

**2015 Inshore Salmon Savings Incentive Plan Agreement**

**Annual Report**

**Amendment 91 IPA Identification Number 1**

By John Gruver

Inshore Salmon Savings Incentive Plan Representative

Submitted to the

North Pacific Fisheries Management Council

March 31, 2015

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

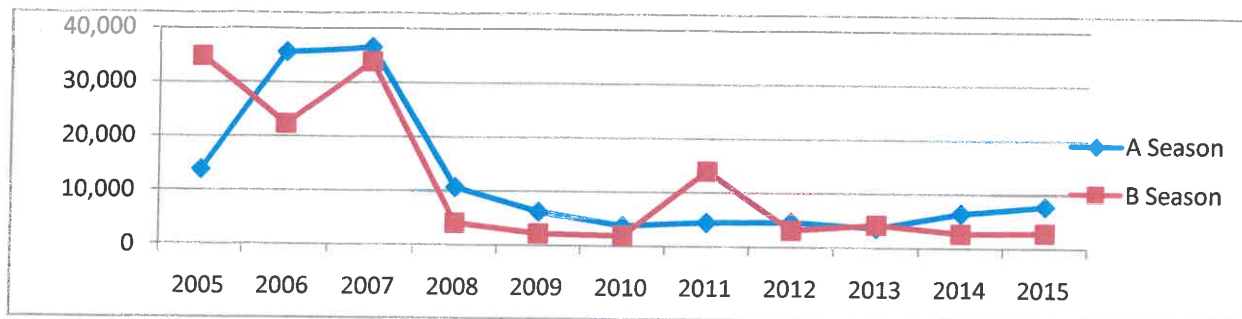
The Inshore SSIP was amended for a second time in the spring of 2015; the amended SSIP was approved by NMFS on June 5, 2015, in time for the B season. The 2015 amended Inshore SSIP included substantive changes to the operational components of the SSIP as well as membership changes due to vessel retirement/replacement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

The operational changes to the 2015 amended Inshore SSIP include:

1. A rolling hot spot program that operates 100% of the time.
2. The life span of Savings Credits was reduced from 5 years down to 3 years.
3. Beginning with the 2016 A season, Inshore SSIP vessels are required to use a salmon excluder throughout the A season and for all fishing conducted after August 31<sup>st</sup> in the B season.

**2015 Pollock Harvest and Chinook Bycatch Summary.** In 2015 the Inshore SSIP members caught a total of 10,619 Chinook salmon; 7,758 in the A Season and 2,861 in the B Season. The total 2015 pollock harvest by Inshore SSIP members was 570,835 metric tons; 223,953 metric tons in the A Season and 346,882 metric tons in the B Season. Annually that calculates to 54 metric tons of pollock harvest for every one bycaught Chinook salmon; an annual rate of 0.0186 Chinook per mt of pollock. Seasonally, the A Season Chinook bycatch was 29 metric tons of pollock for every one bycaught Chinook salmon; an A Season rate of 0.0347 Chinook per mt of pollock. The B Season yielded 121 metric tons of pollock for every one bycaught Chinook salmon; a B Season rate of 0.0083 Chinook per metric ton of pollock harvest.

Compared to the most recent 11 years of inshore sector Chinook bycatch, 2015 was the sixth lowest over the past 11 years. The inshore sector's 2015 Chinook bycatch is 45% of the 11 year average (23,596 Chinook) – 12,977 Chinook below the 11 year average.



All 2015 pollock fishing by the Inshore SSIP members was completed by October 15<sup>th</sup>.

**Salmon Excluder Use.** The Inshore SSIP vessels have continued to have a high level of excluder use to the extent that they, as previously mentioned, have amended the SSIP ICA to require all A season tows be made with a salmon excluder and all B season tows conducted after August 31<sup>st</sup> to be made with a salmon excluder as well.

### **Annual Reporting Requirements.**

Amendment 91 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 1 through 6.

### **Section 1. A comprehensive description of the incentive measures in effect in the previous year.**

**Initial 2015 Agreement Description.** The following paragraph comes from page 5 of the Inshore Salmon Savings Incentive Plan Agreement approved on June 28, 2011 captures the main elements of the SSIP that were in place for the 2015 A season.

**Agreement Summary.** 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 47,591 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 to pay an additional Insurance Pool usage penalty. If the inshore sector's Chinook salmon bycatch exceeds its performance standard for two (2) years in a six (6) consecutive year period, each Cooperative is required to take all actions necessary to insure that the Chinook salmon bycatch of

its Vessels does not exceed the Annual Threshold Amount for a third (3<sup>rd</sup>) year in a seven (7) consecutive year period. A rolling hot spot closure program closes areas of relatively high Chinook salmon PSC bycatch to vessels that have relatively high rates of Chinook salmon bycatch during periods when the vessels participating in this IPA are experiencing relatively low levels of Chinook salmon encounter.

**Revised 2015 Agreement Description.** As discussed at the beginning of the report, the Inshore SSIP was amended prior to the start of the 2015 B season. The Agreement Summary can be found on page 5 of the current Inshore SSIP Agreement and, as previously mentioned, was in place for the 2015 B season

Agreement Summary. 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 47,591 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 to pay an additional Insurance Pool usage penalty. If the inshore sector's Chinook salmon bycatch exceeds its performance standard for two (2) years in a six (6) consecutive year period, each Cooperative is required to take all actions necessary to insure that the Chinook salmon bycatch of its Vessels does not exceed the Annual Threshold Amount for a third (3<sup>rd</sup>) year in a seven (7) consecutive year period. A rolling hot spot closure program closes areas of relatively high Chinook salmon PSC bycatch to vessels that have relatively high rates of Chinook salmon bycatch.

**Savings Credits.** As described in the agreement summaries, the primary incentive for members of the SSIP to minimize Chinook bycatch whenever possible is by earning additional Chinook bycatch units called Savings Credits. Each SSIP 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 less an initial deduction for funding an Insurance Pool (26,484 minus 1,000 for Insurance Pool, leaving 25,484 for Base Cap Credits for the vessel allocations). Each vessel's Base Cap allocation is made pro rata to the vessel's AFA inshore pollock history as indicated in Column D of Table 47c (originally part of the Amendment 91 Final Rule) which was recently revised by NMFS after taking into account the vessel consolidations that took place in 2014 under the Coast Guard Act.

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 Performance Standard (less the insurance pool reserve). In other words, a vessel may not utilize its share of the 33,390 inshore sector upper bycatch Chinook Limit - the hard cap -

without having earned Savings Credits. Therefore, without having earned Savings Credits, an Inshore SSIP vessel operates as if it were fishing under a 25,484 Chinook hard cap.

Savings Credits, once earned, are not held in perpetuity, but have a lifespan of 3 years. Therefore SSIP 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 driven to generate maximum Savings Credits each year.

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

**Transfers.** Most transfer types defined in the SSIP cover situations that package together both pollock and salmon. These transfers are intended to allow coops to continue operations under the SSIP in a manner consistent with pollock transfers that took place within each coop prior to implementation of Amendment 91. Called Blended Paired Transfers and Trip Specific Transfers, these transfers combine both pollock allocations and Salmon Credits. Trip Specific transfers are made in association with a specific delivery’s fish ticket. Occasionally fish tickets are amended after the original fish ticket has entered our data collection system or original delivery entries into the SSIP system may have been incorrect. Corrections to the original Trip Specific transfer will often appear as a Chinook transfer without associated pollock catch (a Base Cap Transfer) when they are, in reality, not “Chinook only” transfers but simply corrections to the original transfer.

The SSIP also provides transfers of pollock and salmon for very specific conditions pertaining to hardship situations and season completing “mop-up” fishing. While these very specific transfer situations do not require a balancing of pollock and salmon, their use is very limited.

The SSIP does provide for the transfer of Salmon Credits without an associated amount of pollock - called Base Cap Transfers – however, there are limitations. Transferors may transfer their initially assigned Base Cap Credits to another vessel and, in doing so, may restrict the use of their own Savings Credits in that year. (Savings Credits themselves are vessel specific assignments and are not transferable.) Transferees may have to acquire more Salmon Credits than they need for fishing to cover a Transfer Tax. Salmon Credits used to pay a Transfer Tax are retired from the program for the remainder of the year and therefore reduce the overall cap by the tax amount. The Base Cap Credit transfer Tax Table is found as Exhibit 1 of the SSIP

Agreement. These transfer rules are designed to put pollock into the hands of cleaner fishing vessels; an incentive for vessels to keep their Chinook bycatch under the Performance Standard.

In most all instances transfers involving only Base Cap credits found in Table 2 of Section 6, - In Season Transfers of Pollock and Chinook- are not transfers made to provide a vessel with additional Base Cap Credits to be taken as bycatch, but are what we refer to as “unwinds” of Blended Pair Transfers. The “unwinds” are used to re-assign unused Base Cap Credits originally made as part of a Blended Pair Transfer back to the original transferor for purposes of establishing a vessels total use of Base Cap Credits and, consequently for calculating their earned Savings Credits for the year.

Inter-sector transfers, transfers from one pollock sector to the inshore sector, while allowed under the Amendment 91 regulations are not freely allowed under the SSIP rules. Inter-sector transfers may not be used in a way that puts the inshore sector in jeopardy of exceeding the inshore Performance Standard.

**Insurance Pool.** As both a protective measure and an incentive measure, the SSIP requires each member to contribute to a collective insurance pool of 1,000 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.

To further incentivize vessels from using the insurance pool, and take precautionary steps towards not exceeding their salmon credit allocation, credit withdrawals from the insurance pool carry a “use penalty” ranging from 150% to 300% of the initial insurance pool draw (the rate applied is based on the precautions the vessel exhibited for the trip that triggered the overage).

**Rolling Hot Spot (RHS) Program.** The Inshore SSIP includes a rolling hot spot component similar to the Amendment 84 RHS program. While not a direct incentive based element, the addition of an RHS component to the SSIP provides a strong mechanism for minimizing bycatch.

Unlike the Amendment 84 program, the SIPP RHS program operates at the vessel level rather than at the coop level. Weekly, each SSIP vessel assigned to either of two tier levels; Tier 1 vessels are exempt from the weekly closure(s) and Tier 2 vessels are closed out of the closure(s) for the entire week. Under the previous SSIP Agreement that was in place for the 2015 A season, the RHS program was suspended once SSIP Chinook bycatch exceeds 25% of the aggregate Base Cap Credits available for any given season. In the 2015 A season the 25% threshold was reached during the 2<sup>nd</sup> week in March and the RHS program was suspended beginning March 13<sup>th</sup>. Bycatch information continued to be provided to the fleet throughout the remainder of the season. Approximately 2/3rds of the inshore A Season pollock harvest had been taken by March 13<sup>th</sup>.

With the implementation of the 2015 revised Inshore SSIP Agreement the Chinook RHS program ran for the entire 2015 B season.

**Chinook Conservation Area Agreement.** This area has been identified with a history of consistently high Chinook bycatch during the winter fishery. Located in the southeastern Bering Sea, the Agreement 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 SSIP have towards reducing Chinook bycatch.



## **Section 2. 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 hard cap is no longer a constraint, there is a possibility that a vessel may let their bycatch reduction efforts relax. The SSIP rules provide little to no opportunity for a captain to relax by keeping the incentive strong at all levels of Chinook encounters. The SSIP 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 – the carrot at the end of the stick.

Without having earned Savings Credits a SSIP vessel is restricted to its share of the inshore Performance Standard (less the SSIP Insurance Pool deduction as described earlier). A SSIP vessel that has maximized its available Savings Credits increases its annual limit by 26%. The possibility of obtaining, and maintaining, a 26% increase of available bycatch credits when most needed is very difficult to ignore – essentially an insurance policy. Vessel operators never know what the future holds in terms of Chinook encounters, therefore captains are constantly driven to stay below the Performance Standard. A retrospective of Chinook bycatch history in the Bering Sea pollock fishery show that high bycatch years are most likely come in groups, therefore no

matter how high the presence of Chinook on the pollock grounds in one year, it could very easily be even higher the following year. This scenario is well recognized by the SSIP fleet and provides a strong incentive to 1) always earn the maximum amount 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.

Another indicator for measuring how fishermen are altering their behavior is the steady increased use of salmon excluders. Despite the experimental nature of various devices being developed, vessels are buying and using excluders at a higher rate each year. In the 2010 A Season 56% of the SSIP fleet had purchased and were experimenting with their use. By 2014 that number had increased to 88%. Under the 2015 revised SSIP Agreement, members of the Inshore SSIP are required to use a salmon excluder for all A season tows and for all B season tows made after August 31<sup>st</sup>.

### **Section 3. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures.**

As mentioned previously, allocating Chinook bycatch limits individually to each vessel coupled with earning Savings Credits provides a strong incentive to reduce Chinook bycatch at the vessel level regardless of the overall current sector bycatch hard cap. If Amendment 91 had not included the Incentive Plan Agreement option, and focused only on a traditional hardcap mechanism at the 47,591 level, Chinook bycatch would undoubtedly be much higher late in the B Season than experienced in 2015. This would be true for any low encounter year, not just 2015.

The restrictive nature of the SSIP transfer rules exemplifies another difference of the benefits of an incentive based program over a standard hardcap situation as well. Transfer rules for a hard cap regulatory approach would most likely have been written to move Chinook between vessels with little to no regard for the pollock side of the equation. The SSIP incentives are structured in a manner that prioritizes clean pollock fishing, transferring pollock to cleaner vessels. Without the incentive driven transfer rules, it is easy to assume individually assigned Chinook bycatch limits would have become a commodity being sought after by vessels with high bycatch. This



would have resulted in significantly higher Chinook bycatch levels. The SSIP rules restrict Chinook bycatch allocations from becoming a tradable commodity.

The vessel level incentive measures in the SSIP keep the vessel operators and managers constantly focused on Chinook bycatch amounts. And not just the number of Chinook caught, but the amount of Savings Credits earned as well. The incentive to earn Savings Credits is continuously strong regardless of maximum annual use limitations.

Under the 47,591 hard cap scenario, the inshore sector's limit would be 26,484 Chinook, and would have been unrestricted until reaching that limit from a regulatory standpoint. However, with the addition of the SSIP incentives, the 2015 bycatch of 10,619 Chinook was under the limit by 15,865 Chinook. Total Savings Credits earned by the SSIP members was 5,288.

In addition to both earning and protecting previously earned Savings Credits, there is an underlying regulatory component to all Amendment 91 IPAs that has a strong influence on the effectiveness of the SSIP incentives versus a program that does not include these IPA measures. That regulatory component requires each pollock sector to stay under its share of the 47,591 Performance Standard in 3 out of 7 years. Upon a sector exceeding its Performance Standard the third time, the sector loses its IPA hard cap at the 60,000 level and must now operate under its share of a 47,591 had cap. That amounts to a 26% reduction for the inshore sector.

In response to this Performance Standard regulation IPAs must contain provisions preventing the IPA group from exceeding the Performance Standard 3 times in a 7 year period. Keeping in mind that exceeding the Performance Standard by even a single fish qualifies as 1 of the 3 years, the inshore sector is very wary of exceeding the Performance Standard even once. The requirement to not exceed the Performance Standard in the majority of years coupled with the incentive to earn Savings Credits results in considerable Chinook bycatch reduction when compared to a traditional hard cap regulation that would allow fishing to occur up to the hard cap in every year.

**Section 4. 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.**

As mentioned in the introduction, the Inshore SSIP ICA was amended in the spring of 2015; the amended SSIP was approved by NMFS on June 5<sup>th</sup>, in time for the B season. The 2015 amended Inshore SSIP included substantive changes to the operational components of the SSIP 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. As mentioned previously, all AFA inshore eligible catcher vessels were members of the Inshore SSIP Agreement in 2015.

The operational changes to the 2015 amended Inshore SSIP include:

1. A rolling hot spot program that operates 100% of the time.
2. The life span of Savings Credits was reduced from 5 years down to 3 years.
3. Beginning with the 2016 A season, Inshore SSIP vessels are required to use a salmon excluder throughout the A season and for all fishing conducted after August 31<sup>st</sup> in the B season.

These amendments, aimed at providing further reductions in Chinook bycatch, were added to the Inshore SSIP ICA as a response to Council members' comments and suggestions on the April 2014 Inshore SSIP report, and to the Council's preliminary and final motions on Amendment 110.

**Section 5. Seasonal Allocations and Harvests of Pollock and Chinook.**

**TABLE 1. A SEASON ALLOCATIONS AND CATCH**

COOP	Vessel	2015 A Season Allocations		2015 A Season Catch	
		Pollock (lbs.)	Chinook Credits	Pollock (lbs.)	Chinook
Akutan	ALDEBARAN	7,333,172	307	7,807,325	167
	ARCTIC EXPLORER	9,225,774	386	9,697,172	119
	ARCTIC RAM	1,924,030	80	0	0
	ARCTURUS	7,727,655	323	7,721,104	72
	BRISTOL EXPLORER	8,806,725	368	10,911,182	148
	CAPE KIWANDA	2,636,740	110	0	0
	COLUMBIA	7,217,325	302	7,222,495	143
	DOMINATOR	8,755,597	366	8,727,376	122
	EXCALIBUR II	2,600,818	109	1,847,138	37
	GLADIATOR	8,208,168	343	9,344,759	154
	GOLDEN DAWN	8,769,190	367	8,980,110	148
	GOLDEN PISCES	1,353,624	57	0	0
	LISA MELINDA	1,096,217	46	2,639,937	50
	MAJESTY	4,980,957	208	0	0
	MARCY J	900,032	38	0	0
	MARGARET LYN	170,701	7	0	0
	MARK I	225,838	9	0	0
	NORTHERN PATRIOT	12,062,047	504	12,711,048	261
	NORTHERN RAM	1,570,656	66	0	0
	NORTHWEST EXPLORER	8,029,694	336	7,866,258	149
	OCEAN EXPLORER	7,979,420	334	7,947,315	107
	PACIFIC EXPLORER	7,554,727	316	8,339,864	100
	PACIFIC RAM	1,017,731	43	2,494,964	44
	PACIFIC VIKING	5,456,633	228	6,784,866	107
	PEGASUS	3,476,210	145	3,894,332	107
	PEGGY JO	1,662,790	69	0	0
	PERSEVERANCE	1,477,483	62	1,454,302	29
	PREDATOR	984,299	41	1,932,246	37
	RAVEN	3,559,462	149	4,453,659	84
	ROYAL AMERICAN	4,850,959	203	8,570,149	109
	SEEKER	1,847,992	77	1,360,255	34
	SOVEREIGNTY	11,760,615	492	11,823,579	229
	TRAVELER	206,484	9	1,665,707	19
VIKING EXPLORER	5,942,603	248	6,264,024	92	

Northern Victor	AMERICAN EAGLE	5,359,626	223	5,804,011	55
	ANITA J	2,727,747	105	4,918,433	97
	COLLIER BROTHERS	615,894	32	0	0
	COMMODORE	6,278,359	263	6,198,750	103
	GOLD RUSH	2,133,024	85	666,277	9
	HALF MOON BAY	2,719,807	123	1,576,956	21
	HICKORY WIND	1,528,056	64	1,857,462	38
	MISS BERDIE	3,007,221	128	0	0
	NORDIC FURY	360,670	4	3,804,233	41
	OCEAN HOPE 3	2,085,760	87	1,675,560	36
	PACIFIC FURY	289,006	2	0	0
	PATRICIA L	6,153,807	260	6,568,910	124
	PROGRESS	5,060,843	212	5,008,559	54
	ROYAL ATLANTIC	6,538,384	274	5,798,354	79
	STORM PETREL	6,120,111	258	9,905,548	153
SUNSET BAY	2,517,664	117	0	0	

Peter Pan	AJ	3,480,423	145	0	0
	AMERICAN BEAUTY	212,786	9	4,121,631	16
	ELIZABETH F	1,918,178	80	1,848,188	17
	OCEAN LEADER	272,627	11	0	0
	OCEANIC	674,347	28	0	0
	PACIFIC CHALLENGER	840,165	35	0	0
	PROVIDIAN	1,911,519	80	0	0
	TOPAZ	414,376	17	0	0
	WALTER N	2,016,227	84	1,862,599	19

Unalaska	ALASKA ROSE	8,420,531	352	9,992,216	107
	BERING ROSE	8,622,390	361	9,637,815	72
	DESTINATION	10,767,818	450	11,518,429	126
	GREAT PACIFIC	6,182,924	259	6,676,747	110
	LESLIE LEE	2,741,215	115	0	0
	MESSIAH	1,145,688	48	0	0
	MS AMY	2,441,731	102	0	0
	SEA WOLF	7,580,669	317	9,513,410	78
	VANGUARD	282,563	12	0	0
	WESTERN DAWN	1,976,679	83	1,866,553	18

Unisea	ALASKAN DEFENDER	12,084,716	505	12,601,537	226
	ALSEA	8,980,614	375	8,927,657	112
	ARGOSY	8,815,865	369	8,808,263	113
	AURIGA	16,725,611	699	16,673,648	338
	AURORA	16,729,810	700	16,667,967	259
	DEFENDER	17,417,488	728	20,790,722	321
	FIERCE ALLEGIANCE	4,690,110	196	6,397,798	134
	MAR-GUN	521,714	22	0	0
	MORNING STAR-2	2,645,827	111	0	0
	NORDIC STAR	6,931,529	290	6,762,384	115
	SEADAWN	7,056,544	295	8,359,458	125
	STARFISH	7,559,848	316	7,472,991	142
	STARLITE	6,128,304	256	6,960,105	109
	STARWARD	6,307,918	264	6,239,367	107

Westward	ALYESKA	5,830,352	255	0	0
	ARCTIC WIND	6,129,113	231	1,527,774	57
	BERING DEFENDER	10,491,577	440	17,190,292	141
	CAITLIN ANN	0	78	6,005,963	75
	CHELSEA K	23,704,111	972	19,794,023	556
	PACIFIC PRINCE	28,094,587	1,156	16,241,455	182
	VIKING	8,544,033	347	11,795,883	190
	WESTWARD I	8,153,506	325	11,462,781	161

Open Access	MORNING STAR	9,867,384	413	9,770,525	254
-------------	--------------	-----------	-----	-----------	-----

**TABLE 2. B SEASON ALLOCATIONS AND CATCH**

COOP	Vessel	2015 B Season Allocations				2015 B Season Catch	
		Pollock (lbs.)	Chinook Base Cap Credits (Includes A Season Rollover)	Available Savings Credits	Total Available Credits	Pollock (lbs.)	Chinook
Akutan	ALDEBARAN	11,161,369	210	81	291	13,339,682	118
	ARCTIC EXPLORER	14,041,981	363	103	466	14,105,309	80
	ARCTIC RAM	2,928,446	61	22	83	4,950,734	17
	ARCTURUS	11,761,786	322	86	408	12,669,116	56
	BRISTOL EXPLORER	13,404,171	320	98	418	20,317,608	103
	CAPE KIWANDA	4,013,221	115	30	145	2,221,489	8
	COLUMBIA	10,985,045	226	80	306	10,935,105	73
	DOMINATOR	13,326,353	324	98	422	14,594,947	127
	EXCALIBUR II	3,958,542	96	29	125	4,863,989	17
	GLADIATOR	12,493,145	268	92	360	7,098,987	6
	GOLDEN DAWN	13,347,043	300	97	397	14,029,373	58
	GOLDEN PISCES	2,060,266	46	15	61	5,039,831	8
	LISA MELINDA	1,668,485	37	12	49	0	0
	MAJESTY	7,581,206	171	56	227	8,115,188	137
	MARCY J	1,369,884	39	10	49	2,287,154	12
	MARGARET LYN	259,813	9	2	11	936,432	8
	MARK I	343,734	12	3	15	2,953,641	6
	NORTHERN PATRIOT	18,358,896	393	135	528	20,466,962	102
	NORTHERN RAM	2,390,599	36	17	53	0	0
	NORTHWEST EXPLORER	12,221,501	258	89	347	3,667,054	41
	OCEAN EXPLORER	12,144,982	304	89	393	11,662,811	76
	PACIFIC EXPLORER	11,498,584	287	84	371	13,958,330	53
	PACIFIC RAM	1,549,026	25	11	36	0	0
	PACIFIC VIKING	8,305,205	189	61	250	10,459,493	91
	PEGASUS	5,290,926	75	39	114	0	0
	PEGGY JO	2,530,829	54	18	72	5,132,442	60
	PERSEVERANCE	2,248,787	45	16	61	2,098,097	0
	PREDATOR	1,498,140	35	11	46	0	0
	RAVEN	5,417,637	120	39	159	0	0
	ROYAL AMERICAN	7,383,344	180	54	234	9,833,876	25
	SEEKER	2,812,714	53	21	74	0	0
	SOVEREIGNTY	17,900,106	370	131	501	19,802,675	257
TRAVELER	314,276	9	2	11	2,712,095	8	
VIKING EXPLORER	9,044,868	214	66	280	11,461,952	139	

Northern Victor	AMERICAN EAGLE	8,157,554	218	60	278	7,929,682	17
	ANITA J	4,151,736	66	27	93	7,362,026	58
	COLLIER BROTHERS	937,414	39	9	48	597,079	0
	COMMODORE	9,555,904	218	71	289	10,844,560	16
	GOLD RUSH	3,246,546	94	23	117	5,037,636	10
	HALF MOON BAY	4,139,651	117	32	149	3,338,204	21
	HICKORY WIND	2,325,760	40	17	57	4,243,688	23
	MISS BERDIE	4,577,105	118	34	152	0	0
	NORDIC FURY	548,954	2	1	3	5,607,968	10
	OCEAN HOPE 3	3,174,605	71	24	95	6,030,567	6
	PACIFIC FURY	439,877	0	0	0	0	0
	PATRICIA L	9,366,329	194	69	263	9,854,921	14
	PROGRESS	7,702,796	204	56	260	7,549,514	24
	ROYAL ATLANTIC	9,951,670	255	73	328	10,864,113	30
	STORM PETREL	9,315,042	191	69	260	9,050,922	44
SUNSET BAY	3,831,981	122	31	153	0	0	

Peter Pan	AJ	5,297,337	135	38	173	0	0
	AMERICAN BEAUTY	323,868	10	2	12	2,386,579	5
	ELIZABETH F	2,919,540	81	22	103	2,834,853	23
	OCEAN LEADER	414,948	11	3	14	0	0
	OCEANIC	1,026,382	33	8	41	0	0
	PACIFIC CHALLENGER	1,278,762	35	9	44	1,265,374	1
	PROVIDIAN	2,909,403	93	21	114	0	0
	TOPAZ	630,695	21	5	26	0	0
	WALTER N	3,068,775	84	23	107	3,229,566	6

Unalaska	ALASKA ROSE	12,816,370	322	94	416	12,869,634	43
	BERING ROSE	13,123,606	391	96	487	14,278,365	53
	DESTINATION	16,389,030	422	120	542	16,624,549	28
	GREAT PACIFIC	9,410,648	205	68	273	9,286,966	10
	LESLIE LEE	4,172,232	139	30	169	6,829,312	25
	MESSIAH	1,743,781	36	13	49	0	0
	MS AMY	3,716,408	118	27	145	0	0
	SEA WOLF	11,538,067	314	84	398	12,642,854	18
	VANGUARD	430,071	14	3	17	1,286,701	0
	WESTERN DAWN	3,008,582	83	22	105	3,281,020	7

Unisea	ALASKAN DEFENDER	18,393,399	411	135	546	22,382,940	21
	ALSEA	13,668,838	346	101	447	13,845,383	12
	ARGOSY	13,418,084	336	98	434	13,187,718	28
	AURIGA	25,457,019	515	187	702	25,131,954	67
	AURORA	25,463,410	594	186	780	25,845,337	51
	DEFENDER	26,510,082	671	194	865	26,099,536	27
	FIERCE ALLEGIANCE	7,138,527	199	52	251	10,805,943	24
	MAR-GUN	794,069	6	6	12	0	0
	MORNING STAR-2	4,027,049	29	29	58	0	0
	NORDIC STAR	10,550,051	238	77	315	10,888,526	40
	SEADAWN	10,740,330	266	79	345	14,179,628	39
	STARFISH	11,506,378	243	84	327	12,017,919	53
	STARLITE	9,327,513	215	68	283	9,563,449	50
	STARWARD	9,600,892	214	70	284	9,480,864	34

Westward	ALYESKA	9,429,656	209	68	277	119,904	2
	ARCTIC WIND	7,794,164	171	61	232	4,047,848	4
	BERING DEFENDER	16,067,832	450	117	567	26,570,361	22
	CAITLIN ANN	4,742,721	89	20	109	13,582,668	23
	CHELSEA K	34,985,558	606	259	865	35,959,699	77
	PACIFIC PRINCE	41,548,015	1,061	308	1,369	22,251,499	40
	VIKING	12,381,017	265	92	357	15,590,564	15
	WESTWARD I	11,476,132	283	87	370	13,255,957	16

Open Access	MORNING STAR	15,018,534	248	109	357	15,094,326	38
-------------	--------------	------------	-----	-----	-----	------------	----

**Section 6. In Season Transfers of Pollock and Chinook.**

TABLE 1. TRANSFERS BETWEEN ENTITIES				
DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK
	The Inshore SSIP Participants had no Entity Transfers in 2015			



**Table 4. Transfers Among Coop Members**

Transfer Date	Transferor	Transferee	Pollock (lbs.)	Chinook
1/26/2015	GOLDEN PISCES	RAVEN	1,350,576	54
2/2/2015	MISS BERDIE	AMERICAN EAGLE	558,842	1
2/3/2015	MISS BERDIE	PATRICIA L	529,354	1
2/4/2015	MISS BERDIE	STORM PETREL	497,026	2
2/6/2015	OCEAN LEADER	AMERICAN BEAUTY	272,013	2
2/6/2015	OCEANIC	AMERICAN BEAUTY	5,609	0
2/6/2015	OCEANIC	AMERICAN BEAUTY	27,836	0
2/15/2015	AJ	OCEAN EXPLORER	798,810	30
2/16/2015	OCEANIC	AMERICAN BEAUTY	480,920	2
2/20/2015	AJ	OCEAN EXPLORER	603,393	1
2/20/2015	PACIFIC PRINCE	CAITLIN ANN	677,179	9
2/20/2015	MAR-GUN	ALASKAN DEFENDER	200,000	21
2/23/2015	OCEANIC	AMERICAN BEAUTY	157,623	0
2/23/2015	PROVIDIAN	AMERICAN BEAUTY	398,353	0
2/23/2015	PACIFIC PRINCE	CAITLIN ANN	690,148	32
2/24/2015	MESSIAH	BERING ROSE	742,958	23
2/24/2015	ALYESKA	NORDIC FURY	454,225	2
2/26/2015	PROVIDIAN	AMERICAN BEAUTY	499,747	0
2/28/2015	ALYESKA	NORDIC FURY	421,516	0
2/28/2015	PACIFIC PRINCE	CAITLIN ANN	693,795	2
2/28/2015	ALSEA	ARGOSY	12,250	0
3/1/2015	AJ	PACIFIC EXPLORER	707,302	0
3/2/2015	PROVIDIAN	AMERICAN BEAUTY	494,069	1
3/5/2015	ALYESKA	NORDIC FURY	442,467	1
3/5/2015	AJ	PACIFIC EXPLORER	755,702	8
3/6/2015	CAPE KIWANDA	TRAVELER	430,995	2
3/6/2015	PACIFIC PRINCE	BERING DEFENDER	1,477,754	11
3/7/2015	PROVIDIAN	AMERICAN BEAUTY	512,727	3
3/7/2015	PACIFIC CHALLENGER	AMERICAN BEAUTY	10,461	0
3/7/2015	MS AMY	SEA WOLF	750,595	6
3/8/2015	CAPE KIWANDA	ROYAL AMERICAN	15,931	0
3/9/2015	PACIFIC PRINCE	NORDIC FURY	431,865	8
3/10/2015	MAJESTY	SOVEREIGNTY	89,442	0
3/10/2015	ARCTIC WIND	BERING DEFENDER	1,397,121	4
3/12/2015	SUNSET BAY	ANITA J	200,000	0
3/12/2015	LESLIE LEE	ALASKA ROSE	68,504	0
3/13/2015	SUNSET BAY	ANITA J	800,000	37
3/13/2015	PACIFIC CHALLENGER	AMERICAN BEAUTY	548,598	7
3/13/2015	CAPE KIWANDA	TRAVELER	421,521	11
3/13/2015	PACIFIC PRINCE	NORDIC FURY	415,902	2
3/14/2015	MAJESTY	ARCTURUS	10,847	0

3/14/2015	CAPE KIWANDA	ROYAL AMERICAN	509,584	4
3/14/2015	PACIFIC PRINCE	CAITLIN ANN	682,372	2
3/14/2015	ARCTIC WIND	DEFENDER	563,410	1
3/14/2015	PACIFIC PRINCE	WESTWARD I	629,611	1
3/15/2015	ALYESKA	BERING DEFENDER	1,412,416	1
3/16/2015	MAJESTY	PACIFIC VIKING	289,188	3
3/16/2015	PACIFIC PRINCE	VIKING	746,328	4
3/16/2015	MAR-GUN	ALASKAN DEFENDER	316,821	0
3/16/2015	MAR-GUN	ALASKAN DEFENDER	3,500	0
3/16/2015	AURORA	ALASKAN DEFENDER	7,500	0
3/16/2015	AURIGA	ALASKAN DEFENDER	14,300	0
3/16/2015	AURORA	ALASKAN DEFENDER	2,000	0
3/17/2015	MAJESTY	LISA MELINDA	277,915	4
3/17/2015	CAPE KIWANDA	ROYAL AMERICAN	544,477	0
3/17/2015	MAJESTY	VIKING EXPLORER	334,800	4
3/17/2015	PACIFIC PRINCE	WESTWARD I	465,001	1
3/17/2015	PACIFIC PRINCE	CAITLIN ANN	609,164	4
3/18/2015	CAPE KIWANDA	TRAVELER	404,731	1
3/18/2015	MISS BERDIE	ANITA J	407,275	0
3/18/2015	PACIFIC PRINCE	WESTWARD I	495,485	3
3/19/2015	MAJESTY	LISA MELINDA	239,601	1
3/19/2015	LESLIE LEE	ALASKA ROSE	772,765	0
3/19/2015	PACIFIC CHALLENGER	AMERICAN BEAUTY	279,214	0
3/19/2015	AJ	AMERICAN BEAUTY	249,200	0
3/19/2015	MORNING STAR-2	FIERCE ALLEGIANCE	266,000	30
3/19/2015	MORNING STAR-2	STARLITE	356,130	4
3/20/2015	MAJESTY	PACIFIC RAM	151,459	0
3/20/2015	SUNSET BAY	STORM PETREL	533,866	16
3/20/2015	PACIFIC PRINCE	NORDIC FURY	432,587	17
3/21/2015	MS AMY	DESTINATION	774,854	0
3/21/2015	MAJESTY	LISA MELINDA	233,682	5
3/21/2015	MAJESTY	PACIFIC VIKING	504,429	1
3/21/2015	ALYESKA	DEFENDER	1,474,760	56
3/21/2015	MORNING STAR-2	STARLITE	489,469	8
3/22/2015	MARK I	ROYAL AMERICAN	225,330	0
3/22/2015	CAPE KIWANDA	ROYAL AMERICAN	287,791	1
3/22/2015	PACIFIC PRINCE	VIKING	720,772	5
3/22/2015	ALYESKA	BERING DEFENDER	1,452,069	42
3/22/2015	MORNING STAR-2	FIERCE ALLEGIANCE	266,000	39
3/23/2015	MARGARET LYN	TRAVELER	170,317	0
3/23/2015	CAPE KIWANDA	TRAVELER	15,774	1
3/23/2015	PEGGY JO	TRAVELER	16,141	1
3/23/2015	MAJESTY	PACIFIC RAM	278,029	1
3/23/2015	SUNSET BAY	STORM PETREL	66,579	0

3/23/2015	PEGGY JO	TRAVELER	209	1
3/23/2015	LESLIE LEE	ALASKA ROSE	749,374	0
3/23/2015	PACIFIC PRINCE	CAITLIN ANN	677,262	9
3/24/2015	MISS BERDIE	ANITA J	381,967	31
3/24/2015	LESLIE LEE	GREAT PACIFIC	107,274	0
3/24/2015	LESLIE LEE	GREAT PACIFIC	13,807	0
3/24/2015	MS AMY	SEA WOLF	563,318	0
3/24/2015	PACIFIC PRINCE	WESTWARD I	740,717	33
3/24/2015	MORNING STAR-2	FIERCE ALLEGIANCE	798,100	25
3/25/2015	PEGGY JO	ROYAL AMERICAN	477,362	14
3/25/2015	MAJESTY	LISA MELINDA	293,834	5
3/25/2015	MAJESTY	PACIFIC RAM	291,362	4
3/25/2015	MS AMY	BERING ROSE	291,880	0
3/25/2015	ALYESKA	BERING DEFENDER	159,772	0
3/25/2015	CHELSEA K	BERING DEFENDER	59,034	0
3/25/2015	BERING DEFENDER	NORDIC FURY	206,947	3
3/25/2015	BERING DEFENDER	NORDIC FURY	159,772	0
3/25/2015	BERING DEFENDER	NORDIC FURY	30,136	0
3/26/2015	MAJESTY	GOLDEN DAWN	230,663	2
3/26/2015	OCEAN EXPLORER	BRISTOL EXPLORER	494,973	8
3/26/2015	LESLIE LEE	GREAT PACIFIC	287,490	0
3/26/2015	VANGUARD	GREAT PACIFIC	99,172	0
3/26/2015	ARCTIC WIND	DEFENDER	1,437,086	48
3/26/2015	AURORA	SEADAWN	11,530	0
3/27/2015	MAJESTY	PACIFIC VIKING	546,901	14
3/27/2015	MAJESTY	COLUMBIA	21,419	1
3/27/2015	ARCTIC RAM	PREDATOR	140,100	1
3/27/2015	SUNSET BAY	STORM PETREL	587,186	0
3/27/2015	ARCTIC WIND	BERING DEFENDER	1,189,923	0
3/27/2015	CHELSEA K	VIKING	705,513	4
3/28/2015	MAJESTY	LISA MELINDA	205,764	8
3/28/2015	MAJESTY	PACIFIC RAM	385,888	3
3/28/2015	MS AMY	SEA WOLF	55,587	0
3/28/2015	MESSIAH	SEA WOLF	400,151	0
3/28/2015	VANGUARD	SEA WOLF	180,157	0
3/28/2015	SUNSET BAY	ANITA J	533	0
3/28/2015	CHELSEA K	CAITLIN ANN	714,687	1
3/28/2015	MORNING STAR-2	FIERCE ALLEGIANCE	388,148	0
3/29/2015	PACIFIC FURY	NORDIC FURY	288,355	2
3/29/2015	NORTHERN RAM	SEADAWN	645,973	15
3/29/2015	MAJESTY	NORTHERN PATRIOT	584,520	27
3/29/2015	ARCTIC RAM	NORTHERN PATRIOT	91,638	12
3/29/2015	CHELSEA K	WESTWARD I	616,223	4
3/30/2015	SEEKER	PREDATOR	251,922	3

3/30/2015	PEGGY JO	ROYAL AMERICAN	574,256	14
3/31/2015	ARCTIC RAM	PACIFIC RAM	372,786	9
3/31/2015	PACIFIC PRINCE	VIKING	758,247	12
3/31/2015	PACIFIC PRINCE	CAITLIN ANN	659,210	11
3/31/2015	PACIFIC EXPLORER	BRISTOL EXPLORER	660,858	6
3/31/2015	NORTHWEST EXPLORER	BRISTOL EXPLORER	87,639	1
3/31/2015	HALF MOON BAY	STORM PETREL	535,992	11
4/1/2015	ARCTIC RAM	ALDEBARAN	492,373	4
4/1/2015	ALDEBARAN	GLADIATOR	1,710	0
4/1/2015	ARCTIC RAM	GLADIATOR	463,102	3
4/1/2015	ARCTIC RAM	LISA MELINDA	295,392	8
4/1/2015	CHELSEA K	WESTWARD I	748,285	6
4/2/2015	NORTHERN RAM	SEADAWN	661,300	16
4/2/2015	SEEKER	PREDATOR	231,654	4
4/2/2015	ARCTIC RAM	PREDATOR	54,485	0
4/2/2015	PEGGY JO	ROYAL AMERICAN	587,151	0
4/2/2015	MISS BERDIE	HICKORY WIND	332,846	0
4/2/2015	MISS BERDIE	NORDIC FURY	160,603	3
4/3/2015	OCEAN EXPLORER	ARCTIC EXPLORER	492,169	11
4/3/2015	PERSEVERANCE	PREDATOR	19,855	1
4/3/2015	ARCTIC RAM	PREDATOR	9,822	0
4/3/2015	NORTHERN RAM	PREDATOR	242,325	13
4/3/2015	CHELSEA K	VIKING	729,817	8
4/3/2015	CHELSEA K	CAITLIN ANN	250,000	0
4/3/2015	VIKING	CAITLIN ANN	355,000	0
4/3/2015	WESTWARD I	PACIFIC PRINCE	315,000	0
4/4/2015	SUNSET BAY	STORM PETREL	323,832	0
4/4/2015	PROGRESS	STORM PETREL	40,890	0
4/4/2015	HALF MOON BAY	STORM PETREL	160,258	0
4/4/2015	DOMINATOR	GLADIATOR	8,508	0
4/4/2015	NORTHERN RAM	GLADIATOR	17,522	0
4/4/2015	GOLDEN PISCES	GLADIATOR	123,531	0
4/4/2015	RAVEN	GLADIATOR	324,834	0
4/4/2015	MARCY J	GLADIATOR	215,864	0
4/5/2015	MARCY J	PEGASUS	127,588	4
4/5/2015	PEGGY JO	ROYAL AMERICAN	3,927	0
4/5/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	57,719	1
4/5/2015	OCEAN EXPLORER	ROYAL AMERICAN	429,201	8
4/5/2015	MARCY J	ROYAL AMERICAN	17,383	0
4/5/2015	MARCY J	BRISTOL EXPLORER	537,171	3
4/5/2015	EXCALIBUR II	BRISTOL EXPLORER	1,120	0
4/5/2015	AJ	BRISTOL EXPLORER	342,524	2
4/6/2015	RAVEN	GOLDEN PISCES	123,531	31
4/6/2015	ANITA J	SUNSET BAY	0	33

4/7/2015	HALF MOON BAY	STORM PETREL	440,478	0
4/7/2015	PATRICIA L	STORM PETREL	97,015	0
4/12/2015	OCEAN HOPE 3	STORM PETREL	405,504	0
4/12/2015	COMMODORE	STORM PETREL	65,474	0
4/12/2015	AMERICAN EAGLE	STORM PETREL	45,116	0
4/13/2015	AMERICAN EAGLE	ANITA J	57,274	0
4/13/2015	GOLD RUSH	ANITA J	349,778	0
4/15/2015	GOLD RUSH	PEGASUS	298,360	1
6/9/2015	NORDIC FURY	PACIFIC FURY	0	0
6/12/2015	CAPE KIWANDA	MARK I	79,689	0
6/14/2015	MARGARET LYN	TRAVELER	159,445	0
6/15/2015	ANITA J	GOLD RUSH	349,778	0
6/15/2015	STORM PETREL	OCEAN HOPE 3	405,504	0
6/17/2015	ALASKA ROSE	MESSIAH	18,958	0
6/17/2015	BERING ROSE	MESSIAH	19,413	0
6/17/2015	DESTINATION	MESSIAH	11,699	0
6/17/2015	DESTINATION	MS AMY	12,544	0
6/17/2015	GREAT PACIFIC	MS AMY	13,920	0
6/17/2015	SEA WOLF	MS AMY	17,067	0
6/17/2015	WESTERN DAWN	MS AMY	62,622	0
6/17/2015	WESTERN DAWN	LESLIE LEE	32,692	0
6/17/2015	WESTERN DAWN	VANGUARD	9,750	0
6/17/2015	ALASKA ROSE	LESLIE LEE	1,571,568	0
6/17/2015	BERING ROSE	VANGUARD	170,449	0
6/17/2015	GREAT PACIFIC	LESLIE LEE	394,764	0
6/17/2015	GREAT PACIFIC	VANGUARD	99,172	0
6/18/2015	CAPE KIWANDA	MARK I	452,704	0
6/19/2015	MARGARET LYN	TRAVELER	96,030	0
6/19/2015	MARGARET LYN	TRAVELER	576	0
6/19/2015	MARGARET LYN	TRAVELER	384	0
6/19/2015	CAPE KIWANDA	TRAVELER	198,536	0
6/23/2015	CAPE KIWANDA	MARK I	429,717	2
6/23/2015	PROVIDIAN	PACIFIC CHALLENGER	6,778	0
6/24/2015	CAPE KIWANDA	TRAVELER	389,531	0
6/25/2015	RAVEN	GOLDEN PISCES	1,828,905	39
6/25/2015	RAVEN	GOLDEN PISCES	0	2
6/26/2015	CAPE KIWANDA	MARK I	404,925	0
6/27/2015	CAPE KIWANDA	TRAVELER	360,029	0
6/27/2015	AJ	BRISTOL EXPLORER	716,230	0
6/30/2015	CAPE KIWANDA	MARK I	402,576	4
7/1/2015	CAPE KIWANDA	TRAVELER	400,872	6
7/1/2015	AJ	BRISTOL EXPLORER	804,241	6
7/2/2015	NORTHERN RAM	SEADAWN	214,324	4
7/4/2015	CAPE KIWANDA	MARK I	430,166	0

7/5/2015	CAPE KIWANDA	TRAVELER	397,462	2
7/5/2015	CAPE KIWANDA	TRAVELER	8,905	0
7/5/2015	CAPE KIWANDA	TRAVELER	1,646	0
7/6/2015	AJ	BRISTOL EXPLORER	807,695	2
7/7/2015	NORTHERN RAM	SEADAWN	654,797	1
7/9/2015	RAVEN	GOLDEN PISCES	1,000,000	0
7/9/2015	RAVEN	GOLDEN PISCES	0	22
7/9/2015	NORTHWEST EXPLORER	MARK I	414,599	0
7/10/2015	NORTHWEST EXPLORER	TRAVELER	388,489	0
7/10/2015	AJ	BRISTOL EXPLORER	726,474	0
7/12/2015	NORTHERN RAM	SEADAWN	649,880	0
7/14/2015	PACIFIC PRINCE	CAITLIN ANN	629,173	0
7/14/2015	PACIFIC PRINCE	NORDIC FURY	394,404	0
7/19/2015	PACIFIC PRINCE	CAITLIN ANN	683,356	0
7/19/2015	NORTHERN RAM	NORDIC STAR	110,194	0
7/19/2015	PACIFIC PRINCE	NORDIC FURY	398,705	0
7/20/2015	NORTHERN RAM	SEADAWN	560,650	0
7/20/2015	PROVIDIAN	WALTER N	68,468	0
7/24/2015	PACIFIC PRINCE	NORDIC FURY	425,714	2
7/24/2015	PACIFIC PRINCE	CAITLIN ANN	649,320	1
7/25/2015	OCEAN LEADER	AMERICAN BEAUTY	200,966	0
7/27/2015	OCEAN LEADER	AMERICAN BEAUTY	207,053	0
7/27/2015	OCEAN LEADER	AMERICAN BEAUTY	921	0
7/27/2015	OCEAN LEADER	AMERICAN BEAUTY	573	0
7/27/2015	OCEANIC	AMERICAN BEAUTY	281,815	0
7/27/2015	PACIFIC PRINCE	CAITLIN ANN	463,036	0
7/27/2015	PACIFIC PRINCE	NORDIC FURY	401,720	2
7/29/2015	PEGASUS	GOLD RUSH	327,418	0
7/29/2015	MESSIAH	VANGUARD	251,606	0
7/30/2015	OCEANIC	AMERICAN BEAUTY	462,291	2
7/30/2015	MISS BERDIE	OCEAN HOPE 3	240,843	0
7/30/2015	RAVEN	SEADAWN	548,322	0
7/30/2015	RAVEN	SEADAWN	0	2
7/30/2015	NORTHERN RAM	SEADAWN	141,162	0
7/31/2015	OCEANIC	AMERICAN BEAUTY	119,378	0
8/1/2015	PACIFIC PRINCE	NORDIC FURY	410,467	0
8/1/2015	PACIFIC PRINCE	CAITLIN ANN	686,141	0
8/2/2015	MISS BERDIE	HICKORY WIND	218,262	0
8/3/2015	MESSIAH	VANGUARD	328,646	0
8/4/2015	MISS BERDIE	OCEAN HOPE 3	394,716	0
8/5/2015	MESSIAH	WESTERN DAWN	15,989	0
8/5/2015	PACIFIC PRINCE	CAITLIN ANN	658,822	0
8/6/2015	PEGASUS	GOLD RUSH	413,779	1
8/6/2015	MISS BERDIE	HICKORY WIND	360,775	0

8/6/2015	PACIFIC PRINCE	NORDIC FURY	429,167	0
8/6/2015	OCEANIC	AMERICAN BEAUTY	144,498	0
8/6/2015	PROVIDIAN	AMERICAN BEAUTY	279,554	0
8/8/2015	NORTHWEST EXPLORER	CAPE KIWANDA	247,330	1
8/9/2015	MISS BERDIE	OCEAN HOPE 3	376,862	0
8/10/2015	MESSIAH	WESTERN DAWN	294,949	0
8/11/2015	MISS BERDIE	OCEAN HOPE 3	375,738	0
8/11/2015	PACIFIC PRINCE	CAITLIN ANN	605,954	1
8/12/2015	NORTHWEST EXPLORER	CAPE KIWANDA	203,412	0
8/12/2015	PROVIDIAN	AMERICAN BEAUTY	414,316	2
8/12/2015	PACIFIC PRINCE	NORDIC FURY	431,308	1
8/13/2015	MISS BERDIE	HICKORY WIND	274,737	0
8/14/2015	NORTHWEST EXPLORER	MARGARET LYN	325,183	0
8/15/2015	MISS BERDIE	OCEAN HOPE 3	283,029	0
8/16/2015	NORTHWEST EXPLORER	CAPE KIWANDA	207,098	2
8/16/2015	PACIFIC PRINCE	CAITLIN ANN	653,171	0
8/17/2015	PACIFIC PRINCE	NORDIC FURY	393,313	0
8/18/2015	MISS BERDIE	HICKORY WIND	382,516	0
8/18/2015	ARCTIC WIND	BERING DEFENDER	1,438,976	0
8/19/2015	PACIFIC RAM	ARCTIC RAM	57,244	0
8/20/2015	NORTHWEST EXPLORER	CAPE KIWANDA	196,207	2
8/20/2015	NORTHWEST EXPLORER	MARGARET LYN	300,991	5
8/21/2015	MISS BERDIE	OCEAN HOPE 3	385,015	0
8/21/2015	PACIFIC PRINCE	CAITLIN ANN	633,104	3
8/21/2015	PACIFIC PRINCE	NORDIC FURY	397,559	3
8/23/2015	PACIFIC RAM	ARCTIC RAM	313,527	0
8/23/2015	ARCTIC WIND	BERING DEFENDER	1,382,419	0
8/23/2015	MESSIAH	ALASKA ROSE	286,415	0
8/24/2015	RAVEN	SEADAWN	0	1
8/24/2015	RAVEN	SEADAWN	646,645	0
8/24/2015	PACIFIC RAM	MARCY J	98,491	1
8/24/2015	NORTHWEST EXPLORER	CAPE KIWANDA	182,281	0
8/24/2015	MISS BERDIE	HICKORY WIND	362,988	0
8/25/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	534,666	0
8/25/2015	RAVEN	GOLDEN PISCES	177,443	0
8/25/2015	PACIFIC RAM	ARCTIC RAM	341,571	3
8/25/2015	PACIFIC PRINCE	CAITLIN ANN	651,190	1
8/26/2015	SEEKER	EXCALIBUR II	210,204	2
8/26/2015	NORTHWEST EXPLORER	MARGARET LYN	310,259	3
8/26/2015	NORTHWEST EXPLORER	CAPE KIWANDA	227,165	0
8/26/2015	MISS BERDIE	OCEAN HOPE 3	435,525	0
8/26/2015	MESSIAH	GREAT PACIFIC	40,561	0
8/26/2015	PACIFIC PRINCE	NORDIC FURY	405,196	0
8/27/2015	MS AMY	ALASKA ROSE	762,571	0

8/27/2015	ALYESKA	BERING DEFENDER	1,361,277	1
8/28/2015	MARK I	ROYAL AMERICAN	4,977	0
8/28/2015	MARGARET LYN	ROYAL AMERICAN	3,762	0
8/28/2015	TRAVELER	ROYAL AMERICAN	4,551	0
8/28/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	358,154	2
8/28/2015	PACIFIC PRINCE	VIKING	746,385	2
8/29/2015	NORTHERN RAM	ARCTIC RAM	19,674	0
8/29/2015	NORTHERN RAM	ARCTIC RAM	5,304	0
8/29/2015	NORTHERN RAM	ARCTIC RAM	3,536	0
8/29/2015	NORTHERN RAM	ARCTIC RAM	34,614	0
8/29/2015	PACIFIC RAM	ARCTIC RAM	247,152	1
8/29/2015	PACIFIC RAM	ARCTIC RAM	10	0
8/30/2015	PACIFIC RAM	MARCY J	261,078	1
8/30/2015	MISS BERDIE	HICKORY WIND	315,210	0
8/30/2015	AMERICAN EAGLE	ANITA J	121,367	0
8/30/2015	AMERICAN EAGLE	ANITA J	273	0
8/30/2015	AMERICAN EAGLE	ANITA J	183	0
8/30/2015	AMERICAN EAGLE	ANITA J	118,116	0
8/30/2015	SUNSET BAY	ANITA J	68,018	0
8/31/2015	PACIFIC PRINCE	CAITLIN ANN	614,785	1
8/31/2015	PACIFIC PRINCE	NORDIC FURY	330,439	0
8/31/2015	MS AMY	ALASKA ROSE	575,846	0
8/31/2015	MESSIAH	GREAT PACIFIC	329,693	0
8/31/2015	ARCTIC WIND	BERING DEFENDER	806,803	0
9/1/2015	NORTHWEST EXPLORER	CAPE KIWANDA	150,879	0
9/2/2015	PACIFIC PRINCE	VIKING	745,574	0
9/2/2015	PACIFIC RAM	ARCTIC RAM	3,437	0
9/2/2015	PACIFIC RAM	ARCTIC RAM	2,291	0
9/2/2015	PACIFIC RAM	ARCTIC RAM	22,429	0
9/2/2015	PACIFIC RAM	ARCTIC RAM	204,087	0
9/2/2015	LISA MELINDA	ARCTIC RAM	89,303	0
9/3/2015	MS AMY	SEA WOLF	417,428	0
9/3/2015	PACIFIC PRINCE	WESTWARD I	620,839	4
9/3/2015	NORTHWEST EXPLORER	CAPE KIWANDA	203,133	0
9/3/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	500,303	0
9/4/2015	LISA MELINDA	MARCY J	294,485	1
9/4/2015	ALYESKA	ALASKAN DEFENDER	1,217,721	0
9/5/2015	SUNSET BAY	ANITA J	491,348	0
9/5/2015	MS AMY	BERING ROSE	573,630	0
9/5/2015	PACIFIC PRINCE	NORDIC FURY	313,875	0
9/5/2015	LISA MELINDA	ARCTIC RAM	343,778	2
9/5/2015	NORTHWEST EXPLORER	CAPE KIWANDA	207,628	0
9/5/2015	PACIFIC PRINCE	CAITLIN ANN	613,997	0
9/6/2015	MS AMY	DESTINATION	235,519	0



9/6/2015	LISA MELINDA	MARCY J	261,190	2
9/6/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	535,077	0
9/6/2015	MS AMY	SEA WOLF	687,359	0
9/6/2015	PACIFIC PRINCE	VIKING	208,688	0
9/7/2015	LISA MELINDA	ARCTIC RAM	329,999	6
9/7/2015	NORTHWEST EXPLORER	CAPE KIWANDA	195,667	1
9/7/2015	NORTHWEST EXPLORER	PEGGY JO	101,859	2
9/7/2015	ALYESKA	ALASKAN DEFENDER	885,720	0
9/7/2015	ALYESKA	BERING DEFENDER	1,415,431	2
9/7/2015	NORTHWEST EXPLORER	PEGGY JO	350	0
9/7/2015	PACIFIC PRINCE	WESTWARD I	569,740	0
9/8/2015	MS AMY	BERING ROSE	401,998	0
9/8/2015	MS AMY	BERING ROSE	8,246	0
9/8/2015	MS AMY	BERING ROSE	5,497	0
9/8/2015	MS AMY	BERING ROSE	12,544	0
9/8/2015	MS AMY	BERING ROSE	13,920	0
9/8/2015	MS AMY	BERING ROSE	17,067	0
9/8/2015	MS AMY	BERING ROSE	62,622	0
9/8/2015	MS AMY	BERING ROSE	53,811	0
9/8/2015	MESSIAH	BERING ROSE	166,804	0
9/8/2015	MESSIAH	BERING ROSE	3,869	0
9/8/2015	MESSIAH	BERING ROSE	2,579	0
9/8/2015	MESSIAH	BERING ROSE	2,621	0
9/8/2015	PACIFIC PRINCE	CAITLIN ANN	577,767	0
9/9/2015	NORTHWEST EXPLORER	ROYAL AMERICAN	498,120	9
9/9/2015	PACIFIC FURY	NORDIC FURY	432,532	0
9/9/2015	PACIFIC FURY	NORDIC FURY	976	0
9/9/2015	PACIFIC FURY	NORDIC FURY	651	0
9/9/2015	PACIFIC FURY	NORDIC FURY	6,369	0
9/9/2015	NORTHWEST EXPLORER	CAPE KIWANDA	138,290	2
9/9/2015	NORTHWEST EXPLORER	PEGGY JO	254,760	5
9/9/2015	SUNSET BAY	NORDIC FURY	239,335	2
9/10/2015	NORDIC FURY	PACIFIC FURY	3,596	0
9/10/2015	NORDIC FURY	PACIFIC FURY	368	0
9/10/2015	NORDIC FURY	PACIFIC FURY	551	0
9/10/2015	NORDIC FURY	PACIFIC FURY	244,233	0
9/10/2015	PACIFIC PRINCE	CHELSEA K	887,612	0
9/11/2015	SUNSET BAY	ANITA J	365,189	0
9/12/2015	NORTHWEST EXPLORER	PACIFIC EXPLORER	420,051	1
9/12/2015	ALYESKA	BERING DEFENDER	1,441,919	2
9/13/2015	NORTHWEST EXPLORER	PEGGY JO	259,281	2
9/13/2015	ALYESKA	ALASKAN DEFENDER	1,190,104	1
9/14/2015	NORTHWEST EXPLORER	PEGGY JO	181,457	0
9/14/2015	PACIFIC PRINCE	VIKING	746,387	0

9/15/2015	SUNSET BAY	ANITA J	416,880	0
9/15/2015	NORTHWEST EXPLORER	PACIFIC EXPLORER	683,259	14
9/15/2015	ALYESKA	BERING DEFENDER	1,410,155	2
9/16/2015	PACIFIC PRINCE	CAITLIN ANN	717,277	0
9/16/2015	PACIFIC PRINCE	WESTWARD I	518,199	0
9/16/2015	AJ	BRISTOL EXPLORER	378,032	1
9/16/2015	PROVIDIAN	BRISTOL EXPLORER	378,032	2
9/17/2015	MISS BERDIE	ROYAL ATLANTIC	10,156	0
9/17/2015	MISS BERDIE	ROYAL ATLANTIC	67,798	0
9/17/2015	MISS BERDIE	ROYAL ATLANTIC	94,459	0
9/17/2015	PACIFIC PRINCE	VIKING	617,041	1
9/17/2015	PACIFIC PRINCE	VIKING	15,008	0
9/17/2015	PACIFIC PRINCE	VIKING	26,816	0
9/17/2015	PACIFIC PRINCE	VIKING	49,821	0
9/18/2015	PACIFIC PRINCE	ALYESKA	3,449	0
9/18/2015	PACIFIC PRINCE	ALYESKA	1,931	0
9/18/2015	PACIFIC PRINCE	ALYESKA	79,356	0
9/18/2015	PACIFIC PRINCE	ALYESKA	55,443	0
9/18/2015	NORTHWEST EXPLORER	PEGGY JO	299,290	25
9/19/2015	SUNSET BAY	ANITA J	435,470	0
9/21/2015	NORTHWEST EXPLORER	ARCTIC EXPLORER	42,557	0
9/21/2015	NORTHWEST EXPLORER	PACIFIC EXPLORER	684,807	2
9/21/2015	AJ	PEGGY JO	153,859	0
9/21/2015	PROVIDIAN	PEGGY JO	153,859	0
9/23/2015	AJ	PEGGY JO	153,376	0
9/23/2015	PROVIDIAN	PEGGY JO	153,376	0
9/24/2015	PACIFIC FURY	ANITA J	3,596	0
9/24/2015	PACIFIC FURY	ANITA J	368	0
9/24/2015	PACIFIC FURY	ANITA J	551	0
9/24/2015	PACIFIC FURY	ANITA J	244,233	0
9/24/2015	SUNSET BAY	ANITA J	150,985	0
9/24/2015	AJ	PACIFIC EXPLORER	327,310	2
9/24/2015	PROVIDIAN	PACIFIC EXPLORER	327,310	1
9/26/2015	AJ	PEGGY JO	145,889	2
9/26/2015	PROVIDIAN	PEGGY JO	145,888	3
9/26/2015	STORM PETREL	PATRICIA L	97,015	0
9/26/2015	OCEAN HOPE 3	PATRICIA L	45,966	0
9/26/2015	PROGRESS	PATRICIA L	134,186	0
9/26/2015	PROGRESS	PATRICIA L	303	0
9/26/2015	PROGRESS	PATRICIA L	201	0
9/26/2015	PROGRESS	PATRICIA L	29,986	0
9/26/2015	GOLD RUSH	PATRICIA L	71,486	0
9/26/2015	GOLD RUSH	PATRICIA L	47,008	0
9/26/2015	MISS BERDIE	PATRICIA L	45,205	0

9/26/2015	AJ	BRISTOL EXPLORER	359,909	7
9/26/2015	PROVIDIAN	BRISTOL EXPLORER	359,910	7
9/27/2015	MISS BERDIE	ANITA J	26,305	0
9/27/2015	MISS BERDIE	ANITA J	66,274	0
9/27/2015	SUNSET BAY	ANITA J	263,382	0
9/28/2015	PEGASUS	MAJESTY	135,638	27
9/28/2015	AJ	PEGGY JO	176,385	4
9/28/2015	PROVIDIAN	PEGGY JO	176,385	3
9/28/2015	SUNSET BAY	COMMODORE	333,199	0
9/30/2015	NORTHWEST EXPLORER	BRISTOL EXPLORER	105,479	1
9/30/2015	AJ	PEGGY JO	120,928	3
9/30/2015	PROVIDIAN	PEGGY JO	120,927	3
10/1/2015	SUNSET BAY	ANITA J	391,206	0
10/1/2015	SUNSET BAY	COMMODORE	461,955	0
10/2/2015	PEGASUS	MAJESTY	387,130	5
10/2/2015	SUNSET BAY	STORM PETREL	82,170	0
10/2/2015	PEGASUS	ALDEBARAN	137,211	0
10/2/2015	AJ	BRISTOL EXPLORER	338,553	10
10/2/2015	AJ	BRISTOL EXPLORER	11,754	0
10/2/2015	AJ	BRISTOL EXPLORER	23,492	0
10/2/2015	AJ	BRISTOL EXPLORER	76,702	0
10/2/2015	PROVIDIAN	BRISTOL EXPLORER	6,455	0
10/2/2015	PROVIDIAN	BRISTOL EXPLORER	6,623	7
10/2/2015	PROVIDIAN	BRISTOL EXPLORER	11,009	0
10/2/2015	PROVIDIAN	BRISTOL EXPLORER	276,019	0
10/3/2015	SUNSET BAY	ANITA J	68,857	0
10/3/2015	SUNSET BAY	ANITA J	8,502	0
10/3/2015	SUNSET BAY	ANITA J	5,668	0
10/3/2015	SUNSET BAY	ANITA J	55,485	0
10/3/2015	NORDIC FURY	ANITA J	187	0
10/3/2015	NORDIC FURY	ANITA J	82,955	0
10/3/2015	NORDIC FURY	ANITA J	125	0
10/3/2015	NORDIC FURY	ANITA J	1,222	0
10/3/2015	HALF MOON BAY	ANITA J	167,182	0
10/3/2015	COLUMBIA	PACIFIC VIKING	2,966	0
10/4/2015	COLUMBIA	VIKING EXPLORER	61,133	0
10/4/2015	COLUMBIA	VIKING EXPLORER	139	0
10/4/2015	COLUMBIA	VIKING EXPLORER	92	0
10/4/2015	COLUMBIA	VIKING EXPLORER	1,859	0
10/4/2015	LISA MELINDA	VIKING EXPLORER	321,869	1
10/4/2015	LISA MELINDA	VIKING EXPLORER	3,702	0
10/4/2015	LISA MELINDA	VIKING EXPLORER	2,468	1
10/4/2015	LISA MELINDA	VIKING EXPLORER	6,274	0
10/4/2015	HALF MOON BAY	COMMODORE	479,367	0

10/5/2015	PEGASUS	ALDEBARAN	501,750	4
10/5/2015	HALF MOON BAY	STORM PETREL	142,450	0
10/6/2015	GLADIATOR	NORTHWEST EXPLORER	785,556	2
10/6/2015	PEGASUS	PACIFIC VIKING	0	2
10/6/2015	PEGASUS	PACIFIC VIKING	578,921	2
10/7/2015	PEGASUS	VIKING EXPLORER	533,171	0
10/7/2015	PEGASUS	VIKING EXPLORER	0	1
10/7/2015	PEGASUS	NORTHERN PATRIOT	745,620	0
10/7/2015	GLADIATOR	BRISTOL EXPLORER	755,730	5
10/8/2015	GLADIATOR	ALDEBARAN	537,878	7
10/9/2015	PEGASUS	PACIFIC VIKING	0	6
10/9/2015	PEGASUS	PACIFIC VIKING	525,648	0
10/9/2015	RAVEN	SOVEREIGNTY	235,558	0
10/10/2015	GLADIATOR	BRISTOL EXPLORER	273,647	2
10/10/2015	OCEAN EXPLORER	BRISTOL EXPLORER	477,623	4
10/10/2015	PEGASUS	NORTHERN PATRIOT	763,925	0
10/10/2015	PEGASUS	NORTHERN PATRIOT	0	14
10/10/2015	PEGASUS	VIKING EXPLORER	7,826	2
10/10/2015	PEGASUS	VIKING EXPLORER	76,609	0
10/10/2015	PEGASUS	VIKING EXPLORER	152,366	0
10/10/2015	PEGASUS	VIKING EXPLORER	11,740	0
10/10/2015	RAVEN	VIKING EXPLORER	234,933	0
10/10/2015	RAVEN	VIKING EXPLORER	0	1
10/11/2015	RAVEN	ALDEBARAN	495,539	0
10/11/2015	RAVEN	ALDEBARAN	0	7
10/12/2015	RAVEN	ARCTURUS	8,014	1
10/12/2015	RAVEN	ARCTURUS	78,444	0
10/12/2015	RAVEN	ARCTURUS	159,827	0
10/12/2015	RAVEN	ARCTURUS	12,021	0
10/12/2015	PERSEVERANCE	ARCTURUS	121,000	0
10/12/2015	PERSEVERANCE	ARCTURUS	273	0
10/12/2015	PERSEVERANCE	ARCTURUS	182	0
10/12/2015	PERSEVERANCE	ARCTURUS	9,786	0
10/12/2015	PERSEVERANCE	SOVEREIGNTY	22,775	0
10/12/2015	PREDATOR	SOVEREIGNTY	810,605	7
10/12/2015	GLADIATOR	NORTHERN PATRIOT	571,364	1
10/12/2015	SEEKER	VIKING EXPLORER	479,421	2
10/12/2015	SEEKER	VIKING EXPLORER	25,000	0
10/13/2015	SEEKER	PACIFIC VIKING	555,932	7
10/13/2015	SEEKER	DOMINATOR	581,568	5
10/13/2015	SEEKER	GOLDEN DAWN	270,713	2
10/13/2015	GLADIATOR	GOLDEN DAWN	391,874	3
10/14/2015	GLADIATOR	SOVEREIGNTY	324,834	21
10/14/2015	GLADIATOR	SOVEREIGNTY	482,319	26

10/14/2015	GOLDEN PISCES	ALDEBARAN	29,831	0
10/14/2015	LISA MELINDA	ALDEBARAN	17,885	0
10/14/2015	SEEKER	ALDEBARAN	0	3
10/14/2015	SEEKER	ALDEBARAN	441,709	3
10/14/2015	GLADIATOR	VIKING EXPLORER	0	10
10/14/2015	GLADIATOR	VIKING EXPLORER	485,103	11
10/14/2015	GLADIATOR	ARCTURUS	125,301	0
10/14/2015	GLADIATOR	ARCTURUS	11,762	0
10/14/2015	GLADIATOR	ARCTURUS	7,841	1
10/14/2015	GLADIATOR	ARCTURUS	180,893	0
10/14/2015	SEEKER	ARCTURUS	174,588	0
10/14/2015	SEEKER	ARCTURUS	0	1
10/14/2015	SEEKER	DOMINATOR	26,612	0
10/14/2015	SEEKER	DOMINATOR	6,241	0
10/14/2015	SEEKER	DOMINATOR	4,161	0
10/14/2015	SEEKER	DOMINATOR	40,726	0
10/14/2015	PREDATOR	DOMINATOR	243,019	2
10/14/2015	PREDATOR	DOMINATOR	346,554	2
10/14/2015	PREDATOR	DOMINATOR	0	1
10/15/2015	GLADIATOR	PACIFIC VIKING	478,536	11