

2016 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 91 IPA Identification Number 1

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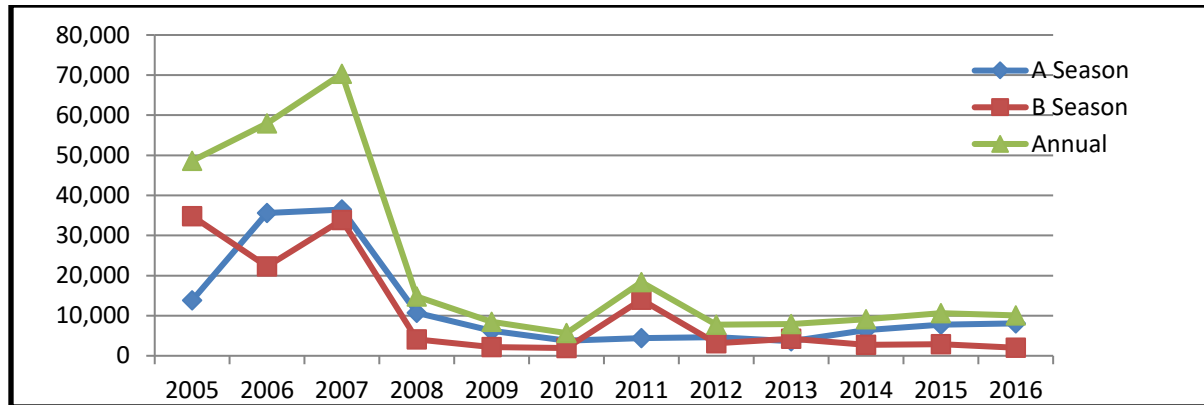
Introduction. In 2016 all AFA inshore sector eligible catcher vessels were members of the Inshore Salmon Savings Incentive Plan (SSIP) Agreement. The Inshore SSIP was first submitted for approval by NMFS on September 30, 2010 and approved on November 5, 2010. An amended Inshore SSIP Agreement was submitted 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 up to and through 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, 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 2016.

For 2016, the Inshore SSIP was operationally executed to comply with Amendment 110 regulations. While there were no operational changes made to the Inshore SSIP based on these regulations, a formal industry-wide Data Sharing Agreement was signed in the fall as part of the salmon bycatch IPA that covers salmon bycatch data for both Chinook and chum salmon, which replaced the previous Data Sharing Agreement that dealt only with Chinook bycatch data. However, prior to this formal signing by each of the cooperatives, an “informal” data sharing agreement regarding chum salmon was in effect through the ICA.

2016 Pollock Harvest and Chinook Bycatch Summary. In 2016 the Inshore SSIP members caught a total of 10,047 Chinook salmon; 8,059 in the A Season and 1,988 in the B Season. The total 2016 pollock harvest by Inshore SSIP members was 584,969 metric tons; 230,891 metric tons in the A Season and 354,078 metric tons in the B Season. Annually that calculates to 58 metric tons of pollock harvest for every one bycaught Chinook salmon; an annual rate of 0.0172 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 0.0345 Chinook per mt of pollock. The B Season yielded 178 metric tons of pollock for every one bycaught Chinook salmon; a B Season rate of 0.0056 Chinook per metric ton of pollock harvest.

Compared to the most recent 12 years of inshore sector Chinook bycatch, 2016 was the sixth lowest over the past 12 years. The inshore sector’s 2016 Chinook bycatch is 44.7% of the 12 year average (22,467 Chinook) – 12,420 Chinook below the 12 year average.



All 2016 pollock fishing by the Inshore SSIP members was completed by October 15th.

Salmon Excluder Use. The Inshore SSIP vessels continue 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 31st to be made with a salmon excluder as well. In 2016, recognizing certain contingencies, there were only two vessels that did not use a salmon excluder device during fishing operations. These two vessels operated trawl nets that use fish pumps to get the fish aboard rather than hauling the net up a stern ramp. This type of net associated with a pump does not support the use of an effective excluder at this time.

Annual Reporting Requirements.

Regulations under Amendments 91 and 110 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 7.

Section 1. A comprehensive description of the incentive measures, including the rolling hot spot program and salmon excluder use, 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 (3rd) 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

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2016 Agreement. As discussed at the beginning of the report, the Inshore SSIP for 2016 included an industry-wide Data Sharing Agreement as part of the salmon bycatch IPA that covers salmon bycatch data for both Chinook and chum salmon. The regulations promulgated under Amendment 110 incorporate chum salmon avoidance features into existing IPAs to provide participants in the pollock fishery with flexibility to use coordinated data sharing and management in order to adapt quickly to changing conditions while maintaining incentives to avoid Chinook salmon at all levels of abundance.

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 vessel's 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).

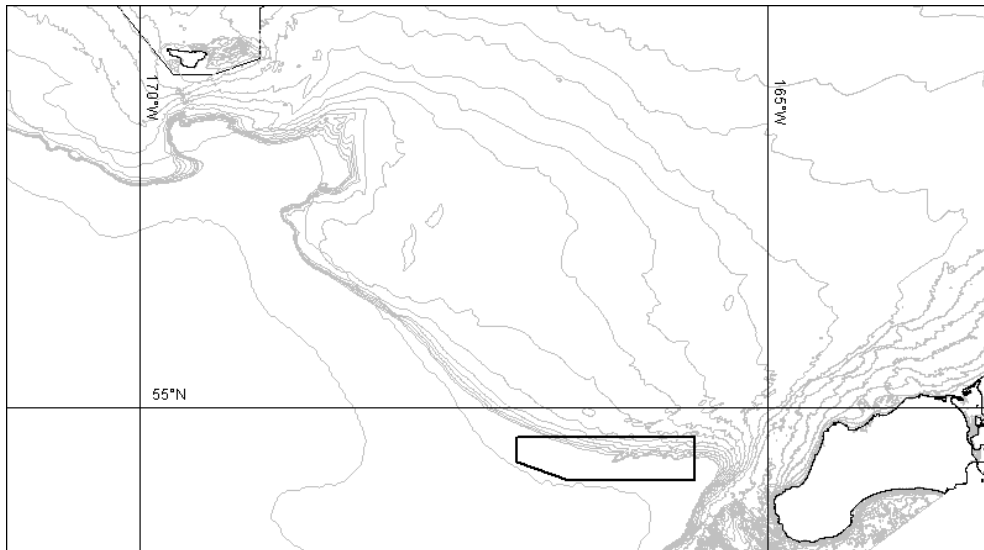
Rolling Hot Spot (RHS) Program. The Inshore SSIP includes a rolling hot spot component similar to the Amendment 84 RHS program. While not a direct incentive based element, the addition of an RHS component to the SSIP provides a strong mechanism for minimizing bycatch.

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 2nd week in March and the RHS program was suspended beginning March 13th. 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 13th.

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 31st.

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, 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; 2) Restrictions or penalties that target vessels that consistently have significantly higher Chinook salmon PSC rates relative to other vessels; and 3) Restrictions or performance criteria used to ensure that Chinook PSC rates in October are not significantly higher than in previous months.

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. Under the SSIP incentives, the 2016 bycatch of 10,047 Chinook was under the limit by 16,437 Chinook. Total Savings Credits earned by the SSIP members was 5,479, an increase in savings over 2015.

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 verse 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.

As previously mentioned, provisions required by Amendment 110 had already been incorporated by the Inshore SSIP. These include Best Management Practices (operations and communications protocols), a full-time rolling hot spot closure program, and a maximum duration of salmon savings credits not to exceed three years. Chum salmon closures are included in the RHS program but are executed so that they do not conflict with triggered Chinook salmon closures, which are prioritized. Another provision to prevent conflict with Chinook salmon bycatch measures is the increase in chum salmon base rates (rates that trigger chum salmon closures) throughout the B season, in recognition of the consistent historical patterns of salmon bycatch, where chum salmon is more often encountered early in B season while Chinook salmon bycatch rates are highest in October. Finally, chum salmon originating from Western Alaska are prioritized by taking into account relevant information of the origin of chum salmon encountered when setting closures.

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 5th, 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 31st 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 (in pounds for pollock and numbers for Chinook salmon)

COOP	VESSEL	2016 A SEASON ALLOCATIONS		2016 A SEASON CATCH	
		POLLOCK	CHINOOK CREDITS	POLLOCK	CHINOOK
AKUTAN COOP	ALDEBARAN	7,484,220	307	7,787,521	136
	ARCTIC EXPLORER	9,415,805	386	9,031,845	126
	ARCTIC RAM	1,963,660	80	0	0
	ARCTIC WIND (AMEND 69)	0	0	1,408,086	33
	ARCTURUS	7,886,827	323	7,981,708	137
	BRISTOL EXPLORER	8,988,124	368	10,171,263	156
	CAPE KIWANDA	2,691,052	110	0	0
	COLUMBIA	7,365,986	302	6,168,433	85
	DOMINATOR	8,935,943	366	8,770,826	200
	EXCALIBUR II	2,654,388	109	2,776,142	41
	GLADIATOR	8,377,238	343	7,663,366	103
	GOLDEN DAWN	8,949,816	367	9,040,980	126
	GOLDEN PISCES	1,381,505	57	0	0
	LISA MELINDA	1,118,797	46	2,853,489	35
	MAJESTY	5,083,554	208	0	0
	MARCY J	918,571	38	0	0
	MARGARET LYN	174,217	7	1,527,077	12
	MARK I	230,490	9	0	0
	NORTHERN PATRIOT	12,310,498	504	12,330,783	249
	NORTHERN RAM	1,603,009	66	0	0
	NORTHWEST EXPLORER	8,195,088	336	8,311,015	114
	OCEAN EXPLORER	8,143,778	334	7,220,756	106
	PACIFIC EXPLORER	7,710,338	316	6,814,682	123
	PACIFIC RAM	1,038,694	43	2,632,511	20
	PACIFIC VIKING	5,569,028	228	5,896,208	113
	PEGASUS	3,547,813	145	4,453,718	47
	PEGGY JO	1,697,039	69	0	0
	PERSEVERANCE	1,507,916	62	1,682,501	27
	PREDATOR	1,004,573	41	2,232,186	17
	RAVEN	3,632,779	149	5,069,910	65
	ROYAL AMERICAN	4,950,878	203	5,157,113	70
	SEADAWN (AMEND 69)	0	0	1,321,190	12
SEEKER	1,886,056	77	1,831,386	28	
SOVEREIGNTY	12,002,858	492	13,027,664	265	
TRAVELER	210,737	9	2,775,588	39	
VIKING EXPLORER	6,065,007	248	8,368,807	176	

NORTHERN VICTOR	ALYESKA	6,223,968	255	0	0
	AMERICAN EAGLE	5,470,022	223	0	0
	ANITA J	2,783,933	105	5,513,925	80
	COLLIER BROTHERS	628,580	32	278,987	2
	COMMODORE	6,407,680	263	6,684,772	132
	GOLD RUSH	2,176,960	85	1,458,308	11
	HALF MOON BAY	2,775,829	123	4,593,323	131
	HICKORY WIND	1,559,531	64	759,909	28
	MISS BERDIE	3,069,162	128	5,917,407	156
	NORDIC FURY	368,099	4	690,513	7
	OCEAN HOPE 3	2,128,722	87	2,429,131	15
	PACIFIC FURY	294,958	2	0	0
	PATRICIA L	6,280,562	260	7,151,157	128
	PROGRESS	5,165,085	212	6,163,654	84
	ROYAL ATLANTIC	6,673,060	274	6,729,454	133
	STORM PETREL	6,246,172	258	7,586,201	102
SUNSET BAY	2,569,523	117	3,979,186	30	
PETERPAN	AMERICAN BEAUTY	217,169	9	1,965,735	25
	ARCTIC WIND	3,552,112	145	0	0
	BRISTOL EXPLORER (AMEND 69)	0	0	2,940,968	45
	ELIZABETH F	1,957,688	80	1,927,526	14
	OCEAN EXPLORER (AMEND 69)	0	0	1,805,594	52
	OCEAN LEADER	278,242	11	0	0
	OCEANIC	688,237	28	0	0
	PACIFIC CHALLENGER	857,470	35	858,159	3
	PROVIDIAN	1,950,892	80	0	0
	TOPAZ	422,911	17	0	0
	WALTER N	2,057,757	84	2,073,139	25
UNALASKA	ALASKA ROSE	8,593,976	352	10,026,871	139
	BERING ROSE	8,799,992	361	10,635,531	193
	DESTINATION	10,989,611	450	12,558,252	162
	GREAT PACIFIC	6,310,279	259	7,347,909	142
	LESLIE LEE	2,797,677	115	0	0
	MESSIAH	3,661,312	150	0	0
	PACIFIC CHALLENGER (AMEND 69)	0	0	409,923	5
	SEA WOLF	7,736,814	317	9,091,974	77
	VANGUARD	288,383	12	0	0
	WESTERN DAWN	2,017,395	83	1,191,889	7

JUNISEA	ALSEA	9,165,595	375	9,112,641	132
	ARGOSY	8,997,453	369	9,518,691	138
	AURIGA	17,070,121	699	17,075,038	264
	AURORA	17,074,407	700	17,193,725	240
	BERING DEFENDER (AMEND 69)	0	0	172,000	7
	DEFENDER	17,776,250	728	17,680,544	193
	FIERCE ALLEGIANCE	4,786,716	196	7,303,102	201
	MAR-GUN	532,460	22	0	0
	MORNING STAR-2	2,700,325	111	0	0
	NORDIC STAR	7,074,303	290	7,191,119	104
	SEADAWN	7,201,893	295	7,151,056	87
	STARFISH	7,715,565	316	7,550,303	115
	STARLITE	6,254,534	256	6,439,992	145
	STARWARD	6,437,847	264	6,483,863	188
WESTWARD	BERING DEFENDER	10,668,642	440	17,990,274	205
	CAITLIN ANN	0	78	5,794,587	79
	CHELSEA K	24,093,208	972	25,953,157	559
	DEFENDER-2	6,233,371	231	0	0
	MORNING STAR	10,070,630	413	9,138,198	124
	NORDIC FURY (AMEND 69)	0	0	2,869,720	15
	PACIFIC PRINCE	28,623,780	1,156	15,613,099	267
	VIKING	8,688,704	347	10,798,302	100
	WESTWARD I	8,288,293	325	8,759,162	107
OPEN ACCESS	ALASKAN DEFENDER	12,333,634	505	12,161,796	200

TABLE 2. B SEASON ALLOCATIONS AND CATCH (in pounds for pollock and numbers for Chinook salmon)

COOP	VESSEL	2016 B SEASON ALLOCATIONS			2016 B SEASON CATCH		
		POLLOCK	CHINOOK BASE CAP CREDITS (INCLUDES A SEASON ROLLOVER)	AVAILABLE SAVINGS CREDITS	TOTAL AVAILABLE CREDITS	POLLOCK	CHINOOK
AKUTAN COOP	ALDEBARAN	11,274,812	241	143	384	11,469,482	53
	ARCTIC EXPLORER	14,184,704	344	242	586	13,821,717	29
	ARCTIC RAM	2,958,211	75	49	124	5,020,969	3
	ARCTIC WIND (AMEND 69)	0	0	0	0	4,641,691	87
	ARCTURUS	11,881,332	257	248	505	12,006,262	122
	BRISTOL EXPLORER	13,540,411	315	205	520	18,462,225	31
	CAPE KIWANDA	4,054,011	94	62	156	60,978	0
	COLUMBIA	11,096,696	281	205	486	12,491,735	78
	DOMINATOR	13,461,801	242	165	407	14,211,092	216
	EXCALIBUR II	3,998,777	92	109	201	4,134,217	3
	GLADIATOR	12,620,125	311	209	520	13,182,059	81
	GOLDEN DAWN	13,482,701	320	267	587	13,948,494	40
	GOLDEN PISCES	2,081,207	55.66	43	98.66	7,191,716	34
	LISA MELINDA	1,685,443	40	27	67	0	0
	MAJESTY	7,658,261	150	155	305	7,566,983	14
	MARCY J	1,383,807	41	33	74	2,621,819	3
	MARGARET LYN	262,455	9	8	17	0	0
	MARK I	347,228	11	9	20	0	0
	NORTHERN PATRIOT	18,545,495	366	322	688	18,821,489	80
	NORTHERN RAM	2,414,897	65	54	119	0	0
	NORTHWEST EXPLORER	12,345,721	295	183	478	0	0
	OCEAN EXPLORER	12,268,423	275	178	453	13,925,353	8
	PACIFIC EXPLORER	11,615,455	244	249	493	12,142,147	42
	PACIFIC RAM	1,564,770	48	29	77	0	0
	PACIFIC VIKING	8,389,618	168	146	314	8,525,848	59
	PEGASUS	5,344,703	135	66	201	0	0
	PEGGY JO	2,556,552	63	67	130	1,421,254	30
	PERSEVERANCE	2,271,643	50	55	105	0	0
	PREDATOR	1,513,368	44	29	73	0	0
	RAVEN	5,472,701	129.34	115	244.34	0	0
	ROYAL AMERICAN	7,458,389	180	195	375	10,581,620	8
SEADAWN (AMEND 69)	0	0	0	0	2,764,450	2	
SEEKER	2,841,303	66	55	121	9,358,279	48	
SOVEREIGNTY	18,082,042	344	287	631	18,390,657	72	

	TRAVELER	317,470	9	9	18	5,710,430	4
	VIKING EXPLORER	9,136,800	202	162	364	9,256,556	31
NORTHERN VICTOR	ALYESKA	9,376,271	213	259	472	0	0
	AMERICAN EAGLE	8,240,468	200	183	383	9,506,948	41
	ANITA J	4,193,934	74	16	90	6,971,135	26
	COLLIER BROTHERS	946,942	32	34	66	1,561,122	3
	COMMODORE	9,653,029	210	160	370	10,756,116	21
	GOLD RUSH	3,279,542	86	80	166	5,638,728	4
	HALF MOON BAY	4,181,726	65	83	148	7,113,787	50
	HICKORY WIND	2,349,399	29	45	74	6,525,850	4
	MISS BERDIE	4,623,626	50	91	141	0	0
	NORDIC FURY	554,533	1	1	2	826,084	2
	OCEAN HOPE 3	3,206,872	95	72	167	4,269,223	17
	PACIFIC FURY	444,348	0	1	1	0	0
	PATRICIA L	9,461,529	206	249	455	10,552,985	45
	PROGRESS	7,781,087	184	147	331	7,908,638	5
	ROYAL ATLANTIC	10,052,818	212	263	475	12,160,826	13
STORM PETREL	9,409,721	230	151	381	10,627,226	39	
SUNSET BAY	3,870,929	115	107	222	0	0	
PETERPAN	AMERICAN BEAUTY	327,160	6	9	15	0	0
	ARCTIC WIND	5,351,179	96	140	236	0	0
	BRISTOL EXPLORER (AMEND 69)	0	0	0	0	2,313,874	0
	CAPE KIWANDA (AMEND 69)	0	0	0	0	3,717,191	1
	ELIZABETH F	2,949,214	84	59	143	2,989,311	23
	OCEAN EXPLORER (AMEND 69)	0	0	0	0	2,645,148	2
	OCEAN LEADER	419,165	7	12	19	1,971,152	1
	OCEANIC	1,036,814	27	30	57	0	0
	PACIFIC CHALLENGER	1,291,760	39	38	77	0	0
	PROVIDIAN	2,938,975	74	52	126	0	0
	TOPAZ	637,106	21	21	42	0	0
	WALTER N	3,099,966	78	67	145	3,779,469	9
UNALASKA	ALASKA ROSE	12,946,636	290	344	634	13,811,260	17
	BERING ROSE	13,256,994	247	361	608	13,904,169	12
	DESTINATION	16,555,608	386	455	841	17,881,544	11
	GREAT PACIFIC	9,506,297	173	240	413	8,987,889	7
	LESLIE LEE	4,214,639	139	130	269	7,214,148	6

	MESSIAH	5,515,686	183	41	224	0	0
	SEA WOLF	11,655,340	309	343	652	12,288,404	7
	VANGUARD	434,443	14	13	27	1,277,213	3
	WESTERN DAWN	3,039,161	89	92	181	2,776,432	0
UNISEA	ALSEA	13,807,767	326	382	708	14,313,773	8
	ARGOSY	13,554,465	311	394	705	14,272,753	10
	AURIGA	25,715,763	589	614	1203	26,851,204	32
	AURORA	25,722,219	613	663	1276	25,566,406	18
	BERING DEFENDER (AMEND 69)	0	0	0	0	12,105,850	16
	DEFENDER	26,779,530	687	744	1431	0	0
	DEFENDER-2 (AMEND 69)	0	0	0	0	8,240,161	77
	FIERCE ALLEGIANCE	7,211,082	56	206	262	11,302,308	13
	MAR-GUN	802,139	27	11	38	0	0
	MORNING STAR (AMEND 69)	0	0	0	0	6,327,588	15
	MORNING STAR-2	4,067,981	117	18	135	0	0
	NORDIC STAR	10,657,282	249	266	515	10,797,176	6
	SEADAWN	10,849,494	273	281	554	11,054,014	5
	STARFISH	11,623,329	270	275	545	12,368,236	20
	STARLITE	9,422,318	167	252	419	9,244,712	6
STARWARD	9,698,476	133	256	389	9,798,435	10	
WESTWARD	BERING DEFENDER	16,243,650	395	454	849	25,843,147	19
	CAITLIN ANN	4,756,083	94	60	154	13,535,082	12
	CHELSEA K	35,360,617	665	740	1405	38,819,199	75
	DEFENDER-2	7,882,694	217	150	367	0	0
	MORNING STAR	15,171,183	378	319	697	13,805,649	12
	NORDIC FURY (AMEND 69)	0	0	0	0	4,874,980	1
	PACIFIC PRINCE	42,095,810	994	1,065	2059	20,107,712	41
	VIKING	12,518,013	337	315	652	16,275,813	10
	WESTWARD I	11,599,073	289	298	587	14,107,543	23
OPEN ACCESS	ALASKAN DEFENDER	18,580,349	416	478	894	18,942,231	12

Sections 6 and 7. In Season Transfers of Pollock and Chinook.

TABLE 3. TRANSFERS BETWEEN ENTITIES

DATE	TRANSFEROR	TRANSFEE	CHINOOK	POLLOCK
	The Inshore SSIP Participants had no Entity Transfers in 2016			

TABLE 4. TRANSFERS AMONG COOP MEMBERS (in pounds for pollock and numbers for Chinook salmon)

DATE	TRANSFEROR	TRANSFEE	POLLOCK	CHINOOK
1/21/16	PACIFIC PRINCE	NORDIC FURY	404,782	2
1/23/16	MARK I	TRAVELER	175,409	1
1/23/16	COMMODORE	ROYAL ATLANTIC	528,188	8
1/23/16	PACIFIC PRINCE	CAITLIN ANN	651,241	8
1/24/16	PACIFIC PRINCE	NORDIC FURY	408,188	3
1/26/16	ARCTIC WIND	OCEAN EXPLORER	712,081	15
1/27/16	PACIFIC PRINCE	NORDIC FURY	390,818	0
1/27/16	PACIFIC PRINCE	CAITLIN ANN	618,371	0
1/28/16	ALYESKA	COMMODORE	407,680	5
1/28/16	ARCTIC WIND	BRISTOL EXPLORER	766,963	16
1/29/16	PEGGY JO	TRAVELER	335,919	1
1/29/16	MARK I	TRAVELER	55,081	0
1/29/16	OCEAN LEADER	AMERICAN BEAUTY	265,356	6
1/30/16	ARCTIC WIND	OCEAN EXPLORER	428,025	22
1/31/16	PACIFIC PRINCE	CAITLIN ANN	625,861	7
2/1/16	ALYESKA	COMMODORE	415,337	4
2/2/16	PEGGY JO	TRAVELER	396,619	6
2/2/16	OCEANIC	AMERICAN BEAUTY	491,227	7
2/2/16	OCEAN LEADER	AMERICAN BEAUTY	12,886	0
2/2/16	PACIFIC PRINCE	NORDIC FURY	424,798	1
2/4/16	ARCTIC WIND	OCEAN EXPLORER	665,488	15
2/5/16	AMERICAN BEAUTY	PACIFIC CHALLENGER	689	0
2/5/16	WESTERN DAWN	PACIFIC CHALLENGER	409,923	5

2/6/16	ARCTIC WIND	BRISTOL EXPLORER	769,775	10
2/6/16	PACIFIC PRINCE	CAITLIN ANN	658,737	9
2/7/16	PEGGY JO	TRAVELER	409,936	4
2/7/16	PROVIDIAN	AMERICAN BEAUTY	305,545	1
2/7/16	OCEANIC	AMERICAN BEAUTY	197,010	1
2/8/16	GOLDEN PISCES	RAVEN	1,381,505	54
2/8/16	PATRICIA L	NORDIC FURY	75,055	1
2/8/16	PACIFIC FURY	NORDIC FURY	294,958	2
2/10/16	ALYESKA	STORM PETREL	489,893	5
2/10/16	AMERICAN BEAUTY	BRISTOL EXPLORER	25,231	0
2/10/16	PROVIDIAN	BRISTOL EXPLORER	470,368	3
2/10/16	ARCTIC WIND	BRISTOL EXPLORER	209,780	2
2/11/16	PEGGY JO	TRAVELER	381,642	4
2/12/16	PROVIDIAN	AMERICAN BEAUTY	506,036	5
2/14/16	ALYESKA	PROGRESS	373,818	5
2/16/16	PACIFIC PRINCE	NORDIC FURY	404,098	2
2/17/16	CAPE KIWANDA	TRAVELER	247,318	8
2/17/16	PEGGY JO	TRAVELER	172,923	6
2/20/16	GOLD RUSH	OCEAN HOPE 3	300,409	3
2/21/16	HICKORY WIND	MISS BERDIE	285,169	3
2/23/16	CAPE KIWANDA	TRAVELER	390,004	7
2/23/16	ALYESKA	PATRICIA L	559,399	4
2/23/16	PACIFIC PRINCE	NORDIC FURY	403,362	5
2/24/16	ALYESKA	HALF MOON BAY	86,657	1
2/25/16	HICKORY WIND	MISS BERDIE	473,602	6
2/27/16	MAJESTY	EXCALIBUR II	121,754	0
2/28/16	NORDIC FURY	ANITA J	47,599	0
2/28/16	STORM PETREL	ANITA J	112,281	0
2/28/16	PACIFIC PRINCE	NORDIC FURY	433,674	2
3/1/16	ALYESKA	COMMODORE	485,386	7
3/2/16	ALYESKA	HALF MOON BAY	233,104	4
3/2/16	MAR-GUN	ARGOSY	532,438	0
3/3/16	STORM PETREL	ANITA J	440,639	4
3/4/16	COMMODORE	SUNSET BAY	193,533	0
3/5/16	COMMODORE	ROYAL ATLANTIC	525,159	3
3/5/16	DEFENDER-2	BERING DEFENDER	1,370,627	14
3/7/16	ALYESKA	STORM PETREL	513,592	4
3/7/16	MORNING STAR-2	STARLITE	185,465	0

3/9/16	DEFENDER-2	BERING DEFENDER	1,404,095	14
3/11/16	MORNING STAR-2	FIERCE ALLEGIANCE	1,608,376	0
3/13/16	COMMODORE	SUNSET BAY	425,754	0
3/13/16	AURIGA	AURORA	45,579	0
3/14/16	ALYESKA	PATRICIA L	462,534	11
3/14/16	DEFENDER-2	BERING DEFENDER	1,466,367	10
3/15/16	NORTHERN RAM	SEADAWN	648,456	8
3/15/16	HICKORY WIND	MISS BERDIE	438,293	16
3/15/16	PACIFIC PRINCE	CAITLIN ANN	615,404	7
3/16/16	CAPE KIWANDA	MARGARET LYN	171,150	5
3/16/16	MORNING STAR-2	FIERCE ALLEGIANCE	906,423	18
3/16/16	PACIFIC PRINCE	VIKING	744,301	8
3/17/16	ALYESKA	PROGRESS	15,002	0
3/17/16	ALYESKA	PROGRESS	368,445	6
3/18/16	CAPE KIWANDA	ARCTIC WIND	450,699	11
3/18/16	STORM PETREL	SUNSET BAY	378,902	3
3/18/16	COMMODORE	ANITA J	133,601	2
3/18/16	PROGRESS	ANITA J	4,845	0
3/18/16	PROGRESS	ANITA J	248,825	5
3/18/16	NORDIC FURY	ANITA J	1,274	0
3/18/16	NORDIC FURY	ANITA J	1,590	0
3/19/16	ALYESKA	HALF MOON BAY	159,105	9
3/19/16	AMERICAN EAGLE	HALF MOON BAY	235,152	10
3/19/16	PACIFIC PRINCE	CAITLIN ANN	658,293	17
3/19/16	DEFENDER-2	BERING DEFENDER	1,399,827	26
3/20/16	STORM PETREL	MISS BERDIE	12,197	0
3/20/16	OCEAN HOPE 3	MISS BERDIE	9,193	0
3/20/16	HICKORY WIND	MISS BERDIE	6,735	0
3/20/16	HICKORY WIND	MISS BERDIE	362,467	8
3/20/16	PACIFIC FURY	NORDIC FURY	1,274	0
3/22/16	NORTHERN RAM	SEADAWN	672,734	4
3/22/16	MESSIAH	BERING ROSE	292,557	0
3/22/16	MORNING STAR	BERING DEFENDER	659,310	0
3/23/16	PERSEVERANCE	PREDATOR	248,808	0
3/23/16	CAPE KIWANDA	MARGARET LYN	302,325	1
3/23/16	PEGGY JO	MARGARET LYN	7,329	0
3/23/16	TRAVELER	MARGARET LYN	910	0
3/23/16	MARK I	MARGARET LYN	995	0

3/23/16	AMERICAN EAGLE	ANITA J	296,661	3
3/23/16	AMERICAN EAGLE	HALF MOON BAY	25,384	0
3/23/16	ALYESKA	HALF MOON BAY	235,152	4
3/23/16	ALYESKA	ANITA J	126,412	0
3/23/16	MESSIAH	SEA WOLF	587,896	0
3/24/16	CAPE KIWANDA	ARCTIC WIND	466,724	5
3/24/16	GOLD RUSH	MISS BERDIE	395,392	6
3/24/16	LESLIE LEE	GREAT PACIFIC	7,677	0
3/24/16	PACIFIC PRINCE	CAITLIN ANN	681,008	3
3/25/16	ALYESKA	COMMODORE	222,037	8
3/25/16	AMERICAN EAGLE	COMMODORE	287,911	5
3/25/16	WESTWARD I	BERING DEFENDER	39,343	0
3/25/16	DEFENDER-2	BERING DEFENDER	26,920	0
3/25/16	DEFENDER-2	BERING DEFENDER	592,455	0
3/25/16	MORNING STAR	BERING DEFENDER	6,984	0
3/25/16	MORNING STAR	BERING DEFENDER	309,630	0
3/25/16	PACIFIC PRINCE	VIKING	763,131	7
3/26/16	AMERICAN EAGLE	HALF MOON BAY	442,560	12
3/26/16	MESSIAH	ALASKA ROSE	674,997	0
3/26/16	PACIFIC PRINCE	VIKING	564,642	0
3/27/16	AMERICAN EAGLE	ANITA J	435,917	2
3/27/16	DEFENDER	BERING DEFENDER	7,824	0
3/27/16	DEFENDER	BERING DEFENDER	164,176	7
3/27/16	PACIFIC PRINCE	CAITLIN ANN	655,172	11
3/28/16	ALYESKA	COMMODORE	286,735	5
3/28/16	MESSIAH	BERING ROSE	745,250	0
3/29/16	CAPE KIWANDA	MARGARET LYN	294,579	2
3/29/16	GOLD RUSH	MISS BERDIE	2,907	0
3/29/16	MESSIAH	SEA WOLF	228,806	0
3/29/16	VANGUARD	SEA WOLF	283,760	0
3/29/16	LESLIE LEE	SEA WOLF	221,285	0
3/29/16	STARLITE	STARWARD	6,490	0
3/29/16	MORNING STAR-2	STARWARD	11,662	0
3/29/16	MORNING STAR-2	STARWARD	61	0
3/29/16	PACIFIC PRINCE	WESTWARD I	474,417	0
3/30/16	OCEAN EXPLORER	ARCTIC WIND	490,663	17
3/30/16	MAJESTY	VIKING EXPLORER	212,882	3
3/30/16	ARCTIC RAM	PREDATOR	328,973	3

3/30/16	AMERICAN EAGLE	HALF MOON BAY	388,392	7
3/30/16	COLLIER BROTHERS	MISS BERDIE	424,412	7
3/30/16	LESLIE LEE	GREAT PACIFIC	522,345	0
3/30/16	PACIFIC PRINCE	CHELSEA K	1,808,961	39
3/30/16	PACIFIC PRINCE	CAITLIN ANN	630,500	17
3/31/16	PACIFIC EXPLORER	BRISTOL EXPLORER	861,791	16
3/31/16	AMERICAN EAGLE	ANITA J	424,654	7
3/31/16	AMERICAN EAGLE	STORM PETREL	186,907	3
3/31/16	LESLIE LEE	DESTINATION	629,148	0
3/31/16	ALSEA	NORDIC STAR	33,310	0
3/31/16	ALSEA	NORDIC STAR	52,954	0
4/1/16	MESSIAH	BERING ROSE	335,433	0
4/1/16	WESTERN DAWN	BERING ROSE	2,287	0
4/1/16	WESTERN DAWN	BERING ROSE	422,008	0
4/1/16	MESSIAH	ALASKA ROSE	720,783	0
4/2/16	ALYESKA	PATRICIA L	217,740	7
4/2/16	PATRICIA L	MISS BERDIE	217,740	4
4/2/16	COLLIER BROTHERS	MISS BERDIE	2,715	0
4/2/16	COLLIER BROTHERS	MISS BERDIE	204,168	0
4/2/16	LESLIE LEE	GREAT PACIFIC	480,356	0
4/3/16	ARCTIC RAM	PACIFIC RAM	168,617	1
4/3/16	AMERICAN EAGLE	STORM PETREL	538,210	8
4/3/16	LESLIE LEE	DESTINATION	892,032	0
4/4/16	OCEAN EXPLORER	ROYAL AMERICAN	128,452	2
4/4/16	CAPE KIWANDA	ROYAL AMERICAN	11,622	0
4/4/16	CAPE KIWANDA	ROYAL AMERICAN	44,780	1
4/4/16	CAPE KIWANDA	MARGARET LYN	323,473	1
4/4/16	OCEAN EXPLORER	BRISTOL EXPLORER	143,342	4
4/4/16	PACIFIC EXPLORER	BRISTOL EXPLORER	1,113	0
4/4/16	PACIFIC EXPLORER	BRISTOL EXPLORER	66,051	2
4/4/16	AMERICAN EAGLE	PROGRESS	394,023	4
4/5/16	MAJESTY	VIKING EXPLORER	505,473	4
4/5/16	MAJESTY	LISA MELINDA	66,553	1
4/5/16	WESTERN DAWN	MESSIAH	60	0
4/5/16	MESSIAH	WESTERN DAWN	16,961	0
4/6/16	PATRICIA L	STORM PETREL	226,718	0
4/6/16	ALYESKA	STORM PETREL	301,753	4
4/6/16	AMERICAN EAGLE	ANITA J	443,671	4

4/7/16	ARCTIC RAM	PACIFIC RAM	312,306	1
4/8/16	ROYAL ATLANTIC	HICKORY WIND	72,297	0
4/8/16	AMERICAN EAGLE	HICKORY WIND	23,623	0
4/8/16	AMERICAN EAGLE	HICKORY WIND	261,090	0
4/8/16	AMERICAN EAGLE	SUNSET BAY	400,377	0
4/9/16	OCEAN EXPLORER	MARGARET LYN	251,347	3
4/9/16	MAJESTY	LISA MELINDA	256,558	4
4/9/16	MAJESTY	VIKING EXPLORER	508,951	50
4/9/16	AMERICAN EAGLE	PATRICIA L	123,311	0
4/10/16	ARCTIC RAM	PACIFIC RAM	280,525	5
4/10/16	AMERICAN EAGLE	HICKORY WIND	123,710	7
4/10/16	ALYESKA	HICKORY WIND	279,189	5
4/10/16	AMERICAN EAGLE	PROGRESS	462,092	0
4/11/16	ARCTIC EXPLORER	BRISTOL EXPLORER	72,025	1
4/11/16	ARCTIC RAM	PERSEVERANCE	4,321	0
4/11/16	MAJESTY	LISA MELINDA	284,999	3
4/11/16	PROVIDIAN	BRISTOL EXPLORER	2,179	0
4/11/16	PROVIDIAN	BRISTOL EXPLORER	668,943	14
4/11/16	PACIFIC CHALLENGER	BRISTOL EXPLORER	3,703	0
4/11/16	AMERICAN BEAUTY	BRISTOL EXPLORER	938	0
4/11/16	AMERICAN BEAUTY	BRISTOL EXPLORER	3,574	0
4/11/16	OCEAN LEADER	BRISTOL EXPLORER	1,202	0
4/11/16	OCEANIC	BRISTOL EXPLORER	2,972	0
4/11/16	ARCTIC WIND	BRISTOL EXPLORER	15,340	0
4/12/16	MAJESTY	LISA MELINDA	277,850	3
4/12/16	ARCTIC RAM	PREDATOR	326,010	6
4/13/16	ARCTIC EXPLORER	NORTHWEST EXPLORER	80,535	0
4/13/16	ARCTIC RAM	SOVEREIGNTY	69,751	1
4/13/16	ARCTIC RAM	PACIFIC RAM	260,742	4
4/14/16	MAJESTY	VIKING EXPLORER	512,973	16
4/15/16	MAJESTY	LISA MELINDA	277,946	6
4/16/16	MAJESTY	PREDATOR	319,484	2
4/16/16	GLADIATOR	VIKING EXPLORER	537,328	3
4/16/16	MAJESTY	PERSEVERANCE	202,551	2
4/16/16	MARCY J	PEGASUS	291,363	2
4/16/16	MAJESTY	PACIFIC RAM	74,379	0
4/16/16	ARCTIC RAM	PACIFIC RAM	8,480	0
4/16/16	ARCTIC RAM	PACIFIC RAM	212,415	2

4/17/16	MAJESTY	SOVEREIGNTY	903,218	9
4/18/16	MARCY J	PEGASUS	294,868	3
4/18/16	MAJESTY	LISA MELINDA	291,449	1
4/19/16	COLUMBIA	ARCTURUS	60,820	0
4/19/16	GLADIATOR	ALDEBARAN	24,429	0
4/19/16	NORTHERN RAM	ALDEBARAN	6,923	0
4/19/16	NORTHERN RAM	ALDEBARAN	9,952	0
4/19/16	MAJESTY	ALDEBARAN	21,954	0
4/19/16	MAJESTY	ALDEBARAN	4,012	0
4/19/16	DOMINATOR	ALDEBARAN	1,539	0
4/19/16	DOMINATOR	ALDEBARAN	202,170	4
4/19/16	MAJESTY	GOLDEN DAWN	52,513	0
4/19/16	NORTHERN RAM	PACIFIC RAM	271,867	3
4/19/16	MAJESTY	PERSEVERANCE	210,009	0
4/20/16	COLUMBIA	RAVEN	39,937	0
4/20/16	COLUMBIA	LISA MELINDA	274,505	1
4/20/16	COLUMBIA	PACIFIC VIKING	114,835	1
4/20/16	GLADIATOR	PACIFIC VIKING	6,465	0
4/20/16	GLADIATOR	PACIFIC VIKING	181,829	2
4/20/16	ARCTIC EXPLORER	OCEAN EXPLORER	55,612	0
4/21/16	MARCY J	PEGASUS	304,352	0
4/29/16	ELIZABETH F	WALTER N	9,053	0
6/1/16	RAVEN	GOLDEN PISCES	0	40.66
6/9/16	ALYESKA	ROYAL ATLANTIC	491,307	0
6/9/16	ALYESKA	ROYAL ATLANTIC	11,877	6
6/10/16	MISS BERDIE	OCEAN HOPE 3	9,193	0
6/10/16	HICKORY WIND	ROYAL ATLANTIC	72,297	0
6/10/16	SEA WOLF	VANGUARD	283,740	0
6/10/16	DESTINATION	LESLIE LEE	1,521,073	0
6/10/16	ALASKA ROSE	LESLIE LEE	16,963	0
6/10/16	SEA WOLF	LESLIE LEE	204,033	0
6/10/16	GREAT PACIFIC	LESLIE LEE	1,010,564	0
6/11/16	OCEAN HOPE 3	GOLD RUSH	300,409	0
6/11/16	OCEAN HOPE 3	GOLD RUSH	0	3
6/12/16	CAPE KIWANDA	TRAVELER	108,835	0
6/12/16	CAPE KIWANDA	TRAVELER	0	1
6/14/16	NORTHWEST EXPLORER	TRAVELER	61,144	0
6/14/16	MARK I	TRAVELER	1,493	0

6/14/16	MARK I	TRAVELER	345,735	0
6/14/16	RAVEN	GOLDEN PISCES	1,700,314	0
6/14/16	RAVEN	GOLDEN PISCES	0	40
6/15/16	ALYESKA	ROYAL ATLANTIC	540,982	0
6/16/16	ALYESKA	ANITA J	438,983	0
6/16/16	MISS BERDIE	COLLIER BROTHERS	50,988	0
6/17/16	NORTHWEST EXPLORER	TRAVELER	384,311	0
6/18/16	MISS BERDIE	COLLIER BROTHERS	262,124	0
6/18/16	MISS BERDIE	COLLIER BROTHERS	0	1
6/18/16	ARCTIC WIND	CAPE KIWANDA	199,325	0
6/19/16	NORTHWEST EXPLORER	TRAVELER	470,829	0
6/19/16	ALYESKA	ANITA J	189,028	0
6/19/16	MESSIAH	VANGUARD	162,320	0
6/19/16	MESSIAH	VANGUARD	74,501	0
6/20/16	ARCTIC WIND	CAPE KIWANDA	218,482	0
6/21/16	MISS BERDIE	COLLIER BROTHERS	17,115	0
6/21/16	MISS BERDIE	COLLIER BROTHERS	301,068	0
6/22/16	ALYESKA	HALF MOON BAY	384,720	0
6/22/16	ARCTIC WIND	CAPE KIWANDA	236,008	0
6/23/16	NORTHWEST EXPLORER	TRAVELER	410,656	0
6/23/16	NORTHWEST EXPLORER	TRAVELER	0	3
6/23/16	MESSIAH	VANGUARD	316,341	0
6/24/16	PEGASUS	MARCY J	105,553	0
6/24/16	ARCTIC WIND	CAPE KIWANDA	243,273	0
6/25/16	ALYESKA	HALF MOON BAY	172,259	0
6/26/16	NORTHWEST EXPLORER	TRAVELER	382,224	0
6/26/16	ARCTIC WIND	CAPE KIWANDA	255,845	0
6/26/16	PACIFIC PRINCE	NORDIC FURY	296,375	0
6/26/16	PACIFIC PRINCE	NORDIC FURY	114,539	0
6/27/16	PEGASUS	MARCY J	264,242	0
6/27/16	PEGASUS	MARCY J	0	2
6/28/16	ALYESKA	OCEAN HOPE 3	417,778	0
6/28/16	ALYESKA	OCEAN HOPE 3	0	1
6/28/16	ARCTIC WIND	CAPE KIWANDA	305,065	0
6/28/16	DEFENDER	BERING DEFENDER	1,427,839	0
6/28/16	DEFENDER	BERING DEFENDER	476	0
6/29/16	NORTHWEST EXPLORER	TRAVELER	416,812	0
6/29/16	NORDIC STAR	ALSEA	86,264	0

6/29/16	AURORA	AURIGA	45,579	0
6/30/16	NORTHERN RAM	SEADAWN	112,509	0
6/30/16	PEGASUS	MARCY J	295,357	0
6/30/16	RAVEN	GOLDEN PISCES	23,533	0
6/30/16	RAVEN	GOLDEN PISCES	3,748,854	39
6/30/16	RAVEN	GOLDEN PISCES	0	50
6/30/16	ARCTIC WIND	CAPE KIWANDA	251,398	0
6/30/16	PACIFIC PRINCE	NORDIC FURY	392,322	0
7/1/16	PROVIDIAN	WALTER N	83,341	0
7/1/16	PROVIDIAN	WALTER N	6,246	0
7/2/16	ALYESKA	OCEAN HOPE 3	166,483	0
7/2/16	ARCTIC WIND	CAPE KIWANDA	262,910	0
7/3/16	NORTHWEST EXPLORER	TRAVELER	339,127	0
7/3/16	ALYESKA	ANITA J	402,242	0
7/4/16	NORTHERN RAM	SEADAWN	626,007	0
7/4/16	PEGASUS	MARCY J	291,636	0
7/4/16	ARCTIC WIND	CAPE KIWANDA	250,438	0
7/5/16	ARCTIC WIND	BRISTOL EXPLORER	770,396	0
7/5/16	PACIFIC PRINCE	NORDIC FURY	433,224	0
7/6/16	ALYESKA	OCEAN HOPE 3	381,281	0
7/7/16	NORTHWEST EXPLORER	TRAVELER	419,523	0
7/7/16	ALYESKA	ANITA J	224,503	0
7/7/16	PROGRESS	HICKORY WIND	206,553	0
7/7/16	PROGRESS	HICKORY WIND	383,447	0
7/8/16	LISA MELINDA	ARCTIC RAM	26,597	0
7/8/16	LISA MELINDA	MARCY J	109,955	0
7/8/16	PEGASUS	MARCY J	139,314	0
7/8/16	PEGASUS	MARCY J	0	1
7/8/16	MISS BERDIE	HICKORY WIND	414,375	0
7/8/16	MISS BERDIE	GOLD RUSH	379,375	0
7/9/16	NORTHERN RAM	SEADAWN	709,712	0
7/10/16	NORTHWEST EXPLORER	TRAVELER	399,591	0
7/10/16	ALYESKA	OCEAN HOPE 3	219,649	0
7/10/16	ARCTIC WIND	OCEAN EXPLORER	609,557	0
7/10/16	ARCTIC WIND	OCEAN EXPLORER	0	1
7/10/16	PACIFIC PRINCE	NORDIC FURY	434,579	0
7/11/16	MISS BERDIE	HICKORY WIND	373,554	0
7/11/16	MORNING STAR-2	FIERCE ALLEGIANCE	883,235	0

7/12/16	LISA MELINDA	ARCTIC RAM	320,211	0
7/12/16	MISS BERDIE	GOLD RUSH	386,832	0
7/13/16	NORTHERN RAM	SEADAWN	651,109	1
7/13/16	PACIFIC PRINCE	CAITLIN ANN	323,578	0
7/14/16	NORTHWEST EXPLORER	TRAVELER	375,301	0
7/14/16	MISS BERDIE	HICKORY WIND	386,916	0
7/14/16	PACIFIC PRINCE	NORDIC FURY	420,483	0
7/15/16	ALYESKA	PROGRESS	434,018	0
7/15/16	MISS BERDIE	GOLD RUSH	24,391	0
7/16/16	LISA MELINDA	ARCTIC RAM	326,411	1
7/16/16	MORNING STAR-2	FIERCE ALLEGIANCE	902,367	0
7/17/16	NORTHWEST EXPLORER	TRAVELER	429,435	0
7/17/16	MISS BERDIE	HICKORY WIND	367,065	0
7/17/16	ARCTIC WIND	CAPE KIWANDA	269,139	1
7/18/16	ALYESKA	PROGRESS	113,846	0
7/18/16	PACIFIC PRINCE	CAITLIN ANN	618,375	0
7/19/16	ARCTIC WIND	CAPE KIWANDA	287,973	0
7/19/16	ARCTIC WIND	OCEAN EXPLORER	657,689	0
7/19/16	MORNING STAR-2	FIERCE ALLEGIANCE	886,823	0
7/19/16	PACIFIC PRINCE	NORDIC FURY	424,045	0
7/20/16	LISA MELINDA	ARCTIC RAM	318,885	0
7/20/16	MISS BERDIE	HICKORY WIND	372,444	0
7/21/16	NORTHWEST EXPLORER	TRAVELER	412,846	0
7/21/16	ALYESKA	GOLD RUSH	500	0
7/21/16	ALYESKA	GOLD RUSH	93,870	0
7/21/16	PROVIDIAN	BRISTOL EXPLORER	225,011	0
7/21/16	ARCTIC WIND	BRISTOL EXPLORER	23,011	0
7/21/16	ARCTIC WIND	BRISTOL EXPLORER	510,670	0
7/22/16	PROVIDIAN	CAPE KIWANDA	288,584	0
7/23/16	LISA MELINDA	ARCTIC RAM	341,276	1
7/23/16	PROVIDIAN	OCEAN EXPLORER	711,120	1
7/23/16	MORNING STAR-2	FIERCE ALLEGIANCE	854,470	1
7/23/16	PACIFIC PRINCE	CAITLIN ANN	743,730	0
7/24/16	MISS BERDIE	HICKORY WIND	386,910	0
7/24/16	PACIFIC PRINCE	NORDIC FURY	417,881	0
7/25/16	NORTHERN RAM	SEADAWN	197,268	0
7/25/16	NORTHWEST EXPLORER	TRAVELER	435,098	0
7/25/16	GOLDEN PISCES	SEADAWN	467,845	1

7/25/16	PROVIDIAN	CAPE KIWANDA	224,270	0
7/25/16	MESSIAH	DESTINATION	1,067,144	0
7/26/16	ALYESKA	GOLD RUSH	359,419	0
7/26/16	PROVIDIAN	BRISTOL EXPLORER	784,786	0
7/26/16	STARFISH	FIERCE ALLEGIANCE	4,160	0
7/26/16	MORNING STAR-2	FIERCE ALLEGIANCE	17,493	0
7/26/16	MORNING STAR-2	FIERCE ALLEGIANCE	523,593	0
7/27/16	OCEANIC	WALTER N	309,482	1
7/27/16	PROVIDIAN	CAPE KIWANDA	247,614	0
7/27/16	WESTERN DAWN	MESSIAH	322,209	0
7/28/16	NORTHERN RAM	ARCTIC RAM	82,675	0
7/28/16	LISA MELINDA	ARCTIC RAM	7,248	0
7/28/16	LISA MELINDA	ARCTIC RAM	234,860	0
7/28/16	MISS BERDIE	HICKORY WIND	344,739	1
7/28/16	OCEANIC	OCEAN EXPLORER	292,533	0
7/28/16	PROVIDIAN	OCEAN EXPLORER	12,638	0
7/28/16	PROVIDIAN	OCEAN EXPLORER	361,611	0
7/29/16	PACIFIC PRINCE	CAITLIN ANN	613,486	0
7/30/16	ALYESKA	GOLD RUSH	376,761	0
7/30/16	AMERICAN BEAUTY	CAPE KIWANDA	19,944	0
7/30/16	OCEANIC	CAPE KIWANDA	4,458	0
7/30/16	OCEANIC	CAPE KIWANDA	152,465	0
7/30/16	OCEANIC	WALTER N	277,876	1
7/30/16	PACIFIC PRINCE	NORDIC FURY	412,953	1
7/31/16	ALYESKA	PROGRESS	439,528	0
8/1/16	ALYESKA	ANITA J	469,178	1
8/1/16	PACIFIC CHALLENGER	OCEAN LEADER	41,117	0
8/1/16	AMERICAN BEAUTY	OCEAN LEADER	1,407	0
8/1/16	AMERICAN BEAUTY	OCEAN LEADER	305,809	0
8/2/16	PACIFIC RAM	ARCTIC RAM	368,978	0
8/2/16	NORTHERN RAM	ARCTIC RAM	10,384	0
8/2/16	NORTHERN RAM	ARCTIC RAM	25,233	0
8/3/16	ALYESKA	PROGRESS	290,711	1
8/3/16	PACIFIC CHALLENGER	OCEAN LEADER	392,924	0
8/4/16	PEGASUS	SEEKER	2,096	0
8/4/16	NORTHWEST EXPLORER	ROYAL AMERICAN	132,807	0
8/4/16	MARGARET LYN	ROYAL AMERICAN	1,129	0
8/4/16	MARGARET LYN	ROYAL AMERICAN	261,326	0

8/4/16	PACIFIC PRINCE	CAITLIN ANN	641,401	0
8/5/16	MISS BERDIE	HICKORY WIND	374,962	1
8/5/16	PACIFIC CHALLENGER	OCEAN LEADER	427,684	0
8/5/16	MAR-GUN	ARGOSY	668,231	0
8/5/16	PACIFIC PRINCE	NORDIC FURY	426,926	0
8/6/16	ALYESKA	PATRICIA L	548,052	0
8/6/16	DEFENDER	BERING DEFENDER	1,442,206	1
8/7/16	NORTHWEST EXPLORER	ROYAL AMERICAN	551,328	0
8/7/16	PACIFIC CHALLENGER	OCEAN LEADER	383,046	1
8/8/16	PEGASUS	SEEKER	414,639	0
8/8/16	MISS BERDIE	HICKORY WIND	111,573	0
8/8/16	MESSIAH	WESTERN DAWN	7,729	0
8/8/16	PACIFIC PRINCE	CAITLIN ANN	661,053	0
8/9/16	DEFENDER	BERING DEFENDER	1,387,971	0
8/10/16	ALYESKA	PATRICIA L	41,638	0
8/10/16	ALYESKA	ANITA J	205,167	0
8/10/16	PACIFIC PRINCE	NORDIC FURY	397,436	0
8/11/16	PACIFIC PRINCE	CAITLIN ANN	596,780	0
8/12/16	PEGASUS	SEEKER	328,799	0
8/12/16	NORTHWEST EXPLORER	ROYAL AMERICAN	428,646	0
8/12/16	MARGARET LYN	ROYAL AMERICAN	3,010	0
8/12/16	MARK I	ROYAL AMERICAN	3,982	0
8/12/16	TRAVELER	ROYAL AMERICAN	3,640	0
8/12/16	ALYESKA	HICKORY WIND	257,358	0
8/12/16	ALYESKA	HICKORY WIND	106,816	0
8/12/16	ARGOSY	ALSEA	109,708	0
8/13/16	DEFENDER	BERING DEFENDER	1,441,431	1
8/13/16	MAR-GUN	ALSEA	9,198	0
8/13/16	MAR-GUN	ALSEA	2,322	0
8/13/16	MAR-GUN	ALSEA	3,449	0
8/13/16	MAR-GUN	ALSEA	130,459	0
8/14/16	DEFENDER	MORNING STAR	779,049	0
8/14/16	PACIFIC PRINCE	NORDIC FURY	410,545	0
8/15/16	STARLITE	STARFISH	34,102	0
8/16/16	NORTHWEST EXPLORER	ROYAL AMERICAN	538,619	0
8/17/16	PEGASUS	SEEKER	355,012	0
8/17/16	ALYESKA	HICKORY WIND	135,096	1
8/17/16	MESSIAH	LESLIE LEE	141,631	0

8/17/16	DEFENDER-2	BERING DEFENDER	795,570	0
8/18/16	ALYESKA	STORM PETREL	333,333	0
8/19/16	DEFENDER	MORNING STAR	785,707	2
8/19/16	PACIFIC PRINCE	CAITLIN ANN	610,607	0
8/20/16	NORTHWEST EXPLORER	ROYAL AMERICAN	2,005	0
8/20/16	NORTHERN RAM	EXCALIBUR II	9,006	0
8/20/16	MARCY J	EXCALIBUR II	15,868	0
8/20/16	LISA MELINDA	EXCALIBUR II	19,327	0
8/20/16	ARCTIC RAM	EXCALIBUR II	33,922	0
8/20/16	PEGASUS	SEEKER	407,085	1
8/20/16	NORTHWEST EXPLORER	ROYAL AMERICAN	543,312	0
8/20/16	PACIFIC PRINCE	NORDIC FURY	293,672	0
8/21/16	VANGUARD	MESSIAH	4,982	0
8/21/16	DEFENDER	AURIGA	366,566	0
8/21/16	STARWARD	STARFISH	2,462	0
8/21/16	STARWARD	STARFISH	38	0
8/21/16	STARWARD	STARFISH	8,753	0
8/21/16	STARLITE	STARFISH	21,732	0
8/21/16	STARLITE	STARFISH	570	0
8/21/16	STARLITE	STARFISH	1,123	0
8/21/16	STARLITE	STARFISH	248,652	0
8/21/16	MORNING STAR-2	STARFISH	46,647	0
8/21/16	FIERCE ALLEGIANCE	STARFISH	82,689	0
8/21/16	AURORA	AURIGA	27,491	0
8/21/16	AURORA	AURIGA	1,628	0
8/21/16	AURORA	AURIGA	376,071	0
8/22/16	CAPE KIWANDA	OCEAN EXPLORER	201,524	0
8/22/16	PEGASUS	SEEKER	363,849	0
8/22/16	DEFENDER-2	BERING DEFENDER	1,447,963	1
8/23/16	CAPE KIWANDA	BRISTOL EXPLORER	782,379	0
8/23/16	SUNSET BAY	ANITA J	321,537	1
8/23/16	SUNSET BAY	ANITA J	60,924	0
8/23/16	MESSIAH	DESTINATION	593,805	0
8/24/16	PEGASUS	SEEKER	404,875	2
8/24/16	DEFENDER	NORDIC STAR	103,951	0
8/24/16	DEFENDER	MORNING STAR	811,113	0
8/24/16	PACIFIC PRINCE	CAITLIN ANN	678,474	0
8/25/16	NORTHWEST EXPLORER	ROYAL AMERICAN	567,902	5

8/25/16	SUNSET BAY	NORDIC FURY	395,084	1
8/25/16	MESSIAH	SEA WOLF	269,754	0
8/25/16	DEFENDER-2	BERING DEFENDER	1,415,630	4
8/26/16	NORTHWEST EXPLORER	ARCTIC WIND	493,372	3
8/26/16	PEGASUS	SEEKER	389,140	7
8/27/16	CAPE KIWANDA	BRISTOL EXPLORER	825,544	9
8/27/16	CAPE KIWANDA	OCEAN EXPLORER	646,036	1
8/27/16	PEGASUS	SEEKER	372,435	3
8/27/16	ALYESKA	STORM PETREL	508,685	4
8/27/16	MESSIAH	DESTINATION	996,217	0
8/28/16	SUNSET BAY	ANITA J	60,546	0
8/28/16	MESSIAH	ALASKA ROSE	71,166	0
8/29/16	MESSIAH	SEA WOLF	717,432	0
8/29/16	MESSIAH	BERING ROSE	11,618	0
8/29/16	DEFENDER-2	BERING DEFENDER	1,506,664	8
8/29/16	PACIFIC PRINCE	CAITLIN ANN	624,124	1
8/30/16	PEGASUS	SEEKER	398,587	2
8/30/16	MESSIAH	GREAT PACIFIC	383,148	0
9/1/16	CAPE KIWANDA	BRISTOL EXPLORER	800,476	0
9/1/16	NORTHWEST EXPLORER	ARCTIC WIND	0	1
9/1/16	NORTHWEST EXPLORER	ARCTIC WIND	473,583	0
9/1/16	SUNSET BAY	HALF MOON BAY	225,554	0
9/1/16	SUNSET BAY	ANITA J	357,001	0
9/1/16	DEFENDER-2	BERING DEFENDER	1,423,255	0
9/2/16	PEGASUS	SEEKER	335,110	0
9/2/16	CAPE KIWANDA	OCEAN EXPLORER	40,449	0
9/2/16	CAPE KIWANDA	OCEAN EXPLORER	17,164	0
9/2/16	CAPE KIWANDA	OCEAN EXPLORER	611,075	0
9/2/16	MESSIAH	BERING ROSE	45,911	0
9/2/16	MESSIAH	BERING ROSE	322,209	0
9/2/16	MESSIAH	BERING ROSE	23,718	0
9/2/16	MESSIAH	BERING ROSE	91,701	0
9/2/16	MESSIAH	ALASKA ROSE	661,962	0
9/2/16	PACIFIC PRINCE	CAITLIN ANN	657,548	0
9/2/16	PACIFIC PRINCE	VIKING	747,013	0
9/4/16	PEGASUS	SEEKER	419,189	0
9/4/16	ALYESKA	HALF MOON BAY	392,377	1
9/4/16	DEFENDER	DEFENDER-2	1,387,396	0

9/4/16	MORNING STAR	BERING DEFENDER	1,427,963	0
9/4/16	PACIFIC PRINCE	WESTWARD I	673,790	0
9/5/16	NORTHWEST EXPLORER	ARCTIC WIND	510,780	13
9/5/16	DEFENDER	MORNING STAR	813,796	0
9/5/16	DEFENDER-2	BERING DEFENDER	24,933	0
9/5/16	DEFENDER-2	BERING DEFENDER	1,259,716	0
9/5/16	MORNING STAR	BERING DEFENDER	43,680	0
9/5/16	MORNING STAR	BERING DEFENDER	6,433	0
9/5/16	MORNING STAR	BERING DEFENDER	61,425	0
9/6/16	ARCTIC EXPLORER	BRISTOL EXPLORER	7,793	0
9/6/16	ARCTIC EXPLORER	BRISTOL EXPLORER	3,027	0
9/6/16	ARCTIC EXPLORER	BRISTOL EXPLORER	700,921	0
9/6/16	PACIFIC PRINCE	VIKING	739,679	1
9/7/16	RAVEN	GOLDEN PISCES	62,755	0
9/7/16	ALYESKA	PATRICIA L	90,195	0
9/7/16	ALYESKA	PATRICIA L	0	7
9/7/16	ALYESKA	PATRICIA L	17,322	0
9/7/16	ALYESKA	PATRICIA L	40,319	0
9/7/16	ALYESKA	PATRICIA L	200,384	3
9/7/16	DEFENDER	MORNING STAR	731,927	6
9/7/16	DEFENDER	DEFENDER-2	1,795,578	7
9/7/16	PACIFIC PRINCE	CAITLIN ANN	652,898	0
9/8/16	PREDATOR	SEEKER	277,186	1
9/8/16	PEGASUS	SEEKER	61,288	0
9/8/16	PEGASUS	SEEKER	22,983	0
9/8/16	PEGASUS	SEEKER	34,802	0
9/8/16	DEFENDER	MORNING STAR	780,438	2
9/8/16	PACIFIC PRINCE	VIKING	725,757	1
9/8/16	PACIFIC PRINCE	WESTWARD I	632,124	9
9/9/16	NORDIC FURY	COMMODORE	1,473	0
9/9/16	NORDIC FURY	COMMODORE	552	0
9/9/16	NORDIC FURY	COMMODORE	127,867	0
9/9/16	MISS BERDIE	COMMODORE	53,019	0
9/9/16	MISS BERDIE	COMMODORE	19,882	0
9/9/16	MISS BERDIE	COMMODORE	9,047	0
9/9/16	MISS BERDIE	COMMODORE	31,073	0
9/9/16	GOLD RUSH	COMMODORE	37,606	0
9/9/16	DEFENDER	BERING DEFENDER	1,450,297	3

9/10/16	PACIFIC RAM	BRISTOL EXPLORER	849,319	8
9/10/16	ARCTIC EXPLORER	BRISTOL EXPLORER	27,406	0
9/10/16	ARCTIC EXPLORER	BRISTOL EXPLORER	2,948	0
9/10/16	CAPE KIWANDA	BRISTOL EXPLORER	6,038	0
9/10/16	NORTHWEST EXPLORER	ARCTIC WIND	518,144	11
9/10/16	MAJESTY	PACIFIC VIKING	21,341	1
9/10/16	NORTHERN RAM	PACIFIC VIKING	18,686	0
9/10/16	NORTHERN RAM	PACIFIC VIKING	0	1
9/10/16	SUNSET BAY	HALF MOON BAY	436,334	6
9/10/16	DEFENDER	MORNING STAR	763,523	1
9/10/16	DEFENDER	DEFENDER-2	1,847,454	4
9/10/16	PACIFIC PRINCE	CHELSEA K	1,858,165	7
9/10/16	PACIFIC PRINCE	CAITLIN ANN	654,707	1
9/11/16	PACIFIC FURY	COMMODORE	262,302	0
9/11/16	DEFENDER	BERING DEFENDER	1,432,927	0
9/12/16	SUNSET BAY	STORM PETREL	267,586	0
9/12/16	DEFENDER	MORNING STAR	862,035	4
9/12/16	PACIFIC PRINCE	WESTWARD I	638,883	0
9/12/16	PACIFIC PRINCE	VIKING	732,597	0
9/13/16	SUNSET BAY	HALF MOON BAY	402,773	6
9/13/16	DEFENDER	DEFENDER-2	1,901,552	3
9/13/16	PACIFIC PRINCE	CHELSEA K	1,868,903	4
9/14/16	NORTHWEST EXPLORER	ARCTIC WIND	544,163	11
9/14/16	PREDATOR	SEEKER	378,999	2
9/14/16	DEFENDER	BERING DEFENDER	1,458,297	3
9/14/16	DEFENDER-2	VIKING	3,853	0
9/14/16	WESTWARD I	VIKING	8,348	0
9/14/16	WESTWARD I	VIKING	900	0
9/14/16	WESTWARD I	VIKING	208,468	0
9/14/16	PACIFIC PRINCE	VIKING	45,203	0
9/14/16	PACIFIC PRINCE	VIKING	12,903	0
9/14/16	PACIFIC PRINCE	VIKING	310,207	0
9/14/16	CHELSEA K	VIKING	24,853	0
9/14/16	CHELSEA K	VIKING	1,052	0
9/14/16	CHELSEA K	VIKING	3,015	0
9/14/16	CHELSEA K	VIKING	50,408	0
9/14/16	CHELSEA K	CAITLIN ANN	647,700	1
9/15/16	NORTHWEST EXPLORER	BRISTOL EXPLORER	545,127	3

9/15/16	PACIFIC RAM	BRISTOL EXPLORER	215,569	1
9/15/16	MAJESTY	SOVEREIGNTY	101,269	1
9/15/16	ROYAL ATLANTIC	PATRICIA L	42,811	0
9/15/16	ROYAL ATLANTIC	PATRICIA L	2,240	0
9/15/16	PACIFIC PRINCE	WESTWARD I	648,383	2
9/17/16	NORTHWEST EXPLORER	ARCTIC WIND	508,140	3
9/17/16	PREDATOR	SEEKER	389,230	8
9/17/16	SUNSET BAY	HALF MOON BAY	407,475	9
9/17/16	DEFENDER	DEFENDER-2	1,308,181	63
9/18/16	PROGRESS	AMERICAN EAGLE	314,960	8
9/18/16	DEFENDER	BERING DEFENDER	1,425,984	7
9/19/16	PROGRESS	COMMODORE	400,143	0
9/20/16	SUNSET BAY	AMERICAN EAGLE	188,263	0
9/20/16	PROGRESS	AMERICAN EAGLE	318,121	0
9/20/16	STARFISH	BERING DEFENDER	44,517	0
9/20/16	ARGOSY	BERING DEFENDER	12,513	0
9/20/16	DEFENDER	BERING DEFENDER	307,080	0
9/20/16	DEFENDER	BERING DEFENDER	115,155	0
9/20/16	DEFENDER	BERING DEFENDER	159,157	1
9/21/16	PREDATOR	SEEKER	30	0
9/21/16	PACIFIC RAM	ALDEBARAN	0	1
9/21/16	PACIFIC RAM	ALDEBARAN	65,382	2
9/21/16	NORTHWEST EXPLORER	ARCTIC WIND	547,381	9
9/21/16	PREDATOR	SEEKER	0	6
9/21/16	PREDATOR	SEEKER	400,968	0
9/21/16	SUNSET BAY	HALF MOON BAY	0	1
9/21/16	SUNSET BAY	HALF MOON BAY	462,617	8
9/21/16	DEFENDER	MAR-GUN	15,123	0
9/21/16	DEFENDER	STARFISH	10,022	0
9/21/16	ARGOSY	STARFISH	33,208	0
9/21/16	DEFENDER	ARGOSY	33,208	0
9/21/16	STARFISH	DEFENDER	28,281	0
9/21/16	ARGOSY	DEFENDER	33,208	0
9/22/16	PACIFIC FURY	AMERICAN EAGLE	92,495	0
9/22/16	COLLIER BROTHERS	AMERICAN EAGLE	10,859	0
9/22/16	COLLIER BROTHERS	AMERICAN EAGLE	17,115	0
9/22/16	ROYAL ATLANTIC	AMERICAN EAGLE	2,668	0
9/22/16	ROYAL ATLANTIC	AMERICAN EAGLE	29,486	0

9/22/16	SUNSET BAY	AMERICAN EAGLE	44,388	0
9/22/16	SUNSET BAY	AMERICAN EAGLE	16,645	0
9/22/16	SUNSET BAY	AMERICAN EAGLE	136,987	0
9/22/16	SUNSET BAY	OCEAN HOPE 3	131,603	0
9/23/16	PEGGY JO	PACIFIC EXPLORER	269,875	4
9/23/16	NORTHWEST EXPLORER	PACIFIC EXPLORER	123,623	0
9/23/16	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	2
9/23/16	MAJESTY	NORTHERN PATRIOT	30,453	0
9/24/16	NORTHWEST EXPLORER	ARCTIC WIND	17,945	0
9/24/16	NORTHWEST EXPLORER	ARCTIC WIND	53,088	0
9/24/16	NORTHWEST EXPLORER	ARCTIC WIND	450,427	5
9/24/16	PERSEVERANCE	SEEKER	251,768	4
9/24/16	PREDATOR	SEEKER	17,354	0
9/24/16	PREDATOR	SEEKER	0	1
9/24/16	PREDATOR	SEEKER	6,508	0
9/24/16	PREDATOR	SEEKER	60,447	0
9/24/16	MAJESTY	VIKING EXPLORER	14,985	0
9/25/16	MAJESTY	GOLDEN PISCES	2,488	0
9/25/16	COLUMBIA	GOLDEN PISCES	140	0
9/25/16	COLUMBIA	GOLDEN PISCES	652	0
9/25/16	COLUMBIA	GOLDEN PISCES	42	0
9/25/16	COLUMBIA	GOLDEN PISCES	9,745	0
9/26/16	PERSEVERANCE	COLUMBIA	539,106	0
9/26/16	PERSEVERANCE	SEEKER	329,201	11
9/27/16	PEGGY JO	ARCTIC WIND	524,668	0
9/27/16	NORTHWEST EXPLORER	ARCTIC WIND	0	8
9/27/16	NORTHWEST EXPLORER	ARCTIC WIND	0	23
10/1/16	PERSEVERANCE	GLADIATOR	0	3
10/1/16	PERSEVERANCE	GLADIATOR	417,219	1
10/4/16	PERSEVERANCE	GOLDEN DAWN	0	1
10/4/16	PERSEVERANCE	GOLDEN DAWN	96,159	0
10/4/16	PEGGY JO	GOLDEN DAWN	2,629	0
10/4/16	PEGGY JO	GOLDEN DAWN	986	0
10/4/16	PEGGY JO	GOLDEN DAWN	108,076	1
10/4/16	PACIFIC RAM	GOLDEN DAWN	17,943	0
10/4/16	PACIFIC RAM	GOLDEN DAWN	0	1
10/4/16	PACIFIC RAM	GOLDEN DAWN	6,729	0
10/4/16	PACIFIC RAM	GOLDEN DAWN	58,793	0

10/4/16	MAJESTY	GOLDEN DAWN	5,686	0
10/4/16	MAJESTY	GOLDEN DAWN	746	0
10/4/16	MAJESTY	GOLDEN DAWN	2,127	0
10/4/16	ARCTURUS	GOLDEN DAWN	223	0
10/4/16	ARCTURUS	GOLDEN DAWN	48	0
10/4/16	ARCTURUS	GOLDEN DAWN	11,042	0
10/5/16	PERSEVERANCE	DOMINATOR	0	20
10/5/16	PERSEVERANCE	DOMINATOR	594,925	0