283,459
9/7/2025	WESTERN DAWN	AMERICAN BEAUTY	1	304,932
9/8/2025	ELIZABETH F	VANGUARD	2	321,326
9/8/2025	PACIFIC VIKING	ALASKA ROSE	0	311,180
9/8/2025	PACIFIC VIKING	ALASKA ROSE	0	12,760
9/8/2025	PACIFIC VIKING	ALASKA ROSE	0	40,018
9/8/2025	GREAT PACIFIC	ALASKA ROSE	0	224,267
9/9/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	485,651
9/9/2025	OCEAN EXPLORER	BRISTOL EXPLORER	2	0
9/12/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	494,670
9/12/2025	OCEAN EXPLORER	BRISTOL EXPLORER	4	0
9/13/2025	OCEAN HOPE 3	PATRICIA L	0	471,125
9/13/2025	ALDEBARAN	ROYAL AMERICAN	8	0
9/13/2025	ALDEBARAN	ROYAL AMERICAN	0	418,276
9/14/2025	GLADIATOR	ROYAL ATLANTIC	4	552,989
9/14/2025	OCEAN HOPE 3	STORM PETREL	0	44,009
9/14/2025	WILD FISH	DEFENDER-2	1	850,564
9/15/2025	OCEAN HOPE 3	PROGRESS	0	715,002
9/15/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	2	131,726
9/15/2025	CHELSEA K	WESTWARD I	0	554,105
9/16/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	0	91,745
9/16/2025	CHELSEA K	VIKING	0	739,238
9/16/2025	OCEAN HOPE 3	PATRICIA L	0	556,040
9/16/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	591,074
9/16/2025	OCEAN EXPLORER	BRISTOL EXPLORER	4	0
9/16/2025	DEFENDER-2	BERING DEFENDER	0	1,490,760
9/17/2025	GLADIATOR	ROYAL ATLANTIC	1	527,014

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
9/17/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	196,948
9/18/2025	OCEAN HOPE 3	STORM PETREL	0	486,579
9/18/2025	OCEAN HOPE 3	STORM PETREL	0	30,591
9/18/2025	HICKORY WIND	STORM PETREL	0	56,954
9/18/2025	ALDEBARAN	ROYAL AMERICAN	2	0
9/18/2025	ALDEBARAN	ROYAL AMERICAN	0	254,592
9/18/2025	OCEAN EXPLORER	ROYAL AMERICAN	2	0
9/18/2025	OCEAN EXPLORER	ROYAL AMERICAN	0	213,972
9/18/2025	WILD FISH	DEFENDER-2	0	1,145,119
9/18/2025	HICKORY WIND	PROGRESS	0	432,132
9/19/2025	GLADIATOR	SOVEREIGNTY	0	701,598
9/20/2025	HICKORY WIND	PATRICIA L	0	517,061
9/20/2025	GLADIATOR	ROYAL ATLANTIC	0	530,306
9/20/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	0	702,123
9/20/2025	WESTERN DAWN	PACIFIC CHALLENGER	1	436,039
9/20/2025	CHELSEA K	VIKING	1	761,522
9/21/2025	HICKORY WIND	STORM PETREL	0	530,125
9/21/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	838,562
9/21/2025	WILD FISH	DEFENDER-2	0	625,865
9/21/2025	DEFENDER-2	BERING DEFENDER	2	1,190,975
9/21/2025	OCEAN EXPLORER	ROYAL AMERICAN	0	437,386
9/23/2025	OCEAN EXPLORER	ARCTIC EXPLORER	0	38,427
9/23/2025	HICKORY WIND	PROGRESS	0	642,307
9/23/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	0	491,255
9/23/2025	GLADIATOR	SOVEREIGNTY	0	468,140
9/23/2025	OCEAN EXPLORER	ROYAL AMERICAN	0	94,250
9/24/2025	HICKORY WIND	PATRICIA L	0	28,265
9/24/2025	HICKORY WIND	PATRICIA L	0	22,410
9/24/2025	SUNSET BAY	PATRICIA L	0	303,576
9/24/2025	CHELSEA K	VIKING	0	341,249
9/24/2025	CHELSEA K	WESTWARD I	0	169,257
9/24/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	421,515
9/24/2025	OCEAN EXPLORER	BRISTOL EXPLORER	3	0
9/24/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	370,012
9/27/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	223,934
9/27/2025	OCEAN EXPLORER	BRISTOL EXPLORER	2	0
9/29/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	570,710
9/29/2025	CHELSEA K	VIKING	0	712,888
9/29/2025	SUNSET BAY	STORM PETREL	0	542,769

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
9/30/2025	CHELSEA K	WESTWARD I	0	627,045
9/30/2025	GLADIATOR	SOVEREIGNTY	0	866,255
9/30/2025	SUNSET BAY	PROGRESS	0	381,748
9/30/2025	GLADIATOR	GOLDEN DAWN	0	400,031
9/30/2025	DEFENDER-2	BERING DEFENDER	2	1,396,023
9/30/2025	DEFENDER-2	BERING DEFENDER	0	43,270
9/30/2025	ALASKAN DEFENDER	NORTHERN DEFENDER	0	771,855
9/30/2025	STARLITE	STARFISH	0	452,110
10/1/2025	OCEAN EXPLORER	ROYAL AMERICAN	0	476,718
10/1/2025	OCEAN EXPLORER	ROYAL AMERICAN	2	0
10/1/2025	OCEAN EXPLORER	COLUMBIA	1	0
10/1/2025	OCEAN EXPLORER	COLUMBIA	0	526,492
10/1/2025	OCEAN EXPLORER	ARCTIC EXPLORER	0	756,597
10/1/2025	OCEAN EXPLORER	ARCTIC EXPLORER	3	0
10/1/2025	CHELSEA K	CAITLIN ANN	0	652,936
10/1/2025	WILD FISH	DEFENDER-2	0	1,412,822
10/1/2025	SUNSET BAY	PATRICIA L	0	547,632
10/2/2025	OCEAN EXPLORER	TRAVELER	0	381,452
10/2/2025	OCEAN EXPLORER	TRAVELER	2	0
10/2/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	639,805
10/2/2025	OCEAN EXPLORER	BRISTOL EXPLORER	3	0
10/2/2025	SUNSET BAY	STORM PETREL	0	567,813
10/3/2025	AURIGA	AURORA	0	85,131
10/3/2025	CHELSEA K	VIKING	0	325,181
10/3/2025	CHELSEA K	WESTWARD I	0	262,184
10/3/2025	GLADIATOR	GOLDEN DAWN	1	622,986
10/3/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	650,182
10/4/2025	ALYESKA	NORTHERN DEFENDER	8	735,309
10/4/2025	SUNSET BAY	PATRICIA L	0	578,406
10/4/2025	GLADIATOR	SOVEREIGNTY	19	813,950
10/4/2025	OCEAN EXPLORER	COLUMBIA	0	504,869
10/4/2025	OCEAN EXPLORER	COLUMBIA	13	0
10/4/2025	STARLITE	STARFISH	0	639,108
10/5/2025	SUNSET BAY	STORM PETREL	0	525,374
10/5/2025	OCEAN EXPLORER	TRAVELER	14	0
10/5/2025	OCEAN EXPLORER	TRAVELER	0	423,776
10/5/2025	OCEAN EXPLORER	ARCTIC EXPLORER	0	718,838
10/5/2025	OCEAN EXPLORER	ARCTIC EXPLORER	19	0
10/5/2025	ALASKAN DEFENDER	BERING DEFENDER	13	1,078,809

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
10/6/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	806,399
10/6/2025	OCEAN EXPLORER	BRISTOL EXPLORER	12	0
10/6/2025	SUNSET BAY	AMERICAN EAGLE	0	188,376
10/6/2025	SUNSET BAY	AMERICAN EAGLE	0	36,921
10/6/2025	HALF MOON BAY	AMERICAN EAGLE	0	196,604
10/6/2025	HALF MOON BAY	COMMODORE	6	325,248
10/6/2025	CHELSEA K	CAITLIN ANN	0	427,344
10/6/2025	OCEAN EXPLORER	TRAVELER	0	10,020
10/6/2025	OCEAN EXPLORER	TRAVELER	1	0
10/6/2025	GLADIATOR	SOVEREIGNTY	5	337,622
10/7/2025	AURIGA	AURORA	0	1,062,067
10/7/2025	WESTERN DAWN	PACIFIC CHALLENGER	2	325,988
10/7/2025	WESTERN DAWN	PACIFIC CHALLENGER	0	28,991
10/7/2025	CHELSEA K	VIKING	0	570,994
10/7/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	1	280,234
10/10/2025	HALF MOON BAY	COMMODORE	5	469,500
10/10/2025	HALF MOON BAY	COMMODORE	1	0
10/10/2025	OCEAN EXPLORER	ARCTIC EXPLORER	0	660,447
10/10/2025	OCEAN EXPLORER	ARCTIC EXPLORER	35	0
10/10/2025	OCEAN EXPLORER	BRISTOL EXPLORER	40	0
10/10/2025	OCEAN EXPLORER	BRISTOL EXPLORER	0	674,958
10/10/2025	OCEAN EXPLORER	COLUMBIA	0	310,009
10/10/2025	OCEAN EXPLORER	COLUMBIA	22	0
10/10/2025	OCEAN EXPLORER	COLUMBIA	0	126,159
10/11/2025	HALF MOON BAY	STORM PETREL	0	566,797
10/11/2025	HALF MOON BAY	AMERICAN EAGLE	0	383,538
10/11/2025	CHELSEA K	VIKING	0	774,529
10/11/2025	WILD FISH	DEFENDER-2	19	570,531
10/11/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	9	409,565
10/11/2025	HALF MOON BAY	PROGRESS	0	480,470
10/11/2025	HALF MOON BAY	PROGRESS	0	39,577
10/11/2025	HALF MOON BAY	PROGRESS	0	186,204
10/11/2025	DEFENDER-2	BERING DEFENDER	0	30,728
10/11/2025	ALASKAN DEFENDER	BERING DEFENDER	0	981,479
10/11/2025	ALASKAN DEFENDER	BERING DEFENDER	0	29,421
10/12/2025	OCEAN EXPLORER	COLUMBIA	0	44,650
10/12/2025	OCEAN EXPLORER	COLUMBIA	5	103,022
10/12/2025	ALYESKA	NORTHERN DEFENDER	13	565,368
10/12/2025	ALYESKA	NORTHERN DEFENDER	5	0

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
10/12/2025	PACIFIC PRINCE	CAITLIN ANN	15	313,349
10/14/2025	HALF MOON BAY	STORM PETREL	0	236,459
10/14/2025	MISS BERDIE	STORM PETREL	0	314,044
10/14/2025	MISS BERDIE	STORM PETREL	0	31
10/15/2025	MISS BERDIE	COMMODORE	10	258,666
10/15/2025	MISS BERDIE	PROGRESS	0	705,276
10/15/2025	CHELSEA K	VIKING	0	764,789
10/16/2025	MISS BERDIE	AMERICAN EAGLE	0	477,241
10/16/2025	CHELSEA K	CAITLIN ANN	0	674,160
10/16/2025	OCEAN EXPLORER	COLUMBIA	9	592,653
10/17/2025	ALYESKA	NORTHERN DEFENDER	0	475,356
10/17/2025	ALYESKA	NORTHERN DEFENDER	22	0
10/17/2025	ALYESKA	NORTHERN DEFENDER	0	89,439
10/17/2025	ARCTIC WIND	NORTHERN DEFENDER	0	138,067
10/17/2025	WILD FISH	NORTHERN DEFENDER	6	12,745
10/18/2025	MISS BERDIE	AMERICAN EAGLE	7	538,692
10/18/2025	MISS BERDIE	AMERICAN EAGLE	30	0
10/18/2025	AURIGA	PACIFIC CHALLENGER	0	481,134
10/18/2025	AURIGA	PACIFIC CHALLENGER	0	9,050
10/18/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	123,759
10/18/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	6	0
10/18/2025	ARCTIC WIND	BERING DEFENDER	0	900,574
10/18/2025	WILD FISH	BERING DEFENDER	14	29,740
10/18/2025	ALASKAN DEFENDER	BERING DEFENDER	8	0
10/18/2025	ALASKAN DEFENDER	BERING DEFENDER	0	26,579
10/18/2025	ALASKAN DEFENDER	BERING DEFENDER	0	514,338
10/19/2025	OCEAN EXPLORER	COLUMBIA	21	524,417
10/19/2025	MISS BERDIE	STORM PETREL	0	500,857
10/19/2025	MISS BERDIE	COMMODORE	0	473,857
10/19/2025	HALF MOON BAY	COMMODORE	41	0
10/20/2025	CHELSEA K	VIKING	0	698,075
10/20/2025	MISS BERDIE	PROGRESS	0	688,031
10/21/2025	WESTWARD I	CAITLIN ANN	33	17,331
10/21/2025	WESTWARD I	CAITLIN ANN	23	0
10/21/2025	CHELSEA K	CAITLIN ANN	0	573,468
10/22/2025	WILD FISH	NORTHERN DEFENDER	4	231,373
10/22/2025	WILD FISH	NORTHERN DEFENDER	0	10,763
10/22/2025	WILD FISH	NORTHERN DEFENDER	110	0
10/22/2025	ARCTIC WIND	NORTHERN DEFENDER	0	535,220

DATE	TRANSFEROR	TRANSFEREE	CHINOOK	POLLOCK (lbs.)
10/22/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	26	0
10/22/2025	AMERICAN BEAUTY	PACIFIC CHALLENGER	0	467,121
10/24/2025	WILD FISH	BERING DEFENDER	34	0
10/24/2025	WILD FISH	BERING DEFENDER	0	72,226
10/24/2025	ARCTIC WIND	BERING DEFENDER	0	1,332,999
10/25/2025	CHELSEA K	VIKING	0	787,706
10/25/2025	CHELSEA K	CAITLIN ANN	0	300
10/26/2025	CHELSEA K	CAITLIN ANN	5	469,405
10/28/2025	WESTWARD I	VIKING	0	59,223
10/28/2025	WESTWARD I	VIKING	0	778
10/29/2025	PACIFIC PRINCE	VIKING	39	531,258
10/29/2025	WILD FISH	BERING DEFENDER	38	324,613
10/29/2025	WILD FISH	BERING DEFENDER	0	172,461
10/29/2025	ARCTIC WIND	BERING DEFENDER	0	453,629
10/30/2025	PACIFIC PRINCE	CAITLIN ANN	29	495,475

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.