ALASKA FISHERIES
Development Foundation, Inc.

REQUEST FOR PROPOSALS
Vessel Charter Services for
Bristol Bay Red King Crab Enhancement Research Project

Issued by: Alaska Fisheries Development Foundation
Program: Alaska King Crab Research, Rehabilitation, and Biology (AKCRRAB)
Release Date: April 10, 2026
Proposal Deadline: April 24, 2026 – 5:00pm AK

1. Project Overview

The Alaska Fisheries Development Foundation (AFDF) is soliciting proposals from qualified Bering Sea crab vessels to provide charter services for a Bristol Bay Red King Crab Enhancement research project scheduled for summer 2026.

This research is conducted in collaboration with the Alaska Department of Fish and Game (ADF&G), University of Alaska Fairbanks (UAF), Bering Sea Fisheries Research Foundation (BSFRF), Central Bering Sea Fishermen's Association (CBSFA), and Bering Sea Fisheries Research Foundation (BSFRF), all participating in the AKCRRAB Program.

The project aims to improve understanding of early life stages and recruitment limitations of Bristol Bay red king crab through habitat surveys, larval collector deployments, and experimental releases of hatchery-reared juvenile crab.

AFDF will administer the vessel charter and contract with the selected vessel operator.

2. Charter Terms

Expected Charter Start Date: June 5, 2026 (+/- 7 days)

Duration: Approximately 25 days (+/- 3 days)

Embarkation / Return Port: Kodiak, Alaska

Project Area: Sampling operations will occur on Bristol Bay red king crab grounds:

- Central Bristol Bay
- Port Moller
- Herendeen Bay

Transit between Kodiak and the sampling grounds is included within the charter period. Transit to any other port before or after the charter is not covered.

Charter Compensation: Charters will be based on a daily vessel rate. The daily rate must include:

- Vessel use
- Captain and crew labor
- Food and provisions for vessel crew and science crew

Additional reimbursable expenses may include:

- Fuel used during project operations
- Gear loss or modifications

The vessel owner must also agree to provide any additional insurance required for the science party. This project will be funded with federal funds, and vessel operators must be eligible to receive federal funds and must not appear on any federal exclusion or “Do Not Pay” lists.

3. Vessel Selection Process

AFDF will accept charter proposals during the open period.

Proposals will be evaluated based on:

- Vessel suitability and equipment
- Captain and crew experience
- Safety record
- Operational capability
- Cost

Evaluation will include input from project partners participating in the AKCRRAB program.

AFDF may also identify alternate vessels in the event that the selected vessel becomes unavailable.

Selected vessel(s) will be notified shortly after the proposal deadline.

4. Statement of Work

The charter vessel will support a fisheries research cruise involving:

- Deployment and retrieval of crab pots
- Deployment of scientific sampling gear

- Support for SCUBA diving operations
- Transport and housing of scientific personnel

The vessel must be crewed by an experienced captain and a minimum of two additional crew members (three preferred).

ADF&G will place six (6) scientific personnel aboard the vessel to conduct sampling and research operations.

Further details are provided in the ADF&G Survey and Operational Plan attached to this solicitation.

5. Proposal Submission Requirements

Interested vessel owners must provide the following information:

- Vessel information
    - Vessel name
    - Owner(s)
    - Charter captain
    - Contact information (name, email, phone)
- Proposed daily charter rate
- Responses to the 10 Required Vessel Summary Questions
- Certification that the vessel meets all requirements outlined in this RFP

6. Proposal Submission Instructions

Proposals may be submitted by completing and submitting this AKCCRAB Vessel Charter Proposal Form.

Deadline:
April 24, 2026 – 5:00 PM (AK)

7. Federal Funding Notice

This charter is expected to be funded with federally sourced funds administered by AFDF.

Vessel operators must:

- Maintain active SAM registration

- Be eligible to receive federal funds
- Comply with applicable federal requirements

Timing of payments may be affected by federal funding disbursement schedules.

8. Vessel Requirements

The following section outlines the minimum vessel requirements for the charter. Vessels must certify compliance with these requirements in order to be considered for selection.

Safety

1. USCG certification and sticker are current, and vessel must agree to project safety plan and a courtesy USCG inspection prior to beginning charter (within 3 months of the charter). See Fully Executed MOA between USCG and ADF&G for more information.
2. Inspection of the vessel by AFDF or ADF&G (or their designated representatives) shall occur prior to the issuance of the charter contract. Vessel owner shall provide the vessel's most recent marine survey, vessel's stability report or letter, most recent hull audio-gauge test, and list of any major repairs and modifications since last marine survey and last stability report/letter.
3. Rafts, PFDs, and other vessel safety provisions must meet USCG requirements for total number of people onboard.
4. Vessel must carry a minimum of one dedicated damage control kit stored in an accessible location. See USCG resource: Damage Control.

Specifications

0. Recent activity in Bering Sea or Aleutian Islands crab fisheries (registered and active in 3 of last 5 open seasons for red king crab, snow crab, Tanner crab, golden king crab) and capable of safely carrying and fishing minimum of 100 typical 7 x 7-foot pots.
1. Length of not less than 105 feet and a beam of not less than 28 feet.
2. Main engine(s) must be diesel powered and a minimum total of 900 horsepower, and minimum cruising speed in calm seas (without pots on deck or crab in holding tanks) must be at least 10 knots.
3. Typical Bering Sea commercial crab fishing equipment should be ready and made available upon request: power blocks to set/haul crab gear, pot launcher, pot knuckle crane with 4000-pound lift capacity, motor-operated bait chopper,

refrigeration / freezer, and continuous supply of seawater for temporary live crab holding. (Note: No sorting table is required. Please remove it from vessel.)

4. Auxiliary winch(s) must be hydraulic powered capable of 1 m/s cable speed, made available for starboard/port side gear deployments (e.g. pelagic zooplankton nets, aid SCUBA diving skiffs if necessary), and spooled with a minimum 75 fathoms of wire cable.
5. Stern deck and electrical supply alterations will be required for science gear installation and deployments. Specifically, ADF&G gear will require adequate deck space for: one 20-foot standard Conex shipping container / dive locker (with isolated 208 V single-phase power), one 10-foot aluminum scientific data shack (with isolated 208 V single-phase power), TWO 18-foot aluminum dive skiffs with deck mounted cradles, approximately forty-five 7 x 7-foot king crab pots/lines/buoys, three blue fish totes for seawater flow-through systems / live crab husbandry, oceanographic and zooplankton sampling gear, and additional gear storage totes (10+). Vessel will provide space and assist alterations as necessary prior to sailing. ADF&G will hire local crane services for moving the Conex.
6. The vessel must be equipped with consistent communications capability during the charter, including sideband / VHF radio and satellite-based communications. Internet/Wifi through Starlink© is required and service plan must be adequate for all science crew onboard to have basic, daily communications capabilities.
7. The vessel must have the ability to receive daily weather forecasts for the area of operation.

Lodgings and Provisions

0. Bunk and accommodation space for ship's crew plus six (6) scientists.
1. Workspaces, berthing, and galley spaces shall be adequately ventilated and free from tobacco smoke, excessive engine noise, and hydrocarbon or other noxious fumes.
2. Adequate freshwater storage or desalinization capacity for a trip of 30 days for total number of people aboard to allow cooking, cleaning, and showers for each person every 2-3 days. Dive gear will require freshwater rinsing on deck and active freshwater management or production will be necessary.
3. Adequate bottled drinking water for fishing and science crew.

4. Adequate food for a trip of maximum 30 days for total number of people aboard. This includes a diversity of healthy and diet-specific entrees, sides, fruits, vegetables, desserts, and snacks for reasonable consumption.
5. First aid / trauma medical kits and AED should be available, up to date, and stocked appropriately.

Vessel crew requirements

0. Experienced captain and crew – must provide documentation showing captain and crew experience (number of crew variable but needs to be adequate for safely completing project). Captain plus 2-3 crew members is ideal. The vessel captain must have at least 5 years of fishing experience in the Bering Sea acting as captain, of which a minimum of 3 years is crab pot fishing. One of the crew must be an engineer with 5 year's experience aboard fishing vessels and fully knowledgeable of the charter vessel and equipment. Deck crew must have a minimum of 1 year of pot-fishing experience. Captain and crew members must have participated in their capacity during the charter in at least one fishery within the last 3 years. All vessel crew must have current CPR / first aid training, and at least 1 vessel crew be a certified drill instructor.
1. Captain must be willing and able to safely navigate the charter vessel in relatively confined and shallow areas (e.g., 30-40 feet) with variable currents found within Herendeen Bay.
2. The vessel crew will be expected to set and retrieve all pot fishing gear, deploy and retrieve dive skiffs, and serve as dive boat tenders. Additional training will be provided to crew for expectations as skiff dive tenders. The scientific crew will handle sampling duties for each gear type brought aboard the vessel.
3. A vessel crewmember is expected to perform cooking duties: 3 meals per day, plus snacks.
4. A look-out must be posted while the vessel is underway or at anchor (including at night) consistent with USCG regulations.

Vessel Operations

0. Captain must agree to interact with and defer to lead scientist onboard for following sampling plan during the term of the charter, unless such actions are deemed by the captain to compromise safety of the vessel and/or crew.

1. Project plans include some contingencies and charter vessels would be expected to allow everyone onboard 6-8 hours of sleep per day, and to complete as many planned objectives as possible.
2. Vessel owners and captains will be required to agree to weather contingency plans (TBD).
3. The vessel contractor shall provide evidence of insurance with a carrier or carriers satisfactory to AFDF covering injury to persons and/or property suffered by the science crew, as a result of operations under this contract. The vessel owner will provide proof that the vessel's Certificate(s) of Insurance coverage(s) warrants or includes both the transit to/from and in the Bering Sea waters in which the intended project is to occur during the time of the charter.
4. AFDF (Kristy Clement) or ADF&G (Jared Weems) will have the discretion to cancel the contract for reasons such as failure of essential vessel equipment, lack of cooperation and/or insubordination by the vessel captain or crew, or safety concerns and will have the right to require replacement of any vessel crewmember.
5. There shall be no alcohol, marijuana, recreational drugs, or controlled substances aboard the vessel during the charter period or under the influence of any of these listed substances while under charter (at dock or at sea).
6. Either underway, at anchor, or dockside the captain's orders will be final in matters regarding navigation and the general operation of the vessel, the operation of the vessel equipment and fishing gear, and the general activities and safety of the vessel crew and science crew.
7. The vessel captain will obey all USCG, State and other applicable regulations, rules, and statutes pertaining to the safe and legal operation of the vessel. A watchman at the helm is required at all times.
8. The vessel captain will comply with all directives given by the science crew leader regarding research activities, provided that those directives do not directly or indirectly endanger the vessel, the captain or crew or the science crew.
9. The captain must provide a safety orientation briefing to all vessel and science crew prior to departure from Kodiak. Both the vessel crew and science crew must have general instructions regarding the following: the location and operation of lifesaving and emergency equipment, instructions for making a distress call, what to do in the event of a person overboard, what to do in the event of a fire, what to do in the event of flooding, what to do if an 'abandon ship' order is issued, what alarms sound like and signal. A station bill should be posted during the charter that includes all

members of the science and vessel crew. It is strongly encouraged that the captain assigns science crew members to explicit station bill duties where they are likely to enhance emergency response times and outcomes.

Exhibit A

Vessel requirements for 2026 Alaska Fisheries Development Foundation Vessel Charter

Purpose: The Bristol Bay red king crab enhancement project seeks to charter a fully functional crab fishing vessel to conduct fisheries research in Bristol Bay near Port Moller and within Herendeen Bay in June 2026. The vessel must be manned by an experienced captain and a minimum of two (2) additional vessel crew; three crew are likely ideal. ADF&G will place six (6) department personnel aboard the vessel to conduct top-side gear deployments and skiff-based SCUBA diver surveys from the charter vessel. Approximate duration of the charter is 25 days (plus/minus 3 d) starting May 30 (plus/minus 7 d) and Kodiak will serve as the embarkation / disembarkation port.

Vessel requirements

Safety

1. USCG certification and sticker are current, and vessel must agree to project safety plan and a courtesy USCG inspection prior to beginning charter (within 3 months of the charter). See Fully Executed MOA between USCG and ADF&G for more information.
2. Inspection of the vessel by AFDF or ADF&G (or their designated representatives) shall occur prior to the issuance of the charter contract. Vessel owner shall provide the vessel's most recent marine survey, vessel's stability report or letter, most recent hull audio-gauge test, and list of any major repairs and modifications since last marine survey and last stability report/letter.
3. Rafts, PFDs, and other vessel safety provisions must meet USCG requirements for total number of people onboard.
4. Vessel must carry a minimum of one dedicated damage control kit stored in an accessible location. See USCG resource: Damage Control.

Specifications

5. Recent activity in Bering Sea or Aleutian Islands crab fisheries (registered and active in 3 of last 5 open seasons for red king crab, snow crab, Tanner crab, golden king crab) and capable of safely carrying and fishing minimum of 100 typical 7 x 7-foot pots.
6. Length of not less than 105 feet and a beam of not less than 28 feet.
7. Main engine(s) must be diesel powered and a minimum total of 900 horsepower, and minimum cruising speed in calm seas (without pots on deck or crab in holding tanks) must be at least 10 knots.
8. Typical Bering Sea commercial crab fishing equipment should be ready and made available upon request: power blocks to set/haul crab gear, pot launcher, pot knuckle crane with 4000-pound lift capacity, motor-operated bait chopper, refrigeration / freezer, and continuous supply of seawater for temporary live crab holding. (Note: No sorting table is required. Please remove it from vessel.)
9. Auxiliary winch(s) must be hydraulic powered capable of 1 m/s cable speed, made available for starboard/port side gear deployments (e.g. pelagic zooplankton nets, aid SCUBA diving skiffs if necessary), and spooled with a minimum 75 fathoms of wire cable.
10. Stern deck and electrical supply alterations will be required for science gear installation and deployments. Specifically, ADF&G gear will require adequate deck space for: one 20-foot standard

Exhibit A

Conex shipping container / dive locker (with isolated 208 V single-phase power), one 10-foot aluminum scientific data shack (with isolated 208 V single-phase power), TWO 18-foot aluminum dive skiffs with deck mounted cradles, approximately forty-five 7 x 7-foot king crab pots/lines/buoys, three blue fish totes for seawater flow-through systems / live crab husbandry, oceanographic and zooplankton sampling gear, and additional gear storage totes (10+). Vessel will provide space and assist alterations as necessary prior to sailing. ADF&G will hire local crane services for moving the Conex.

11. The vessel must be equipped with consistent communications capability during the charter, including sideband / VHF radio and satellite-based communications. Internet/Wifi through Starlink© is required and service plan must be adequate for all science crew onboard to have basic, daily communications capabilities.
12. The vessel must have the ability to receive daily weather forecasts for the area of operation.

Lodgings and Provisions

13. Bunk and accommodation space for ship's crew plus six (6) scientists.
14. Workspaces, berthing, and galley spaces shall be adequately ventilated and free from tobacco smoke, excessive engine noise, and hydrocarbon or other noxious fumes.
15. Adequate freshwater storage or desalinization capacity for a trip of 30 days for total number of people aboard to allow cooking, cleaning, and showers for each person every 2-3 days. Dive gear will require freshwater rinsing on deck and active freshwater management or production will be necessary.
16. Adequate bottled drinking water for fishing and science crew.
17. Adequate food for a trip of maximum 30 days for total number of people aboard. This includes a diversity of healthy and diet-specific entrees, sides, fruits, vegetables, desserts, and snacks for reasonable consumption.
18. First aid / trauma medical kits and AED should be available, up to date, and stocked appropriately.

Vessel crew requirements

19. Experienced captain and crew – must provide documentation showing captain and crew experience (number of crew variable but needs to be adequate for safely completing project). Captain plus 2-3 crewmembers is ideal. The vessel captain must have at least 5 years of fishing experience in the Bering Sea acting as captain, of which a minimum of 3 years are crab pot fishing. One of the crew must be an engineer with 5 years experience aboard fishing vessels and fully knowledgeable of the charter vessel and equipment. Deck crew must have a minimum of 1 year of pot-fishing experience. Captain and crew members must have participated in their capacity during the charter in at least one fishery within the last 3 years. All vessel crew must have current CPR / first aid training, and at least 1 vessel crew be a certified drill instructor.
20. Captain must be willing and able to safely navigate the charter vessel in relatively confined and shallow areas (e.g., 30-40 feet) with variable currents found within Herendeen Bay.
21. The vessel crew will be expected to set and retrieve all pot fishing gear, deploy and retrieve dive skiffs, and serve as dive boat tenders. Additional training will be provided to crew for expectations as

skiff dive tenders. The scientific crew will handle sampling duties for each gear type brought aboard the vessel.

22. A vessel crewmember is expected to perform cooking duties: 3 meals per day, plus snacks.
23. A look-out must be posted while the vessel is underway or at anchor (including at night) consistent with USCG regulations.

Vessel Operations

24. Captain must agree to interact with and defer to lead scientist onboard for following sampling plan during the term of the charter, unless such actions are deemed by the captain to compromise safety of the vessel and/or crew.
25. Project plans include some contingencies and charter vessels would be expected to allow everyone onboard 6-8 hours of sleep per day, and to complete as many planned objectives as possible.
26. Vessel owners and captain will be required to agree to weather contingency plans (TBD).
27. The vessel contractor shall provide evidence of insurance with a carrier or carriers satisfactory to AFDF covering injury to persons and/or property suffered by the science crew, as a result of operations under this contract. The vessel owner will provide proof that the vessel's Certificate(s) of Insurance coverage(s) warrants or includes both the transit to/from and in the Bering Sea waters in which the intended project is to occur during the time of the charter.
28. AFDF (Kristy Clement) or ADF&G (Jared Weems) will have the discretion to cancel the contract for reasons such as failure of essential vessel equipment, lack of cooperation and/or insubordination by the vessel captain or crew, or safety concerns and will have the right to require replacement of any vessel crewmember.
29. There shall be no alcohol, marijuana, recreational drugs, or controlled substances aboard the vessel during the charter period or under the influence of any of these listed substances while under charter (at dock or at sea).
30. Either underway, at anchor, or dockside the captain's orders will be final in matters regarding navigation and the general operation of the vessel, the operation of the vessel equipment and fishing gear, and the general activities and safety of the vessel crew and science crew.
31. The vessel captain will obey all USCG, State and other applicable regulations, rules, and statutes pertaining to the safe and legal operation of the vessel. A watchman at the helm is required at all times.
32. The vessel captain will comply with all directives given by the science crew leader regarding research activities, provided that those directives do not directly or indirectly endanger the vessel, the captain or crew or the science crew.
33. The captain must provide a safety orientation briefing to all vessel and science crew prior to departure from Kodiak. Both the vessel crew and science crew must have general instructions regarding the following: the location and operation of lifesaving and emergency equipment, instructions for making a distress call, what to do in the event of a person overboard, what to do in the event of a fire, what to do in the event of flooding, what to do if an 'abandon ship' order is issued, what alarms sound like and signal. A station bill should be posted during the charter that includes all members of the science and vessel crew. It is strongly encouraged that the captain assigns science crew members to explicit station bill duties where they are likely to enhance emergency response times and outcomes.

Exhibit B

Bristol Bay Red King Crab Enhancement Project (BBEP)

BBEP26-01 Survey (AKCRRAB-funded), and
BBEP26-02 Survey (ADF&G-funded)

Lead Investigator
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Document Sections

Project Goals

Our aim is to collect critical data on red king crab settlement habitat and post-larval supply throughout central Bristol Bay, Port Moller, and Herendeen Bay using SCUBA divers, fishing-pot-mounted-post-larval collectors, and oceanographic sampling methods. This project will provide the contemporary data on critical early-stage (age-0) red king crab to help infer recruitment potential relative to the presence and location of essential settlement habitat across three depth strata (20m, 50m, 70m; 22 stations) as well as in nearshore habitats accessible by divers (< 30m ; 50+ stations). To accomplish this, we will conduct a third-year of Bristol Bay field studies with two separate charters to 1) quantify and monitor early life red king crab, predators, and habitat at diver-accessible sites within Port Moller that are hypothesized to be good post-larval red king crab habitats and 2) to evaluate seasonal post-larval delivery and settlement in these areas. Benthic habitat will be characterized using the ADF&G diver staff, post-larval delivery will be measured using artificial collectors (SACs, fixed to traditional pot gear) to capture newly settled red king crab, and St. Paul Island hatchery-raised BBRKC will be released and monitored in Port Moller and Herendeen Bay. Overall, this project is building off two years of previous work across Bristol Bay and we are shifting our goals toward establishing

a reasonable, long-term recruitment monitoring program and a new project testing early life enhancement strategies for the Bristol Bay red king crab stock.

Project Objectives

1. Conduct experimental releases of wild and hatchery-raised early benthic red king crab in nearshore areas and monitor their dispersal and survival using divers
2. Quantify natural larval supply and settlement of age-0 red king crab at experimental and historically-sampled locations with zooplankton net tows, bottom moored larval collectors, and divers
3. Quantify sea floor habitat in nearshore environments less than 30 m depth near Port Moller in Bristol Bay using divers
4. Collect environmental data (e.g., surface/bottom temperature) at all stations to help inform larval delivery
5. Collect bottom water for pH analysis and model verification at all stations

Background

Recruitment limitation is generally understood to be the primary cause for the precipitous decline of Bristol Bay red king crab (*Paralithodes camtschaticus*) stock over the past two decades. The absence of strong juvenile cohorts in federal surveys suggests that a population bottleneck likely occurs during the first 2 years of life. Previous fishery stocks exhibiting symptoms of recruitment failure, notably Kodiak Island red king crab and Pribilof Island blue king crab, have never recovered from population collapse. Fisheries closures and bycatch limiting mechanisms to conserve and rebuild these stocks have not done enough. Crab enhancement remains an untested, viable option.

Wild king crab stocks cannot survive with low supply or poor survival of juvenile crabs. After egg hatch, larval crabs float in the ocean for 2-3 months prior to settling to the seafloor. Larvae and post-larval settler crab are subject to highly variable ocean conditions, advective currents, and predation pressure. New scientific models have suggested that warming conditions may be altering larval supply throughout the region. Newly benthic early juveniles require structural complexity in seafloor habitats to provide food and protection from predators. If post-larval supply is no longer sustainable or delivers crab to poor benthic habitats, juvenile survival will continue to decline. Quantitative assessment of benthic habitat relative to supply and settlement of post-larval red king crab in Bristol Bay is underway and the first step to determine if poor recruitment of early life stages is systemic.

The AKCRRAB Program, a consortium of crab scientists and industry stakeholders, has been conducting mariculture research on early life stages of Alaska king crab species for nearly two decades to assess the viability of different enhancement strategies for stocks with poor recruitment. Increased knowledge related to female fecundity, larval growth and production, settlement dynamics, and early juvenile habitat and predator associations has led to successful small-scale out planting of hatchery-raised juvenile king crab. Continuation of this research is

two-fold. The economic importance of the iconic Bristol Bay red king crab stock has been identified as a management priority after two successive years of fisheries closures in 2021/22 and 2022/23, and apparent low recruitment is a major contributor to those declines. Accumulated successes by AKCRRAB researchers now rests in large-scale and long-term production of local brood stock by private sector stakeholders to fully test out planting strategies necessary for intervention in declining, recruit-limited stocks.

New, multiyear field research efforts are needed to determine the root cause of declining recruitment in Bristol Bay red king crab. Region-wide, quantitative assessment of benthic habitat availability and quality relative to post-larval and settler crab densities is necessary to determine source-sink dynamics of early juveniles. Field data can then be used to validate existing larval advection model predictions to assess likely juvenile settlement locations. Small-scale, near-shore studies are also required to understand crab success in Bristol Bay benthic habitats. Natural crab densities in local habitats will inform relative success, while meso-scale release of hatchery reared juvenile crab with continued monitoring will provide individual level fitness information and viability of enhancement efforts.

Long-term success of enhancement would require sustained crab production and release. Local community-based production remains the best option for successful delivery of hatchery-produced crab to natural habitats, while balancing important factors such as wild stock health and genetic integrity. Additionally, several Bering Sea villages and communities depend on crab industry revenue as an economic lifeblood and are ideally located and interested in mariculture and juvenile crab hatcheries as potential job creators that offer increased economic opportunity. Significant funds are needed to adapt existing infrastructure for mariculture, build quality hatchery laboratories capable of king crab producing through benthic settlement stages, and seed new training and job opportunities for residents across the region, extending from the Pribilof Islands and throughout the southeastern Bering Sea.

The overall BBRKC enhancement project includes two general components: 1) hatchery rearing and 2) releases into the wild. The following sections describe field-based release efforts and dive operations. Of the three project years, the first year (i.e., 2026) is dedicated to refined evaluation of habitat quality and natural larval supply in nearshore areas along the northern Alaska Peninsula and experimental testing of release strategies and monitoring technologies. Port Moller is an optimal recruitment area and juvenile nursery for settler crabs and a logistically feasible experimental site with both exposed outer coasts and protected inner bay habitats. We will build on recent research efforts and conduct 2026 field studies on two separate Bristol Bay research charters in June and August. Diver-based data collection will include: 1) benthic surveys for physical substrates, juvenile red king crabs, and invertebrates/demersal fishes, 2) larval collector deployment and recovery at potential release sites, and 3) pilot-release studies including both wild (transplanted) and hatchery-reared early benthic instars (August only). Dive sites will overlap and fill in gaps relative to recent work (2024-2025) to establish optimal release sites for hatchery cultured red king crab juveniles in following years. Benthic surveys and larval

collector deployments will occur primarily during a 25-day charter in June 2026 while collector retrieval and pilot releases will occur on a 15-day charter in August 2026.

Field Methods

This study will be conducted in the Bristol Bay regions and will consist of two research charters: Charter 1 will be a 25-day survey in June to deploy larval collectors, to quantify benthic habitats and fauna and to conduct hatchery-crab release experiments. Charter 2 will be a 17-day survey one to haul and quantify catch from larval collectors and to conduct wild-crab release experiments. Twenty-two stations will be sampled in central Bristol Bay and Port Moller along each of three depth strata: 20 m, 50 m, and 70 m depth strata to repeat previous 2024 and 2025 deployments. Larval collector pot deployments will be conducted in June and recovered in August (Figure 1 and 2). Additional larval collectors will be placed in nearshore habitats to collect additional wild crabs for fall experiments.

SCUBA diving operations are a major component of this project. All diving will be completed by two or more buddy divers (i.e., no solo diving), and at least one qualified dive tender / dive skiff operator. All dives will be conducted from a dedicated skiff following diver certification limits and physical capabilities. Depending upon weather/seas, the tender shall either be moored to the pot buoys with the engine off or live boat at a safe distance while monitoring diver bubbles. The tender will carry spare full scuba cylinders, a marine VHF radio, emergency oxygen kit, hand-held depth sounder, dive flags, and first aid supplies. All dive tenders shall be CPR / First Aid training, and knowledgeable if not officially certified in oxygen administration. All divers will use equipment approved by the Department's Dive Safety Officer. All divers will use similar equipment such as variable volume dry suits, BCD vests, and dive computers. Additionally, all divers will carry at least one dive knife, a surface-inflating marker buoy, and an emergency signaling diver rescue beacon (https://www.nautiluslifeline.com/). All equipment used will be within the inspection time limits required by the DSM.

Larval collector pot deployments (Charter 1) and recoveries (Charter 2)

We will use modified larval collectors (SACs) affixed to a non-fishing king crab pot mooring to measure red king crab post-larval settlement at each station. Traditional SACs have an outer skin of tubular polyethylene netting stuffed with bio-fouled gillnet and have been successfully used for the collection of settling post-larval red king crab in nearshore Alaska areas, such as Kodiak Island (Blau et al. 1990, Donaldson et al. 1992, Blau & Byersdorfer 1994), Juneau (Loher & Armstrong 2000, Pirtle & Stoner 2010), and St. Paul Island (Weems et al. 2025). Our modified SACs will be constructed of ridged 8 x 8 mm mesh netting, cylindric 15 cm x 100 cm Aquaculture GrowOut baskets stuffed with gillnet for additional fortification. Modification is necessary for deployment on 7 ft x 7 ft standard commercial king crab pots to securely moor SACs near the sea floor in an open ocean setting and reduce crab loss during pot retrieval. Crab pots will be used as anchors for convenience and to avoid the considerable expense of designing, building, and transporting anchoring systems for one-time use by this project. Prior to

deployment, all pots will have their doors fixed open and all standard escapement mechanisms in place to prevent capture of large organisms. We will deploy one pot at each sampling station during the spring cruise. Each pot will have 4 SACs that lay horizontally and are clipped in equidistant fashion along the bottom netting inside the pot. One 10-min recording interval HOBO TidbiT v2 temperature logger will also be fixed inside each pot. The pot will then be launched overboard with standard fishery pot line and buoys labelled with "research" and permit identification and allowed to soak continuously for 2-3 months after the spring cruise. This deployment period should allow adequate time for post-larval settlement into the SACs in the Bering Sea (McMurray et al. 1986). During the late summer cruise, pots with SACs will be retrieved from the seafloor by vessel. Immediately after securing onboard, SACs will be placed into individual 1 mm mesh screen bags, labeled, sealed closed, and placed into flowing seawater totes. While transiting to the next station, or as time allows, SACs will be deconstructed in 5-gallon plastic buckets with 150 µm filtered seawater. All mesh and gillnet will be thoroughly rinsed inside the bucket and inspected before removal. The filtrate will be sieved with 500 µm mesh trays and all collected organisms, including red king crab post-larvae and early benthic instars, will be preserved frozen or in molecular-grade ethanol in 250 ml wide mouth jars and transported to ADF&G laboratories in Kodiak.

SCUBA diver benthic surveys (Charter 1 and Charter 2)

Dive methods have been utilized for early life stage assessments for Pribilof Islands blue king crab and red king crab near St. Paul Island (Weems et al. 2025), Kodiak Island red king crab (Blau & Byersdorfer 1994, Long et al. 2018), and southeast Alaska red king crab (Loher & Armstrong 2000, Pirtle & Stoner 2010, Pirtle et al. 2012, Daly et al. 2013). In this study, standard 7 ft x 7 ft king crab box pots with standard line and surface marker buoys will be deployed as a primary research gear, or platform, for diver surveys and age-0 red king crab collections and releases. De-netted box pots will be empty or fixed equipment such as cameras, lights, and artificial habitats to conduct red king crab release experiments. Divers will be routinely installing and removing collectors or cameras from these pots. Transect and quadrat-based fish and invertebrate counts will be conducted by divers adjacent to pots to quantify habitat and marine fauna.

SCUBA diver hatchery-crab release experiments (Charter 1) and wild-crab release experiments (Charter 2)

Age-0 red king crab releases will be conducted to determine if early life enhancement strategies could be utilized to increase stock recruitment. Prior to field surveys, female red king crab broodstock will be captured and delivered to a hatchery located on Saint Paul Island by early April 2026. Female eggs will hatch in the laboratory and larvae will be cultured through 4 larval stages and one post-larval stage. Upon settlement, hatchery crab will be enumerated and prepared for transport and field releases. Charter 1 will transit to Saint Paul to collect these crab and immediately transit back to Port Moller to conduct releases and monitoring objectives. All

releases will be conducted utilizing the standard 7 ft x 7 ft king crab box pot platforms and permanently marked with GPS and bottom-fixed, diver installed gear. Continued monitoring will be done for 6-10 days with multiple dives per day and continuous transition between release sites. Data collection will focus on spatiotemporal assessments of released crabs and may include testing benthic release mechanisms, assessment of crab release density effects, monitoring crab dispersal into local habitats, estimating crab survival and predator interactions, and observation of crab behaviors relative to the environmental stimuli.

Survey Logistics and Planning

Two separate vessels will be chartered by the Alaska Fisheries Development Foundation (AFDF) and the Alaska Department of Fish and Game (ADF&G) for Bristol Bay surveys in 2026. Both survey's spatial extent will include central Bristol Bay and nearshore areas near Port Moller, visiting and revisiting pre-defined stations (Figures 1 and 2).

Charter 1 (BBEP26-01): A crab industry vessel will be chartered through the AFDF for approximately 25 consecutive days in the early summer period of 2026 (approx. May 30 - June 23). Charter dates may shift by as many as 7-10 days based on Saint Paul Island hatchery crab schedules. Vessel start / end port of call will be Kodiak, AK. Participants likely will include four ship crew members and six scientists. Work hours will vary between 12-14 hours per day with night-time vessel transits, jogging, or anchorage. Science operations at historically-sampled Bristol Bay stations (n = 22) during the spring survey will include: deployment of one king crab box pots outfit with larval collectors (SAC pot), one zooplankton net tow (bongo), and water sampling. Science operations at new nearshore Port Moller and Herendeen Bay stations (n = 50+) may include the forementioned gears as well as skiff-based diver surveys and experiments. Repeat sampling of newly established sites will be necessary. SAC pots consist of four fixed larval collectors within the steel frame, standard line and buoy configurations, and an additional 'smart' surface buoy for real-time satellite tracking of pot locations from May-August and gear conflict avoidance with local fishers. Diving operations are completely described within the Dive Operations Plan but consist of two dive skiffs deployed simultaneously with 3 divers and 1 crew tender. Typically, three consecutive dives with two divers each will be completed in approximately 3-4 hours prior to returning to the mother ship. Zooplankton net tows and water collections are conducted from the crab block or by hand using appropriate line.

Charter 1 Plan (dates TBD, + 7-10 days)

- Crew – 3 vessel crew minimum, and 6 science crew
- May 28 - 29 – vessel loading and CamSled testing in Kodiak
- May 30 - June 1 – vessel transit, Kodiak to Bristol Bay
- June 1 - 10 – sampling, gear deployments and diver surveys
- June 11 - 13 – vessel transit to St. Paul Island, acquire age-0 hatchery red king crab
- June 14 - 21 – sampling, diver experiments

- June 22 - 23 – extra weather days or delays
- June 24 - 26 – vessel transit, Bristol Bay to Kodiak, and offload

Sampling Gear

- Dive locker conex: 8,500 lbs, 20 ft x 8 ft x 8 ft
    - Dive gear, equipment, lead, dive compressor, dry/wet labs, oxygen tanks
    - Requires isolated 208 V single-phase power
- Science data shack: 3,100 lbs, 10 ft x 6 ft x 8 ft
    - Requires isolated 208 V single-phase power
- 2 dive skiffs: one transiting skiff and one local skiff
    - Kodiak skiff – 22 ft with 150 hp outboard; 3,000 lbs, 25 ft x 9 ft x 6 ft
    - Port Moller skiff – 19 ft with two 70 hp outboard; 2,500 lbs, 22 ft x 9 ft x 6 ft
- 47 king crab box pots; 800 lbs each, total 37,000 lbs
    - 32 – 7 x 7 ft pots without mesh with 88 SAC collectors (oyster baskets containing gillnet) will be set and remain in the water until Charter 2 (see below).
        - All with Smart Buoys (satellite communicating surface buoys)
    - 12 – 7 x 7ft diving site pots, short 10-12 hour duration deployments daily
    - 2 – 7 x 7 ft small-mesh fishing pots, prospect for large red king crab
    - 1 – 5 x 5 ft pot with a current meter instrument
- 3 deck totes; 3,000 lbs full, 12 ft x 4 ft x 4 ft
    - 2 for crab live tanks plumbed with flowthrough seawater
    - 1 for holding 20+ scuba tanks
- Zooplankton bongo net (net, mesh, codends, buckets, cannonballs)
- Niskin water collection bottle with messenger line
- 10-15 storage totes for small gear and sampling jars

Charter 2 – BBSP25-02: The DFG RV Equinox or a TBD crab industry vessel will be chartered by BSFRF for 16 consecutive days in August 2024 (approx. August 13 - 29). If a crab industry vessel is necessary, typical SOA invitation-to-bid (ITB) packets will be posted in May. Vessel start/end port of call will be Kodiak, AK. Science operations during the fall survey will include recovery of SAC pots containing larval crab collectors and additional water and benthic sampling (e.g., water sampling and zooplankton net tows). Navigation to stations / collector pots will be aided by smart buoy satellite updates and short distance transceiver receptions. Electronic data records will be kept using the CamSled Module server network similarly to Charter 1. Additional deck space on board the vessel will be necessary for sorting tables, covered workstations, and vessel seawater plumbing access. Sea water access should include both small hose (garden hoses for washing) and large hose (fireman hose supplied to three insulated deck totes / live tanks) options. Juvenile red king crab within field collectors will be kept alive within the live tanks until sorted by scientific crew for preservation.

Charter 2 Plan (dates TBD, + 7-10 days)

- Crew – 3 vessel crew minimum, and 5 science crew
- August 13 - 14 – vessel loading and CamSled testing in Kodiak
- Aug 15 - 17 – vessel transit, Kodiak to Bristol Bay
- Aug 17 - 19 – sampling, gear recovery and wild crab processing on deck
- Aug 19 - 27 – sampling, diver experiments
- Aug 28 – extra weather day or delays
- Aug 29 - 31 – vessel transit, Bristol Bay to Kodiak, and offload

Sampling Gear

- Dive locker conex: 8,500 lbs, 20 ft x 8 ft x 8 ft
    - Dive gear, equipment, lead, dive compressor, dry/wet labs, oxygen tanks
    - Requires isolated 208 V single-phase power
- Science data shack: 3,100 lbs, 10 ft x 6 ft x 8 ft
    - Requires isolated 208 V single-phase power
- 2 dive skiffs: one transiting skiff and one local skiff
    - Kodiak skiff – 22 ft with 150 hp outboard; 3,000 lbs, 25 ft x 9 ft x 6 ft
    - Port Moller skiff – 19 ft with two 70 hp outboard; 2,500 lbs, 22 ft x 9 ft x 6 ft
- Recovery of ~ 32 – 7 x 7 ft king crab box pots, TBD
    - Possible pot storage locally at Port Moller using dock offload, or
    - Return all pots to Kodiak
- 3 deck totes; 3,000 lbs full, 12 ft x 4 ft x 4 ft
    - 2 for crab live tanks plumbed with flowthrough seawater
    - 1 for holding 20+ scuba tanks
- Niskin water collection bottle with messenger line
- 10-15 storage totes for small gear and sampling jars

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Figures and Tables

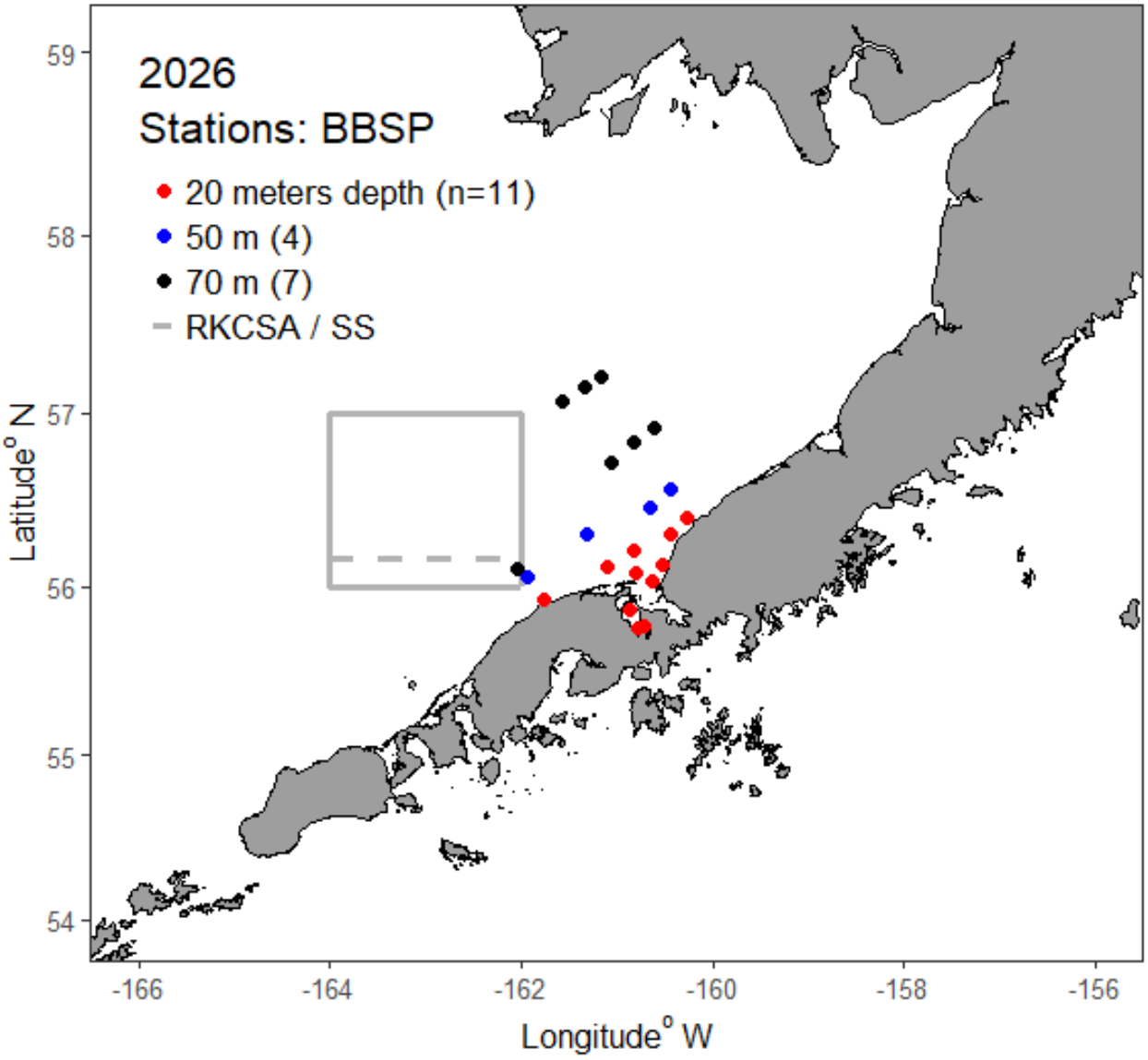


Figure 1. Sampling stations in the Bristol Bay study area for summer 2026. Stations will be sampled along three depth contours, including 20 m, 50 m, and 70 m for crab, bottom habitat, and oceanography at similar stations as in 2024. The Red King Crab Savings Area (grey box) and Sub-Savings area (dashed line to southern boundary) are denoted and of special interest for habitat assessment relative to potential bottom contact gear disturbances.

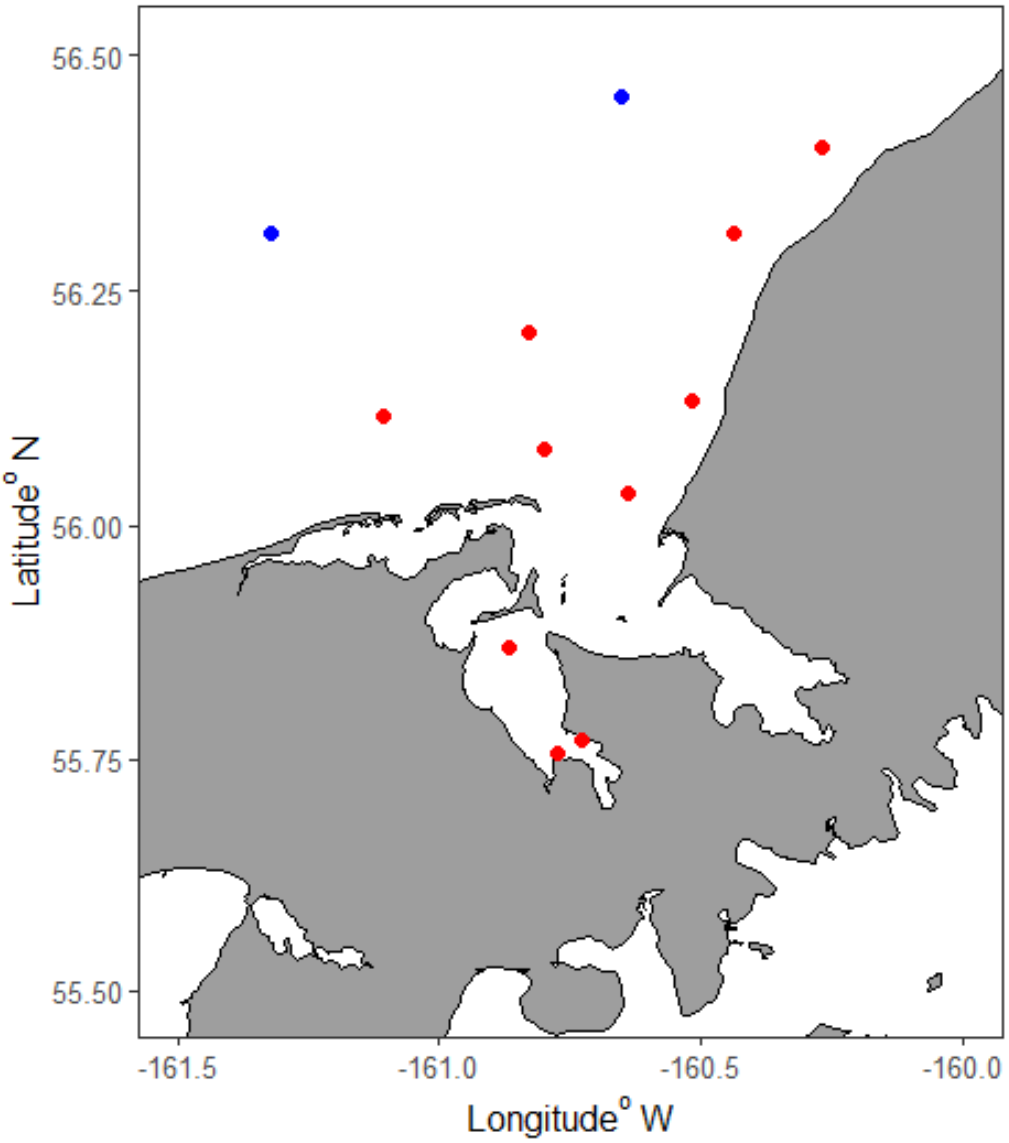


Figure 2. Zoomed in image of sampling stations in the nearshore Port Moller, Bristol Bay study area for summer 2026.

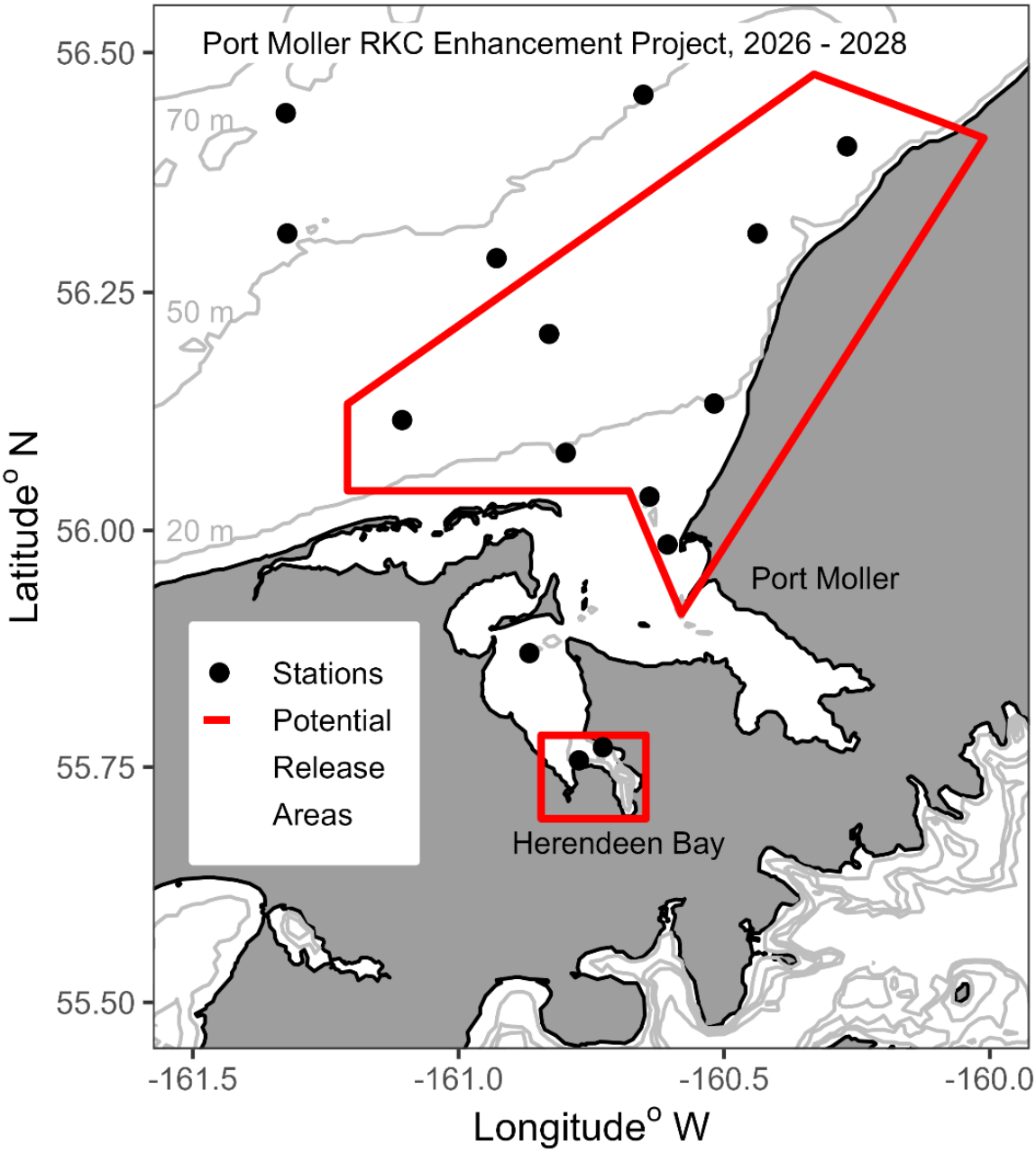


Figure 3. Dives will take place in marine waters near Port Moller, Alaska on the north side of the Alaska Peninsula in the Bristol Bay District approx. 55.5° to 56.5° North latitude and 160° to 161° West longitude. Stations (black circles) are inter-annual larval crab monitoring sites. Additional sites will be sampled that will include diving within the study area (red polygons) to accomplish project objectives.

Exhibit B

Exhibit B

Table 1 BBEP26-01 survey plan for June 2026. Estimated Local Date, Start Time, Charter Day, Sampling Day, Area Occupied, Stations, Events and vessel movement details.

Date	Time	Ch Day	Sam Day	Area	Stations	Event	Description	Time hours	Speed knots	Dist mi	Dist nmi	Dist km	TOTAL Dist nmi
5/28/2026	0:00			Kodiak		Load	Start Loading Gear and Supplies	12					
5/29/2026	0:00			Kodiak		Load	Finish Loading	12					
5/30/2026	0:00	1		Chirikov Island		Transit	0700 Kodiak Departure	17	9	153	176	283	153
5/31/2026	0:00	2		King Cove		Transit	Chirikof Island to King Cove	24	9	216	248	400	369
6/1/2026	0:00	3	1	False Pass AM		Transit	King Cove to Bristol Bay	18	9	162	186	300	531
6/1/2026	18:00			Black Hills North	13;14;15	Science	Drop SAC pots, H20, Zoop	3	6	18	21	33	549
6/1/2026	0:00			Port Moller Dock		Transit	Scientist Pickup, Early High Tide	3	9	27	31	50	576
6/2/2026	0:00	4	2			Transit		7	9	63	72	117	432
6/2/2026	7:00			Central 70 North	41;42;43	Science	Drop SAC pots, H20, Zoop	3	6	18	21	33	549
6/2/2026	10:00					Transit		2	9	18	21	33	567
6/2/2026	12:00			Central 70 South	44;45;46	Science	Drop SAC pots, H20, Zoop	3	6	18	21	33	585
6/2/2026	15:00					Transit		2	9	18	21	33	603
6/2/2026	17:00			Port Moller North	20;59;17	Science	Drop SAC pots, H20, Zoop	3	6	18	21	33	621
6/2/2026	20:00					Transit		1	9	9	10	17	630
6/2/2026	21:00			Port Moller North	16;55;53	Science	Drop SAC pots, H20, Zoop	3	6	18	21	33	648
6/3/2026	0:00	5	3			Anchor/Jog		7	0	0	0	0	648
6/3/2026	7:00			Port Moller	54;56; 58;19	Science	Drop SAC pots, H20, Zoop	6	3	18	21	33	666
6/3/2026	13:00				Erin 10	Science	Drop 10 SAC pots btw 19 and 56	4	6	24	28	44	690
6/3/2026	15:00				19	Dive	Shakedown Dives - 6	7	1	7	8.1	13	697
6/4/2026	0:00	6	4			Anchor/Jog		7	0	0	0	0	697
6/4/2026	7:00			Port Moller North	54;56; 58	Dive	AM surveys - 6	5	1	5	5.8	9.3	702
6/4/2026	12:00					Jog		2	1	2	2.3	3.7	704
6/4/2026	14:00				16;55;53	Dive	PM surveys - 6	5	1	5	5.8	9.3	707
6/4/2026	19:00					Science	Haul/set dive moorings	5	3	15	17	28	719
6/5/2026	0:00	7	5			Anchor/Jog		7	0	0	0	0	719
6/5/2026	7:00			Port Moller North	54;56; 58	Dive	AM surveys - 6	6	1	6	6.9	11	725
6/5/2026	13:00					Transit		3	0	0	0	0	725
6/5/2026	16:00			Herendeen Bay	49;50;51	Science	Drop SAC pots, H20, Zoop	2	3	6	6.9	11	731
6/5/2026	18:00				Add 3 stns	Science	Drop SAC pots, H20, Zoop	2	3	6	6.9	11	737
6/5/2026	20:00					Science	Set dive moorings	4	3	12	14	22	749
6/6/2026	0:00	8	6			Anchor		7	0	0	0	0	749

6/6/2026	7:00			Herendeen Bay	54;56; 58	Dive	AM surveys - 6	5	1	5	5.8	9.3	754
6/6/2026	12:00					Jog		2	1	2	2.3	3.7	756
6/6/2026	14:00				16;55;53	Dive	PM surveys - 6	5	1	5	5.8	9.3	759
6/6/2026	19:00					Science	Haul/set dive moorings	5	3	15	17	28	771
6/7/2026	0:00	9	7			Anchor		7	0	0	0	0	771
6/7/2026	7:00			Herendeen Bay	54;56; 58	Dive	AM surveys - 6	5	1	5	5.8	9.3	776
6/7/2026	12:00					Jog		2	1	2	2.3	3.7	778
6/7/2026	14:00				16;55;53	Dive	PM surveys - 6	5	1	5	5.8	9.3	781
6/7/2026	19:00					Science	Haul/set dive moorings	5	3	15	17	28	793
6/8/2026	0:00	10	8			Anchor		7	0	0	0	0	793
6/8/2026	7:00			Herendeen Bay	54;56; 58	Dive	AM surveys - 6	5	1	5	5.8	9.3	798
6/8/2026	12:00					Jog		2	1	2	2.3	3.7	800
6/8/2026	14:00				16;55;53	Dive	PM surveys - 6	5	1	5	5.8	9.3	803
6/8/2026	19:00					Science	Haul dive moorings	5	3	15	17	28	815
6/9/2026	0:00	11	9			Transit		24	9	216	248	400	1016
6/10/2026	0:00	12	10			Transit		8	9	72	83	133	1088
6/10/2026	8:00			St. Paul Island	54;56; 58	Science	Receive Hatchery Crabs	4	0	0	0	0	1088
6/10/2026	12:00					Transit		12	9	108	124	200	1196
6/11/2026	0:00	13	11			Transit	Prep for Experiments	24	9	216	248	400	1412
6/12/2026	0:00	14	12			Transit		7	9	63	72	117	1475
6/12/2026	7:00			Port Moller	Erin10	Science	Haul/Reset New SACs	4	2	8	9.2	15	1483
6/12/2026	11:00					Transit		3	9	27	31	50	1510
6/12/2026	14:00			Herendeen Bay	HB_EXP_3	Science	Prep for Experiments	4	2	8	9.2	15	1518
6/12/2026	18:00					Science	HB_EXP_3_T0	6	3	18	21	33	1536
6/13/2026	0:00	15	13			Anchor		7	0	0	0	0	1536
6/13/2026	7:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T12	5	1	5	5.8	9.3	1541
6/13/2026	12:00			Port Moller Dock		Transit	Drop Scientist Off for Flight	2	9	18	21	33	1559
6/13/2026	14:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_SITES_3_T18	5	1	5	5.8	9.3	1546
6/13/2026	19:00					Science		5	3	15	17	28	1574
6/14/2026	0:00	16	14			Anchor		7	0	0	0	0	1574
6/14/2026	7:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T30	5	1	5	5.8	9.3	1579
6/14/2026	12:00					Transit		2	9	18	21	33	1597
6/14/2026	14:00			Port Moller	PM_EXP_3	Science	Haul and Prep for Experiments	4	2	8	9.2	15	1605
6/14/2026	18:00					Science	PM_EXP_3_T0	6	3	18	21	33	1623

6/15/2026	0:00	17	15			Anchor		7	0	0	0	0	1623
6/15/2026	7:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T12	5	1	5	5.8	9.3	1628
6/15/2026	12:00					Jog		2	1	2	2.3	3.7	1630
6/15/2026	14:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T18	5	1	5	5.8	9.3	1633
6/15/2026	19:00					Science		5	1	5	5.8	9.3	1635
6/16/2026	0:00	18	16			Anchor		7	0	0	0	0	1635
6/16/2026	7:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T30	5	1	5	5.8	9.3	1640
6/16/2026	12:00					Transit		2	9	18	21	33	1658
6/16/2026	14:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T84	5	1	5	5.8	9.3	1645
6/16/2026	18:00					Science		5	1	5	5.8	9.3	1663
6/17/2026	0:00	19	17			Anchor		7	0	0	0	0	1645
6/17/2026	7:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T102	5	1	5	5.8	9.3	1668
6/17/2026	12:00					Jog		2	0	0	0	0	1645
6/17/2026	14:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T108	5	1	5	5.8	9.3	1673
6/17/2026	19:00					Sci/Transit		5	1	5	5.8	9.3	1650
6/18/2026	0:00	20	18			Anchor		7	0	0	0	0	1650
6/18/2026	7:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T72	5	1	5	5.8	9.3	1655
6/18/2026	12:00					Jog		2	1	2	2.3	3.7	1657
6/18/2026	14:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T78	5	1	5	5.8	9.3	1660
6/18/2026	19:00					Sci/Transit		5	1	5	5.8	9.3	1662
6/19/2026	0:00	21	19			Anchor		7	0	0	0	0	1660
6/19/2026	7:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T144	5	1	5	5.8	9.3	1667
6/19/2026	12:00					Jog		2	0	0	0	0	1660
6/19/2026	14:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T150_FINAL	5	1	5	5.8	9.3	1672
6/19/2026	19:00					Sci/Transit		5	1	5	5.8	9.3	1665
6/20/2026	0:00	22	20			Anchor		7	0	0	0	0	1665
6/20/2026	7:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T114	5	1	5	5.8	9.3	1670
6/20/2026	12:00					Jog		2	1	2	2.3	3.7	1672
6/20/2026	14:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T120	5	1	5	5.8	9.3	1675
6/20/2026	19:00					Science		5	1	5	5.8	9.3	1677
6/21/2026	0:00	23	21			Anchor		7	0	0	0	0	1677
6/21/2026	7:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T136	5	1	5	5.8	9.3	1682
6/21/2026	12:00					Jog		2	1	2	2.3	3.7	1684
6/21/2026	14:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T142_FINAL	5	1	5	5.8	9.3	1687
6/21/2026	19:00					Science		5	1	5	5.8	9.3	1689

6/22/2026	0:00	24		WEATHER							1687
6/23/2026	0:00	25		WEATHER							1689
6/24/2026	0:00	26		Transit	Port Moller to King Cove	24	9	216	248	400	1903
6/25/2026	0:00	27		Transit	King Cove to Kodiak	24	9	216	248	400	1905
6/26/2026	0:00			Offload	Start offload gear and supplies	12	0	0	0	0	1903

Table 2 BBEP26-02 survey plan for August 2026. Estimated Local Date, Start Time, Charter Day, Sampling Day, Area Occupied, Stations, Events and vessel movement details.

Date	Time	Ch Day	Sam Day	Area	Stations	Event	Description	Time hours	Speed knots	Dist nmi	Dist nmi	Dist km	TOTAL Dist nmi
8/13/2026	0:00			Kodiak		Load	Start Loading Gear and Supplies	12					
8/14/2026	0:00			Kodiak		Load	Finish Loading	12					
8/15/2026	0:00	1		Chirikov Island		Transit	0800 Kodiak Departure	16	9	144	166	267	144
8/16/2026	0:00	2		King Cove		Transit	Chirikof Island to King Cove	24	9	216	248	400	360
8/17/2026	0:00	3	1	False Pass AM		Transit	King Cove to Bristol Bay	18	9	162	186	300	522
8/17/2026	18:00			Black Hills North	13;14;15	Science	Haul SAC pots, H20, SAC Processing	3	6	18	21	33	540
8/17/2026	0:00					Transit		3	9	27	31	50	567
8/18/2026	0:00	4	2			Transit		7	9	63	72	117	423
8/18/2026	7:00			Central 70 North	41;42;43	Science	Haul SAC pots, H20, SAC Processing	3	6	18	21	33	540
8/18/2026	10:00					Transit		2	9	18	21	33	558
8/18/2026	12:00			Central 70 South	44;45;46	Science	Haul SAC pots, H20, SAC Processing	3	6	18	21	33	576
8/18/2026	15:00					Transit		2	9	18	21	33	594
8/18/2026	17:00			Port Moller North	20;59;17	Science	Haul SAC pots, H20, SAC Processing	3	6	18	21	33	612
8/18/2026	20:00					Transit		1	9	9	10	17	621
8/18/2026	21:00			Port Moller North	16;55;53	Science	Haul SAC pots, H20	3	6	18	21	33	639
8/19/2026	0:00	5	3			Anchor/Jog		7	0	0	0	0	639
8/19/2026	7:00			Port Moller	54;56; 58;19	Science	Haul SAC pots, H20, SAC Processing	4	3	12	14	22	651
8/19/2026	11:00				Erin 10	Science	Haul 10 SAC pots between 19 and 56	4	6	24	28	44	675
8/19/2026	15:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T142_1407_T0	5	1	5	5.8	9.3	656
8/19/2026	20:00					Transit		4	9	36	41	67	711
8/20/2026	0:00	6	4			Anchor		7	0	0	0	0	711
8/20/2026	7:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T150_1479_T0	5	1	5	5.8	9.3	716
8/20/2026	14:00					Jog	Prep for Experiments	6	0	0	0	0	716
8/20/2026	18:00			Herendeen Bay	HB_EXP_6	Science	HB_EXP_6_T0	6	1	6	6.9	11	722
8/21/2026	0:00	7	5			Anchor		7	0	0	0	0	722

8/21/2026	7:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T12	5	1	5	5.8	9.3	727
8/21/2026	12:00					Jog		2	0	0	0	0	727
8/21/2026	14:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T18	5	1	5	5.8	9.3	732
8/21/2026	19:00					Transit	Prep for Experiments	3	6	18	21	33	750
8/21/2026	22:00			Port Moller	PM_EXP_6	Science	PM_EXP_6_T0	2	0	0	0	0	750
8/22/2026	0:00	8	6			Anchor/Jog		7	1	7	8.1	13	757
8/22/2026	7:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T12	5	1	5	5.8	9.3	762
8/22/2026	12:00					Jog		2	0	0	0	0	762
8/22/2026	14:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T18	5	1	5	5.8	9.3	767
8/22/2026	19:00					Transit		5	4	20	23	37	787
8/23/2026	0:00	9	7			Anchor		7	0	0	0	0	787
8/23/2026	7:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T54	5	1	5	5.8	9.3	792
8/23/2026	12:00					Jog		2	0	0	0	0	792
8/23/2026	14:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T60	5	1	5	5.8	9.3	797
8/23/2026	19:00					Transit		5	4	20	23	37	817
8/23/2026	0:00	10	8			Anchor/Jog		7	1	7	8.1	13	824
8/23/2026	7:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T54	5	1	5	5.8	9.3	829
8/23/2026	12:00					Jog		2	0	0	0	0	829
8/23/2026	14:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T60	5	1	5	5.8	9.3	834
8/23/2026	19:00					Transit		5	4	20	23	37	854
8/24/2026	0:00	11	9			Anchor		7	0	0	0	0	854
8/24/2026	7:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T102	5	1	5	5.8	9.3	859
8/24/2026	12:00					Jog		2	0	0	0	0	859
8/24/2026	14:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T108	5	1	5	5.8	9.3	864
8/24/2026	19:00					Transit		5	4	20	23	37	884
8/25/2026	0:00	12	10			Anchor/Jog		7	1	7	8.1	13	891
8/25/2026	7:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T102	5	1	5	5.8	9.3	896
8/25/2026	12:00					Jog		2	0	0	0	0	896
8/25/2026	14:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T108	5	1	5	5.8	9.3	901
8/25/2026	19:00					Transit		5	4	20	23	37	921
8/26/2026	0:00	13	11			Anchor		7	0	0	0	0	921
8/26/2026	7:00			Herendeen Bay	HB_EXP_6	Dive	HB_EXP_6_T150_FINAL	5	1	5	5.8	9.3	926
8/26/2026	12:00					Jog		2	0	0	0	0	926
8/26/2026	14:00			Herendeen Bay	HB_EXP_3	Dive	HB_EXP_3_T150_1671_T192_FINAL	5	1	5	5.8	9.3	931
8/26/2026	19:00					Transit		5	4	20	23	37	951

Exhibit B

8/27/2026	0:00	14	12			Anchor		7	0	0	0	0	951
8/27/2026	7:00			Port Moller	PM_EXP_6	Dive	PM_EXP_6_T150_FINAL	5	1	5	5.8	9.3	956
8/27/2026	12:00					Jog		2	0	0	0	0	956
8/27/2026	14:00			Port Moller	PM_EXP_3	Dive	PM_EXP_3_T142_1623_T216_FINAL	5	1	5	5.8	9.3	961
8/27/2026	19:00					Transit		5	4	20	23	37	981
8/28/2026	0:00	15				WEATHER							981
8/29/2026	0:00	16				Transit	Port Moller to King Cove	24	9	216	248	400	1197
8/30/2026	0:00	17				Transit	King Cove to Kodiak	24	9	216	248	400	1413
8/31/2026	0:00					Offload	Start offload gear and supplies	12	0	0	0	0	1413

Exhibit C

A DIVE OPERATIONS PLAN

FOR

Bristol Bay Red King Crab Research in Port Moller, Alaska, 2026 Field Season

Jared Weems
Westward Region Dive Program Lead and BS/AI Crab Research Biologist

ALASKA DEPARTMENT OF FISH AND GAME
DIVISION OF COMMERCIAL FISHERIES
WESTWARD REGION
351 Research Court
Kodiak, AK 99615
907-486-1831

Exhibit C

EXECUTIVE SUMMARY

The *Recruitment Limitation and Enhancement Strategies for Bristol Bay red king crab (BBRKC Enhancement)* project will utilize SCUBA diving as a necessary tool for crab early life assessments in benthic habitats near Port Moller, Alaska. The Westward Region Dive Program was re-established under the Bering Sea / Aleutian Islands Crab Research Group for this project. Diving will occur from 2026-2028 and be managed by project PI Jared Weems. New Westward Region dive personnel and protocols are developed here for the 2026 Bristol Bay field season in conjunction with collaborating scientists from UAF and NOAA (LOR divers). All diving for this project will be conducted in accordance with the Department's Standard Operating Procedures for diving, the ADF&G Dive Safety Manual (DSM) and this Dive Plan.

Port Moller area dive surveys will occur from May through September in 2026. Summer is critical period for red king crab larval development and post-larval settlement into benthic habitats. Two primary objectives will be accomplished on June and August research surveys: 1) to estimate natural red king crab settler densities using submerged larval collectors and diver methods within complex benthic habitats (e.g., rocky reefs, gravel beds, and within shell hash), and 2) to experimentally release and monitor locally-collected wild crab and St. Paul Island hatchery-produced crab in similar habitats to assess the recruitment potential of artificially-enhanced early life stages. Survey and outplanting sites will be accessed from two small skiffs deployed from chartered crab-industry vessels. This effort builds upon 20-plus years of Alaska King Crab Research, Rehabilitation and Biology program research and is designed to test the feasibility and potential success of large-scale king crab enhancement technologies to support fisheries harvests and population growth.

Appendix A. Emergency Plan for field use, printable 2-pages.
Appendix B. ADF&G Pre-Dive Float Plan for field use, printable 2-pages.

PROJECT BACKGROUND

Recruitment limitation is generally understood to be the primary cause for the precipitous decline of Bristol Bay red king crab (*Paralithodes camtschaticus*) stock over the past two decades. The absence of strong juvenile cohorts in federal surveys suggests that a population bottleneck likely occurs during the first 2 years of life. Previous fishery stocks exhibiting symptoms of recruitment failure, notably Kodiak Island red king crab and Pribilof Island blue king crab, have never recovered from population collapse. Fisheries closures and bycatch limiting mechanisms to conserve and rebuild these stocks have not done enough. Crab enhancement remains an untested, viable option.

Wild king crab stocks cannot survive with low supply or poor survival of juvenile crabs. After egg hatch, larval crabs float in the ocean for 2-3 months prior to settling to the seafloor. Larvae and post-larval settler crab are subject to highly variable ocean conditions, advective currents, and predation pressure. New scientific models have suggested that warming conditions may be altering larval supply throughout the region. Newly benthic early juveniles require structural complexity in seafloor habitats to provide food and protection from predators. If post-larval supply is no longer sustainable or delivers crab to poor benthic habitats, juvenile survival will continue to decline. Quantitative assessment of benthic habitat relative to supply and settlement of post-larval red king crab in Bristol Bay is underway and the first step to determine if poor recruitment of early life stages is systemic.

The AKCRRAB Program, a consortium of crab scientists and industry stakeholders, has been conducting mariculture research on early life stages of Alaska king crab species for nearly two decades to assess the

viability of different enhancement strategies for stocks with poor recruitment. Increased knowledge related to female fecundity, larval growth and production, settlement dynamics, and early juvenile habitat and predator associations has led to successful small-scale outplanting of hatchery-raised juvenile king crab. Continuation of this research is two-fold. The economic importance of the iconic Bristol Bay red king crab stock has been identified as a management priority after two successive years of fisheries closures in 2021/22 and 2022/23, and apparent low recruitment is a major contributor to those declines. Accumulated successes by AKCRRAB researchers now rests in large-scale and long-term production of local brood stock by private sector stakeholders to fully test outplanting strategies necessary for intervention in declining, recruit-limited stocks.

New, multiyear field research efforts are needed to determine the root cause of declining recruitment in Bristol Bay red king crab. Region-wide, quantitative assessment of benthic habitat availability and quality relative to post-larval and settler crab densities is necessary to determine source-sink dynamics of early juveniles. Field data can then be used to validate existing larval advection model predictions to assess likely juvenile settlement locations. Small-scale, near-shore studies are also required to understand crab success in Bristol Bay benthic habitats. Natural crab densities in local habitats will inform relative success, while meso-scale release of hatchery reared juvenile crab with continued monitoring will provide individual level fitness information and viability of enhancement efforts.

Long-term success of enhancement would require sustained crab production and release. Local community-based production remains the best option for successful delivery of hatchery-produced crab to natural habitats, while balancing important factors such as wild stock health and genetic integrity. Additionally, several Bering Sea villages and communities depend on crab industry revenue as an economic lifeblood and are ideally located and interested in mariculture and juvenile crab hatcheries as potential job creators that offer increased economic opportunity. Significant funds are needed to adapt existing infrastructure for mariculture, build quality hatchery laboratories capable of king crab producing through benthic settlement stages, and seed new training and job opportunities for residents across the region, extending from the Pribilof Islands and throughout the southeastern Bering Sea.

The overall BBRKC enhancement project includes two general components: 1) hatchery rearing and 2) releases into the wild. The following sections describe field-based release efforts and dive operations. Of the three project years, the first year (i.e., 2026) is dedicated to refined evaluation of habitat quality and natural larval supply in nearshore areas along the northern Alaska Peninsula and experimental testing of release strategies and monitoring technologies. Port Moller is an optimal recruitment area and juvenile nursery for settler crabs and a logistically feasible experimental site with both exposed outer coasts and protected inner bay habitats. We will build on recent research efforts and conduct 2026 field studies on two separate Bristol Bay research charters in June and August. Diver-based data collection will include: 1) benthic surveys for physical substrates, juvenile red king crabs, and invertebrates/demersal fishes, 2) larval collector deployment and recovery at potential release sites, and 3) pilot-release studies including both wild (transplanted) and hatchery-reared early benthic instars (August only). Dive sites will overlap and fill in gaps relative to recent work (2024-2025) to establish optimal release sites for hatchery cultured red king crab juveniles in following years. Benthic surveys and larval collector deployments will occur primarily during a 25-day charter in June 2026 while collector retrieval and pilot releases will occur on a 15-day charter in August 2026.

Exhibit C

DIVER QUALIFICATIONS

All of the divers working on this project will have sufficient experience and training to, at a minimum, be conditionally certified as Scientific Divers or Divers in Training (DSM Sec. 5.00). Divers will not exceed their authorized diver depth limits without supervision from a diver holding a greater depth certification (DMS Sec. 5.40). Dive tenders will meet all training requirements (DSM Sec. 4.41).

All Bristol Bay dive operations will be controlled by Lead Diver Jared Weems as authorized by the Dive Safety Board and Dive Safety Officer Quinn Smith. Core ADF&G staff and new Westward Region divers include Jared Weems, Meghan Korte, Erin Strand, Julia Dissen, and Alisa Aist. Additional ADF&G divers, LOR divers, and dive tenders are identified (*) and may participate depending upon availability, completion of certification or conditional authorization by the DSO, and amendment of this operational plan.

Table 1. Projected staff, status, and depth ratings at the start of project scientific diving operations in June 2026. Vessel crew are not identified as Dive Tenders but will be trained prior to dive operations.

AFFL.	PERSONNEL	LOCATION	ROLE	STATUS	DEPTH RAT.
ADFG	Jared Weems	Kodiak	Diver/Dive Tender	Scientific Diver	100
ADFG	Meghan Korte	Kodiak	Diver/Dive Tender	Scientific Diver	100
ADFG	Erin Strand	Kodiak	Diver/Dive Tender	Diver in Training	60
ADFG	Julia Dissen	Kodiak	Diver/Dive Tender	Diver in Training	60
ADFG	Alisa Aist	Kodiak	Diver/Dive Tender	Diver in Training	30
ADFG	*Marina Thomas	Kodiak	Dive Tender		
ADFG	*Andy Nault	Kodiak	Dive Tender		
ADFG	TBD	Juneau	Diver/Dive Tender	Scientific Diver	100
ADFG	*Martin Schuster	Homer	Diver/Dive Tender	Scientific Diver	60
ADFG	*Alissa Cole	Homer	Diver/Dive Tender	Scientific Diver	60
ADFG	*Jenny Morella	Cordova	Diver/Dive Tender	Scientific Diver	60
UAF	*Ginny Eckert	Juneau	Diver/Dive Tender	Scientific Diver	60
UAF	*Teighan Shore	Juneau	Diver/Dive Tender	Scientific Diver	60

DIVER EMERGENCY CONTACTS

Table 2. Staff name, emergency contact name, contact relationship, and contact information to be utilized in the event of a personal injury resulting in an evacuation.

PERSONNEL	CONTACT	RELATION	LOCATION	PHONE
Jared Weems	Jason Weems	Sibling	Riverside, CA	650-575-3291
Meghan Korte	Logan Korte	Spouse	Kodiak, AK	507-508-2423
Erin Strand	Philip Cullum	Partner	Kodiak, AK	585-880-9884
Julia Dissen	Carol Dissen	Parent		503-936-6097
Alisa Aist	Jennifer Aist	Parent	Anchorage, AK	907-592-7953
TBD - Juneau	-	-	-	-

Exhibit C

REGIONAL EMERGENCY CONTACTS

Regional emergency contact list. Asterisk (*) denotes a copy of this emergency plan will be shared with the provider prior to diving operations to inform and speed emergency response.

Air Ambulance Services:

Rural evacuation (Chignik to Regional Hub)

* United States Coast Guard, Air Station Kodiak, Ops. Duty Officer	907-539-6016
* United States Coast Guard, Cold Bay Forward Hanger, DO	907-444-4289
* ADF&G Peninsula Fixed Wing, Sand Point, Mark Patterson	907-654-5077
Gamin InReach: mark.patterson@inreach.garmin.com	
Marine VHF Channel 65a (Ch. 6), Aircraft VHF 122.9 and 122.8	
* Precision Air Peninsula Fixed Wing, Cold Bay, Theo Chesley	907-989-4080
Eider Air Service Fixed Wing, Cold Bay, Guy Pere	907-532-7077

Lear-jet, hard-surface evacuation (Regional Hub to Decompression Chamber)

LifeMed Alaska, Fixed Wings 31 / 35 / 45	800-478-5433
	907-563-6633
Guardian Flight, Fixed Wing 45	855-291-8989

Hospitals and Clinics:

Anchorage, Providence Urgent Care Center	907-212-5165
Anchorage, Alaska Regional Hospital	907-276-1131
Palmer, Mat-Su Regional Hospital Hyperbaric Therapy Center	907-861-6312
Kodiak, Providence Medical Center	907-486-9500
Sand Point, Medical Clinic	907-383-3151
Nelson Lagoon, Paul Martin Gundersen Memorial Clinic	907-989-2207
Cold Bay, Anna Livingston Memorial Clinic On-Call	907-532-7040
Unalaska, Iliuliuk Health Services Clinic	907-581-1202

Recompression Chambers:

Dutch Harbor, Alaska
Resolve Marine Mobile Recompression Chamber
Resolve Marine Group, 991 Ballyhoo Rd, 99692

24-hour Emergency Response Line (FL, USA)	954-764-8700
Dutch Harbor Office (9-5, M-F): Eric Freeman	907-581-1400

Seattle, Washington
Virginia Mason Center for Hyperbaric Medicine

925 Seneca Street, Seattle, 98101	206-583-6543

San Deigo, California
UCSD Hillcrest Medical Center Undersea and Dive Medicine

200 W. Arbor Drive, San Diego, CA 92103	858-657-7000

Vancouver, British Columbia, Canada	
General Hospital Hyperbaric Unit	604-875-4111
855 West 12th Avenue, Suite G700 Ground Floor	604-875-4033
Vancouver, BC V5Z 1M9	

United States Coast Guard Command Centers:

Sector Western Alaska and Arctic Center, Anchorage	866-396-1361
Sector Southeast Alaska Center, Juneau	866-759-6061
Arctic Command Center, Juneau	866-478-5555
Marine Safety Unit (MSU), Unalaska	206-815-6842
Marine Safety Unit (MSU), Kodiak	206-815-7106

DIVERS ALERT NETWORK (DAN):

EMERGENCY	1-919-684-9111
* Non-Emergency	1-919-684-4326
* Travel Assist	715-342-2398

APPROXIMATE NUMBER OF PROPOSED DIVES

Approximately 300 person dives will be conducted in support of this project in 2026.

ESTIMATED DEPTH(S) AND BOTTOM TIME(S)

Dives will be conducted using ambient compressed air. Maximum project operational depth for red king crab surveys is 95 feet salt water (FSW), and bottom times vary from 5 to 60 minutes. Most dives will be conducted at 60 feet or less with standard 3 minute, 15 foot safety stops.

DECOMPRESSION STATUS AND REPETITIVE DIVE PLANS, IF REQUIRED

All dives will be within no decompression limits and dive computers will be used to determine decompression status. Repetitive dives may be conducted within no decompression limits, and deepest dives will be conducted first in daily operations plans. Tenders will report to the vessel by VHF radio on dive times, drop-off and pick-up locations, maximum depths, and surface intervals for each diver. These data will be recorded on the daily float plan.

Exhibit C

LOCATION(S) OF PROPOSED DIVES

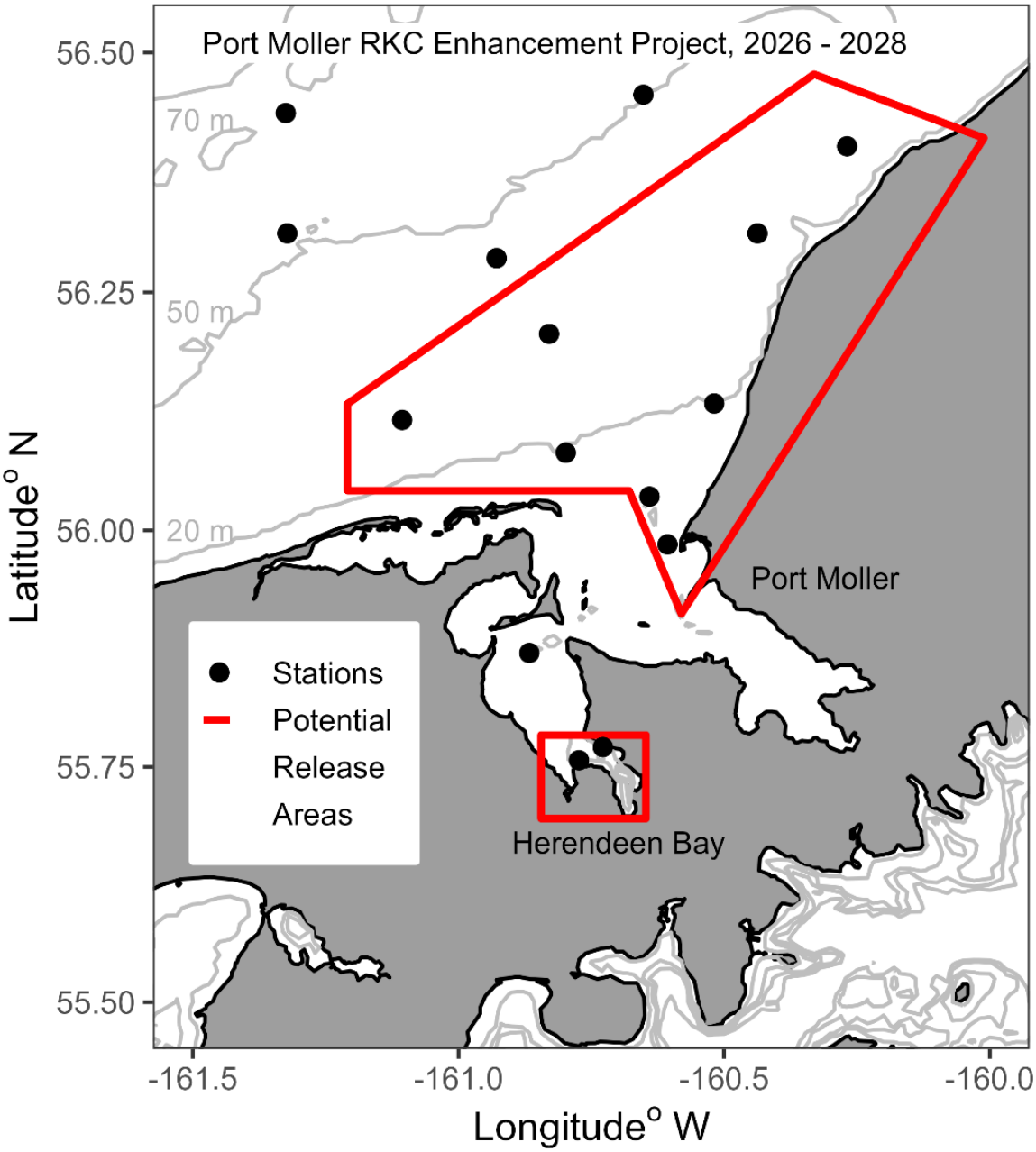


Figure 1. Dives will take place in marine waters near Port Moller, Alaska on the north side of the Alaska Peninsula in the Bristol Bay District of the southeast Bering Sea from approx. 55.5° to 56.5° North latitude and 160° to 161 ° West longitude. Stations (black circles) are inter-annual larval crab monitoring sites. Additional sites will be sampled, including diving, within the study area (red polygons) to accomplish project objectives.

Exhibit C

PROPOSED WORK, EQUIPMENT, AND BOATS TO BE EMPLOYED

Dive methods have been utilized for early life stage assessments for Pribilof Islands blue king crab and red king crab near St. Paul Island (Weems et al. 2025), Kodiak Island red king crab (Long et al. in prep; Blau and Byersdorfer, 1994), and southeast Alaska red king crab (Loher and Armstrong, 2000; Pirtle et al., 2010). In this study, standard 7 ft x 7 ft king crab box pots with surface marker buoys will be deployed as a primary research gear. De-netted box pots will be empty or fixed with larval collectors (Figure 2) and equipment such as cameras, lights, and artificial habitats to conduct red king crab release experiments. Divers will be routinely installing and removing collectors or cameras from these pots. Transect and quadrat-based fish and invertebrate counts will be conducted by divers adjacent to pots. Divers will carry recording slates and any science gear by detachable clips.

All diving will be completed by two buddy divers (i.e., no solo diving), and at least one qualified dive tender / dive skiff operator. All dives will be conducted from a dedicated skiff following diver certification limits and physical capabilities. Depending upon weather/seas, the tender shall either be moored to the pot buoys with the engine off or live boat at a safe distance while monitoring diver bubbles. The tender will carry spare full scuba cylinders, a marine VHF radio, emergency oxygen kit, hand-held depth sounder, dive flags, and first aid supplies. All dive tenders shall be CPR / First Aid training, and knowledgeable if not officially certified in oxygen administration.

All divers will use equipment approved by the Department's Dive Safety Officer. All divers will use similar equipment such as variable volume dry suits, BCD vests, and dive computers. Additionally, all divers will carry at least one dive knife, a surface-inflating marker buoy, and an emergency signaling diver rescue beacon (https://www.nautiluslifeline.com/). All equipment used will be within the inspection time limits required by the DSM.

Exhibit C

Figure 2. Standard 7 ft x 7 ft, de-netted king crab box pot to be deployed for larval collections and diving operations in 2026. Diver descents/ascents will follow surface marker buoys and lines. Pot steel and bottom netting will serve as diver buoyancy and navigational aids.

HAZARDOUS CONDITIONS & MITIGATION

General – Diving will be conducted only under reasonable weather and site conditions. Unreasonable conditions that precludes safe diving or tending divers include heavy rain, high wind, surface conditions that are not calm (> 3 ft seas), high currents (> 2 knots), commercial fishing activity within the dive site, the presence of killer whales, or any other condition that impedes the ability of the divers to maintain their depth and communicate effectively with each other. If at any point during the dives, divers need to be recalled to the surface, a dive tender will use the diver recall devise or if unavailable, a metal dive weight and knock it against the hull of the skiff, three times repetitively until the divers surface. Instructions of the recall signal and review of other diver underwater hand signals will be reviewed prior to dives. When conditions for safe diving are in question, a decision to dive or not will be made as a team, including the vessel captain/crew, divers, tenders, and other participating personnel. Diver safety will take high priority over research study objectives.

Turbidity – Recent, non-diver research conducted near Port Moller suggests a high likelihood of encountering volcanic ash benthic substrates within Herendeen Bay. Fine grain ash may cause black-out conditions for divers if overly disturbed. To help alleviate this risk, de-netted king crab box pots will also serve as 1-m off-bottom platforms to reduce bottom contact until the diver is oriented and substrate

initially assessed. Pots will be deployed at least 1 hour before diving at a new site. Collections and surveys will be discontinued if visibility is very poor (generally < 5 feet) throughout the depth ranges.

Current – Nearshore waters of Bristol Bay experience large tidal swings and strong local currents, particularly in alongshore currents and between confined bathymetric features such as channels. Daily dive planning will include reducing current exposure around extreme flood/ebb times and understanding of local bottom features that may impact current velocities.

Entanglement – Dive sites will be marked with moored de-netted pots with crab line/buoys. Diver gear including slates, quadrats, tapes, tweezers, ditty bags, and other experimental gear will be managed with clips and carabiners. It is recommended that a dive knife carried at all times by a diver, and that the diving buddy and tenders also have these tools and remain in close visual contact with the divers at all times.

Hypothermia – The water temperature will be very cold during June operations (< 5°C) and moderately cold during August operations (> 5°C). These temperatures can quickly lead to hypothermia. Each diver must be aware of this and operate only within their own individual limits. Dive tenders must be aware of hypothermia and must look for altered speech or action patterns in the divers.

Standby Diver – A dry-suited diver with readily assembled gear will be topside whenever possible and considering dive conditions. This should help maintain no decompression limits and is not required per the DSM policy. When diving with NOAA affiliate divers, a standby diver is required.

Boat Traffic – Local fishermen routinely operate out of Port Moller. Skiffs bearing a dive flag and a dive tender will accompany the divers anytime they are in the water to alert and direct traffic. Care will be taken on training tenders for live-boating and moored situations with divers in the water.

Air Travel – We do not anticipate air travel adjacent to diving activity. This project utilizes research charter vessels for Gulf of Alaska and Bering Sea travel. Only emergency response flights detailed in this plan constitute potential air travel (Emergency Plan). Under no other circumstances shall a diver exceed DSM guidelines.

APPENDIX A. EMERGENCY PLAN

The diver operational plan, emergency plan, and the daily float plan will be kept in the wheelhouse on the charter vessel throughout the duration of the study. A laminated copy of the emergency plan will be kept on all dive skiffs. Skiff tenders will report diver status via VHF communications to the vessel and Medical Person in Charge (MPIC) and information will be logged on a copy of the daily float plan. In the event of a dive emergency in which a diving-related (hyperbaric/barotrauma) injury is suspected, the following actions will be taken:

1) Assess emergency and response on the skiff… Don't become a victim.
    a. Stop, Assess, Think, and Respond.
    b. Activate diver's Marine Rescue GPS beacon. Keep attached to victim(s).
2) Give primary first aid and/or administer oxygen (O2) to the victim(s) and return to vessel.
    a. AB-CABS. Assess airway-breathing. Start chest compressions-airway-breathing-shock/spine/serious bleeding.
    b. Administer 100% O2. Each skiff will have a portable Emergency O2 Kit with a small O2 bottle (D/M-15 cylinder; ~ 40 min at 15 l/min flow).
    c. If unresponsive patient(s), initiate evacuation and return to vessel (Ch. 10 VHF).
    d. If responsive patient(s), notify and return to vessel (Ch. 10 VHF).
    e. Continue AB-CABS and/or 100% O2 and start documenting primary care.
        i. Maintain verbal contact with conscious patient(s).
    f. Stabilize patient(s) position for skiff ride.
    g. Maintain regular communication with vessel and recall other skiff / divers.
3) Call emergency services from vessel.
    a. Evacuation yet to be determined:
        i. Call Divers Alert Network (DAN) for medical advice (919-684-9111).
            1. Communicate patient(s) medical profile and current symptoms.
    b. Evacuation imminent:
        i. Call United States Coast Guard, Air Station Kodiak, Operations Duty Officer for fastest deployment (907-539-6016).
            1. If no response, call Cold Bay Duty Officer (907-444-4289).
            2. If no response, MAYDAY on Ch. 16 VHF.
        ii. If CG cannot respond, arrange local air services for fastest response.
            1. ADF&G Pilot, Mark Patterson (907-654-5077, Ch. 6 VHF).
            2. Precision Air, Theo Chesley (907-989-4080).
        iii. Select rural evacuation pickup site (e.g., vessel, beach, or air-strip).
        iv. Call life flight providers and mobilize lear-jet services (MUST be lear-jet).
            1. LifeMed Alaska (1-800-478-5433 or 907-563-6633).
            2. Guardian Flight (855-291-8989).
                a. If no jet is available, coordinate medical response for
                    i. Maximum oxygen supply within the region, and
                    ii. Transportation of patient(s) to Anchorage as soon and as safely as possible.
        v. Select evacuation hub-community to meet lear-jet (hard-surface airport).
        vi. Call recompression chamber facilities for barotrauma accessibility.
            1. Dutch Harbor / Resolve Marine.
            2. Seattle, San Diego, or Vancouver.

4) Prepare vessel response to incoming patient(s).
    a. Assemble medical kits, supplies, and responders.
    b. Prepare vessel crew for skiff(s) onboarding (hydraulics, crane, etc.).
    c. Receive skiff(s) and stabilize patient(s) on vessel.
    d. If evacuation status still not determined, make immediate assessment of patient(s).
        i. If evacuating, maneuver vessel to evacuation pick-up site.
        ii. If no evacuation, continue treatment and determine best available course of action for higher medical care, if necessary.
    e. Prepare extended O2 care system for vessel and/or transit.
        i. Refill small bottles with transfill whip from large bottles (T/M-250).
        ii. Determine if large bottle(s) need to be evacuated with victim.
5) Execute rural air evacuation in an unpressurized cabin.
    a. Safely transfer patient(s) to small-craft air services provider.
        i. Make sure that all personnel are aware that the patient(s) may have a hyperbaric injury.
        ii. Fly as low as possible, and not to exceed 800 ft (DSM Appendix P).
        iii. Contact destination airport's local medical services for support.
    b. Patient(s) should remain on 100% oxygen until placed in the care of a qualified physician. Include extended O2 care system for transport.
        i. MPIC shall accompany patient(s) with all documents of care.
            1. Transport the victim's dive computer and dive logs with the victim for use by the attending physician.
6) Execute hub-community air evacuation in a pressurized cabin.
    a. Safely transfer patient(s) to lear-jet services provider.
        i. Make sure that all personnel are aware that the patient(s) may have a hyperbaric injury.
        ii. Pressurize cabin to 1 ATM.
        iii. Make sure pilots / medics know which recompression chamber to which they are flying! Confirm this.
    b. Patient(s) should remain on 100% oxygen until placed in the care of a qualified physician. If necessary, include field O2 care system for transport.
        i. MPIC may accompany patient(s) qualifying physicians if requested.
            1. Transport the victim's dive computer and dive logs with the victim for use by the attending physician.
7) After primary care and transport of patient(s) is completed and patient(s) is under care of a physician, notify the ADF&G Dive Safety Officer (quinn.smith@alaska.gov).
    a. If only vessel-based extended emergency care is possible (e.g., no air-craft due to bad weather or seas) and if over 10 hours of continuous O2 use, monitor for symptoms of oxygen toxicity and maintain contact with DAN medical experts.
8) After obtaining clearance from law enforcement or DSO, notify the individual's immediate supervisor and emergency contact at the earliest possible convenience.
9) Lead Diver, in consultation with MPIC, submits an Incident Report Form (DSM Appendix K) to the Dive Safety Board (DSM Sec. 2.72).
10) Lead Diver, and/or victim(s), complete the Workers Compensation Process online (https://drm.doa.alaska.gov/home/). Direct questions to HR (tammy.walsh@alaska.gov).

Exhibit C

APPENDIX B. ADF&G PRE-DIVE FLOAT PLAN

Instructions for use:
This 2-page document is for your benefit and is required. Fill out this form completely and leave it with a vessel captain or shore contract. Dive Tenders from skiffs will VHF divers in/out of the water. In the event your return is delayed and communications are lost, this shore party should activate the appropriate response as detailed on this form. It is recommended that you bring a second copy with you in the boat. Please be specific in the areas you will be operating in. Complete form upon return.

PROJECT **Port Moller Red King Crab Project 2026**

Principal Investigator Jared Weems

Vessel & Captain's Name F/V xxx (xx ft, color), Captain Name **Diving Today?**_____

LOCATION **DATE / TIME**

_____

PURPOSE OF TODAY'S TRIP

_____

EMERGENCY CONTACT ON VESSEL OR SHORE

Name:_____ Telephone:_____

DIVE SKIFF #1 Time In / Time Out

	Dive 1	Dive 2	Dive 3	Dive 4
Lead Diver:	/	/	/	/
Diver:	/	/	/	/
Diver:	/	/	/	/

Tender Name:_____ Disembark:_____ Return:_____

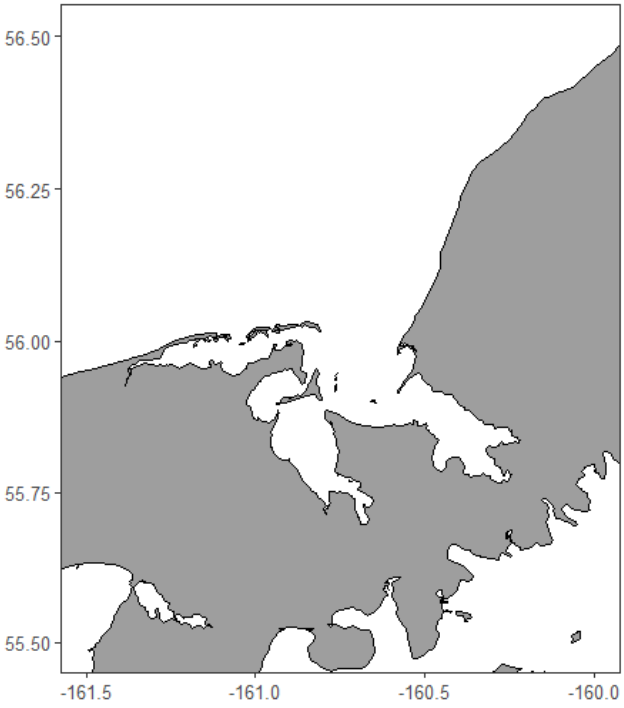
DIVE SKIFF #2 Time In / Time Out

	Dive 1	Dive 2	Dive 3	Dive 4
Lead Diver:	/	/	/	/
Diver:	/	/	/	/
Diver:	/	/	/	/

Tender Name:_____ Disembark:_____ Return:_____

Exhibit C

(circle dive sites, draw routes, be clear and concise)



WEATHER AND SEA CONDITIONS:

Forecast:_____

_____

_____

Winds:_____

Sea State:_____

Currents:_____

Tides:_____

Any marine advisories?_____

SURVIVAL and SAFETY EQUIPMENT

General gear on vessel as per USCGC regulation. Detail skiff communications, navigation, and science aids.

Skiff #1:_____

_____

Skiff #2:_____

_____

Science Gear:_____

_____

NOTIFICATION

If no skiff contact is made with vessel or shore contact by: _____ (time), the contact will:

Activate applicable portions of the Emergency Plan, use local emergency contacts as appropriate, and call the Alaska Rescue Coordination Center at 1-800-420-7230.

FOR LOCAL TRIPS OVERNIGHT WITHOUT SUPPORT VESSEL: The vessel or shore contact will be contacted each day by: _____ (time)

Exhibit D

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Administration

DIVISION OF RISK MANAGEMENT
Tracy Mears, Director

P.O. Box 110218
Juneau, Alaska 99811-0218
Main: 907.465.2180
Fax: 907.465.3690

January 28, 2026

Certificate of Self-Insurance

Re: Alaska Department of Fish & Game

To Whom It May Concern,

This letter is to advise you that the liability insurance coverage stipulated in your contract with the Department of Fish and Game falls within the State of Alaska's self-insured program.

The State of Alaska and its agencies are covered for property and liability exposures through our self-insurance program. Losses that fall within these self-insured levels, including those for which we are contractually liable, are covered by the financial resources of the State and are administered under the self-insured claims program handled by this office. Workers' Compensation coverage is also provided through the State of Alaska's self-insured program (authorized by AS 23.30.090).

Given that the State of Alaska self-insures the insurance protection for which you are requesting evidence, we are unable to produce a standard certificate of insurance you would commonly receive from insurance carriers. The State of Alaska, through this office, provides comprehensive liability insurance coverage through our program of self-insurance for the activities and operations of the Department of Fish and Game.

Please call me at (907) 269-4681 if you have any questions or need further clarification regarding the State's self-insurance program.

Sincerely,

May Ramirez-Xiong
Risk Manager

Exhibit E

MEMORANDUM OF AGREEMENT BETWEEN THE UNITED STATES COAST GUARD AND THE ALASKA DEPARTMENT OF FISH AND GAME

1. PARTIES. This MEMORANDUM OF AGREEMENT (MOA) is made and entered into by and between the U.S. Coast Guard Seventeenth District, hereinafter referred to as "USCG", and the Alaska Department of Fish and Game, hereinafter referred to as "ADF&G".

2. AUTHORITY: USCG is authorized to enter into this Agreement under 14 U.S.C. § 701, which authorizes the USCG to enter into cooperative agreements with other Government agencies and 46 U.S.C. § 4501 et. seq., which authorizes the USCG to require and enforce safety standards for fishing vessels.

3. BACKGROUND: ADF&G is the state agency responsible for the stewardship of the State of Alaska's living marine resources and their habitat, and for administering and implementing provisions of statutes pertaining to those resources. These responsibilities often include activities related to at-sea stock assessment surveys and sampling of fish stocks to establish catch limits and quotas for commercial and recreational fishermen. To carry out these types of activities, commercial fishing industry vessels have been and continue to be chartered by ADF&G to carry department employees and contractors onboard to conduct fisheries and fisheries related research. In 2021, the USCG signed an MOA with the National Oceanic & Atmospheric Administration (NOAA) that established a similar agreement and is the basis for establishing this MOA with ADF&G. This agreement provides the basis for continued formal collaboration between ADF&G and USCG to ensure the safety of agency personnel embarked on vessels chartered by ADF&G.

4. PURPOSE: This MOA is an administrative agreement between the USCG and ADF&G to document the cooperation between the parties and ensure the requisite level of safety and regulatory compliance is in place on commercial fishing industry vessels that may be chartered by ADF&G to conduct fisheries research throughout Alaska. The USCG and ADF&G do not intend this MOA to create legal obligations of any kind.

5. SCOPE. This Agreement applies to U.S. flag (documented or State-registered) commercial fishing industry vessels, as defined in 46 C.F.R. § 28.50, of any tonnage, awarded a contract for a charter by ADF&G, to operate in waters/territories subject to U.S. jurisdiction. The sole activity of the charter must be the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking or harvesting of fish. Vessels chartered by ADF&G for the purpose of oceanographic or other non-fisheries related research are not covered under this Agreement and may require separate approval from the local USCG Officer in Charge, Marine Inspections (OCMI).

The USCG Commercial Fishing Vessel (CFV) safety dockside examination decal issued by the USCG conveys that a subject CFV meets the applicable standards of 46 C.F.R. Part 28. Vessels covered by this Agreement will be examined by the Coast Guard in accordance with the Agreement utilizing 46 C.F.R. Parts 24, 25, 26, and 28 (as applicable), and may include additional requirements imposed by the USCG to ensure the safety of the vessel, its crew and the ADF&G employees or contractors to be embarked. For the purpose of this Agreement, these standards, as applicable, shall be maintained on the vessel throughout the entire ADF&G charter agreement.

6. RESPONSIBILITIES. To ensure compliance with equipment and safety requirements on commercial fishing industry vessels chartered by ADF&G, and to provide for USCG oversight regarding the safety of

ADF&G employees or contractors embarked on the chartered vessel to conduct activities covered by this MOA, the parties to this Agreement will endeavor to work cooperatively to further those efforts. In support of these efforts, the parties specifically agree to the items, determinations, and activities listed below.

a. ADF&G will:

1. Establish a process by which the USCG will be provided an appropriate (at least 14 calendar days) notification window of a pending charter requiring the embarking of ADF&G employees or contractors onboard in order for the subject vessel's owner/operator to schedule a dockside safety examination for the purpose of issuing a Letter of Examination.

2. Establish criteria for the solicitation and selection of vessels to be chartered to ensure regulatory safety standards for ADF&G employees and/or contractors who will be placed onboard the vessel, and that the terms of this Agreement can be met prior to and during the charter. Such criteria may include: size of vessel; installation of safety equipment required by ADF&G; operator qualifications and experience; participation in a safety orientation and emergency drill(s) on the vessel embarked prior to getting underway; and carriage of the appropriate level/type of insurance.

3. Establish criteria to ensure prior to departing from port, that any ADF&G employees or contractors placed on the chartered fishing vessel have participated in the safety orientation required by 46 C.F.R. § 28.270(e)-(f)) and the drills required by 46 C.F.R. § 28.270(a).

4. Agree that Letters of Examination, under this Agreement, may only be issued for U.S. vessels federally documented as commercial fishing vessels and holding a valid Fishery endorsement, or a State-registered vessel with commercial (Fishery) Registration.

5. Ensure that any vessel to be chartered will be operated by an individual(s) with the appropriate U.S. Coast Guard credentials, as may be applicable for that vessel, based on the charter operation for which the vessel is employed.

6. Provide the USCG (the cognizant OCMI) a copy of the charter documents in advance of the safety examination to be performed or ensure a copy of all such documentation is onboard the vessel and available to the Coast Guard examiner/inspector for uploading into the USCG Marine Information Safety Law Enforcement (MISLE) database. The charter agreement will include a statement outlining the specifics of the fishery research/studies authorized to be performed under the charter agreement.

7. Provide the Coast Guard's Seventeenth District (D17), Inspections and Investigations Division (dpi) office an annual report of vessels chartered under this Agreement. The report should be submitted by January 1 of each succeeding calendar year and include vessel name, Official Number (O.N.) or state registration number, purpose and duration of the charter, area of the charter service, the number of ADF&G employees or contractors placed on the chartered vessel during the chartered period, and a summary of any observed safety incidents onboard.

8. Require a valid USCG CFVS Decal on all chartered commercial fishing vessels, regardless of if ADF&G employees and contractor personnel are to be embarked on the charter.

9. So far as is reasonably practicable, establish safety training for all ADF&G employees and contractors prior to embarking on a charted vessel.

b. The USCG will:

1. Consider ADF&G employees and contractor personnel to be non-passengers on a chartered commercial fishing vessel while engaged in the business and purpose of the charter, in accordance with 46 U.S.C. § 2101(29)(C)(iv).

2. Provide dockside safety examinations to prospective chartered vessels at a location and timeframe convenient to the USCG upon timely request by ADF&G and/or the chartering vessel owner/operator. In the event the USCG cannot attend a vessel due to its location or timing, the USCG will conduct an administrative review of the vessel's file. This review will, at a minimum, ensure the vessel has a valid USCG CFVS Decal issued within the previous two years, as well as verification that the vessel is equipped with the appropriate safety equipment to cover the full complement of crew and ADF&G employees and contractor personnel to be onboard during the charter.

3. Issue a Letter of Examination, see Appendix A, as well as a Fishing Vessel Dockside Safety Decal or Certification of Compliance, as may be applicable, to the prospective chartered vessel upon successful completion of the dockside safety examination and demonstrated compliance with the terms and conditions of this Agreement, based on the number of individuals that will be on board and the area of operation during the charter contract. The Letter of Examination will be issued for the same time frame as the ADF&G charter agreement/contract and must be placed onboard the vessel prior to commencing the charter. A copy of the Letter of Examination will be uploaded into the vessel's file in the USCG's MISLE system.

4. Consider chartered vessels meeting the requirements of Section 5 of this Agreement and issued Letters of Examination under Section 6.b.3 of this Agreement to retain commercial fishing vessel status for the duration of the applicable charter.

5. Consider vessels chartered by ADF&G to engage in research programs outside the scope of the terms and conditions of this Agreement:

a. To be subject to the examination or inspection and certification requirements indicated in 46 C.F.R. § 2.01-7(a) (Table); and

b. For any vessels designated as Oceanographic Research Vessels (ORVs) by the USCG, to be subject to 46 C.F.R. Part 3.

7. REPORTING AND DOCUMENTATION. Reports and documentation shall be conducted as established in accordance with the parties' responsibilities.

8. POINTS OF CONTACT. The following shall be the primary points of contact in coordinating the responsibilities established under this Agreement:

a. For ADF&G:

Kristie Ely
Administrative Operations Manager
907-465-6178
kristie.ely@alaska.gov or dfg.contracting@alaska.gov

b. For USCG:

D17 Inspections & Investigations Division: For Agreement or vessel examination and compliance information contact the District 17 Commercial Fishing Safety Coordinator, Scott Wilwert, at 907-463-2810, or by email at Anthony.S.Wilwert@uscg.mil.

OCMI: For vessel examinations, contact the Officer in Charge, Marine Inspections (OCMI) by zone as listed below:

Sector Juneau
709 West 9th Street
Juneau, Alaska 99801
(907) 463-2477
SectorJuneauInspections@uscg.mil

Sector Anchorage
G-Wing, Building 49000 Army Guard Rd
JBER, AK 99505
(907) 428-4163
Anchorage.Inspection@uscg.mil

Marine Safety Unit Valdez
PO Box 846
Valdez, AK 99686
(907) 835-7294
vio@uscg.mil

9. OTHER PROVISIONS.

a. Nothing in this Agreement is intended to conflict with current law or regulation or the directives of the USCG, U.S. Department of Homeland Security, or ADF&G. If a term of this Agreement is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this Agreement shall remain in full force and effect. Nothing in this Agreement will be construed to abrogate any pre-existing authority, duty, or responsibility of either ADF&G or the USCG.

b. This Agreement does not create any right or benefit, substantive or procedural, enforceable by law or equity, against the United States, any party, their officers or employees, or any other person. This Agreement does not direct, or apply to, any person outside the parties to this Agreement.

c. All provisions referring to responsibilities between the Parties made in this Agreement shall be conducted in accordance with applicable federal and state law, and ADF&G, and USCG policies. The Parties will each endeavor to promptly inform the other of any relevant and significant changes in the laws, regulations, and/or policies of each party.

d. This Agreement is not an agreement by the United States, ADF&G, or the USCG to indemnify any party nor is it an agreement by the United Sates, ADF&G, or the USCG to assume financial, legal or any other liabilities. This Agreement is not an agreement by the United States, ADF&G, or the USCG to obligate or expend any funds.

e. All commitments made by the Parties in this Agreement are subject to the availability of appropriated funds and budget priorities. Nothing in this Agreement, in and of itself, obligates the Parties to expend appropriations or to enter into any contract, assistance agreement, transfer funds, or incur other financial obligations.

10. EFFECTIVE DATE. The terms of this Agreement shall become effective when signed by authorized representatives of the Parties.

11. MODIFICATION. The terms of the Agreement may be modified at any time by mutual agreement of the Parties by a written, signed amendment hereto.

12. RESOLUTION OF DISAGREEMENTS. Should disagreements arise on the interpretation of the provisions of this Agreement or amendments that cannot be resolved at the operating level, the area(s) of disagreement shall be stated in writing by each Party and presented to the other Party for consideration. If agreement or interpretation is not reached within 30 days, the parties shall forward the written presentation of the disagreement to respective higher officials for appropriate resolution.

13. PERIODIC REVIEW. This Agreement and any amendments will be reviewed at least every three years, for the purpose of ascertaining whether modification or replacement of the Agreement is necessary. The completion of the review, and any mutually agreed modifications to this Agreement resulting from such review shall be reflected in writing, signed by an authorized representative of each Party, and appended to each Party's copy of the Agreement.

14. TERMINATION. This Agreement will terminate ten years from the effective date. This Agreement may also be terminated by either Party upon 30 days written notice to the other Party.

APPROVED BY:

Date: 5/26/23

Nathan A. Moore
Rear Admiral, United States Coast Guard
Commander, Seventeenth Coast Guard District

Date: 6/8/23

Doug Vincent-Lang
Commissioner
Alaska Department of Fish and Game

Exhibit E

Appendix A – Sample Letter of Examination

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Seventeenth District

PO Box 25517
Juneau, AK 99802-5517
Staff Symbol: (dpi)
Phone: (907) 463-####

Letter of Examination
ALASKA DEPARTMENT OF FISH AND GAME
Chartered Commercial Fishing Vessel

The (VESSEL NAME), (O.N.), was examined by the Coast Guard on (DATE), at (PLACE) and was found to be in compliance with the applicable regulations and examination criteria approved jointly by the U.S. Coast Guard (USCG) and the Alaska Department of Fish and Game (ADF&G).

Commercial Fishing Vessel Safety Decal issued:
Decal No. _____ Decal Expiration: _____ Decal Route Authorized: _____

The validity of this letter and the exemption from inspection as codified in 46 U.S.C. § 3302(b) is contingent upon:

1. A copy of a valid charter agreement maintained onboard the vessel; and
2. The vessel being maintained in a seaworthy condition, and incompliance with all applicable requirements.

ADF&G employees/contractors are embarked on this vessel as persons in addition to the crew and shall not be considered passengers as permitted under 46 U.S.C. § 2101(29)(C)(iv) and the USCG/ADF&G MOA dated xxxxxx, when the vessel is engaged in fisheries related research and a valid charterer agreement issued by ADF&G within the applicable dates of this letter is placed onboard.

It is understood that a maximum of ____crew and ____ persons in addition to the crew will be carried, which combined total shall not exceed ____ individuals.

Primary lifesaving and safety equipment shall be provided and maintained for the total persons allowed when operating under the provisions of this letter.

Comments:

This letter shall expire on (expiration date of charter): _____

[Signature]
Officer in Charge, Marine Inspection Zone
(OCMI Zone)