

Exhibit C

**Supplemental Public Correspondence
Received as of February 16, 2026**

From: Robert Browning
E-mail: browningrobert186@gmail.com
Sent on: Monday, February 16, 2026 1:55 PM
Subject: Crab Fishery Petition

Comment:

hello commissioners my name is robert browning im a life long oregon resident and third generation commercial crab fisherman and boat owner, im writing in opposition to the cbd petition and hoping you will deny it, if implemented as they have written it it would be devastating to our local economy , i think odfw and the crab fleet have been working together to lessen the risk to whales and should be allowed to continue to manage the fishery and not let out of state ngos force oregon to use bad science and unproven methods

From: Perry Bordeaux
E-mail: tiburonfisheries@gmail.com
Sent on: Monday, February 16, 2026 8:53 PM
Subject: Crab Fishery Petition

Comment:

Greetings commissioners,

I have been a commercial crab fisherman for more than 30 years and currently own three Oregon Dungeness crab permits (two 300-pot permits and one 500-pot permit). Throughout my career, I have historically fished through the full season ending August 14. I have worked on vessels ranging from 22 feet to 80 feet, and my current boats range from 28 feet to 63 feet.

I consider myself an innovator and have consistently been willing to test new methods that improve both efficiency and sustainability. That approach has served me well across my fishing career. Based on my experience, I believe longlining crab gear is viable across vessel sizes, and I am interested in evaluating pop-up gear to determine whether it can work effectively in Oregon waters. I am not yet convinced of its practicality here, but I am open to testing it.

When this petition became public, I spent significant time thinking about how we arrived at this point and speaking with other permit holders. I have been aware of the Oregon Entanglement Advisory Council (OEAC) since its inception and have applied multiple times to serve on it without success. I believed OEAC was intended to function as a working interface between the environmental petitioners and the commercial fleet.

The sudden emergence of this petition raised serious questions: either the petitioners felt compelled to blindsides the state and other stakeholders, or the working relationship within OEAC has broken down such that the petitioners felt they needed to take this action to spur movement and progress. When fishermen approached OEAC representatives for explanation, we received only dismissive responses rather than substantive engagement, including the OEAC reps referring to petitioners as ‘terrorists’ and insisting that no fishermen talk to them under any circumstances, but that we instead contribute to a fund to litigate with both petitioners and the state. That did not sit well with me.

As a result, I reached out directly to representatives from NRDC and Oceana. They responded, and we

have had several productive conversations in recent weeks. Those discussions have made clear that meaningful progress through OEAC has largely stalled for years, including the failure to advance the draft plan that has remained unaddressed since 2021.

We are now left with two troubling realities: first, a petition that I believe was submitted in good faith, but without the benefit of full industry knowledge and perspective; and second, a faction within the fleet insisting that the response must simply be litigation, without honest examination of how collaboration has failed.

Importantly, the petition also does not fully account for what Oregon's own data show: late-season measures have already successfully mitigated whale entanglement risk from late-season gear. According to ODFW, recent entanglements have been associated with lost early-season gear, not active late-season gear.

To be clear: no evidence suggests that additional late-season restrictions will meaningfully reduce entanglements if the primary problem is early-season lost gear.

That said, I am not here to argue that the petition should be rejected outright. There are workable ideas within it, and whale entanglement is a real issue that deserves serious action.

Many fishermen, myself included, also recognize that the fishery is increasingly overcapitalized. The trend toward fishing deeper each year not only harms sustainability and equitable access, but may also overlap with entanglement risk factors. This creates an opportunity for conservation measures that address both entanglement risk and overcapitalization at the same time.

I would recommend that the Commission accept the petition in part, with the following modifications:

1. Establish a process for pop-up gear authorization, while allowing conventional longline gear in the interim so the fleet can begin adapting as Oregon-specific testing and research occur. This has the added benefit of mitigating the vast majority of vertical lines while we explore pop-up gear and its local application.
2. You can Adjust late-season measures as proposed, but more importantly, implement a meaningful reduction in gear from the start of the season — for example, a 50% reduction from day one — to reduce vertical lines early, where the risk is greatest, while also addressing overcapitalization.
3. Reject a blanket prohibition on conventional gear after 2028. Any transition must include practical carve-outs for nearshore and beach fisheries, where longlining is not feasible in shallow water. The decision to require pop-up gear should be tied to Oregon-relevant data and a collaborative process with industry, now that we have members of industry who are willing to work with environmental stakeholders in good faith.
4. Require prompt public notification of entanglements. I fully support this.
5. Develop a clear and transparent framework for zonal closures, so fishermen understand what triggers closures, what the expectations are, and whether pop-up gear could remain allowable during closure periods.
6. Establish a 75-fathom depth restriction from the start of the season through spring, to address the escalating trend of deeper fishing, which appears correlated with rising entanglement risk and also raises crab conservation concerns.

Based on my conversations with the petitioners, I believe there is genuine mutual interest in building a meaningful partnership to achieve conservation goals through methodical, data-driven measures. The

Commission should leave room for that collaboration to develop and produce tangible results, rather than locking in rigid mandates before Oregon has the necessary experience and data.

Thank you for your time and for the opportunity to provide input. I hope the Commission will give fishermen and petitioners alike the chance to work productively toward real solutions, now that good-faith engagement is finally finding its way to the table.

Respectfully,
Perry Bordeaux

From: Jay Vaughn
E-mail: myrefuge87@gmail.com
Sent on: Tuesday, February 17, 2026 7:22 AM
Subject: Crab Fishery Petition

Comment:

Jay Vaughn
P.O. Box 181
Ilwaco, WA 98624
January 30, 2026

Oregon Fish and Wildlife Commission
4034 Fairview Industrial Drive SE
Salem, OR 97302

Dear ODFW Commissioner,

I am writing to express my urgent concerns regarding the coastal Dungeness crab fishery. This industry is a cornerstone of the Oregon and Washington coastal economies, supporting rural communities and generating over \$25 million in personal income for Washington. The fishery provides more than a thousand jobs in Ilwaco, Chinook, Westport, Tokeland, and La Push.

Dungeness crab accounts for over 71% of the total value of Washington coastal fisheries and remains the most valuable single-species fishery in Oregon, representing approximately 40% of the total value of all locally harvested seafood. Disrupting this industry would destabilize a fragile economy, impacting shipyards, port funding, fuel distributors, processors, schools, and local markets.

While we are committed to addressing human and whale interaction, the fleet has already implemented significant mitigation measures. In collaboration with department advisors, we have adopted dynamic season management tools, including depth restrictions, gear reductions, and mid-season gear retrieval programs. Its important that asses this data to confirm the significance of our interaction. Further restrictions based on unreliable data would unnecessarily jeopardize our livelihoods.

I am particularly concerned about the misappropriation of scientific data by certain nonprofit groups regarding whale populations. According to the International Whaling Commission, Gray whales have shown historical resilience. While NOAA noted an unusual mortality event between 2019 and 2023,

evidence indicates that vessel strikes and starvation are the primary drivers of these declines. Specifically, a study of stranded Gray whales found that 89% of deaths were attributed to emaciation. Furthermore, emerging data shows an unprecedented increase in Humpback whale populations and recovery trends for Blue and Right whales, contradicting claims made by organizations such as the Center for Biological Diversity and Oceana.

As you consider potential regulatory changes, I urge the Commission to reflect on the economic significance of the Dungeness crab industry and ensure that any decisions are based on accurate data regarding whale populations and direct gear interactions.

Thank you for your time and for considering the importance of these issues to our coastal economy and ecosystem.

Sincerely,

Jay Vaughn

From: Peggy Goergen
E-mail: pgoergen@charter.net
Sent on: Tuesday, February 17, 2026 11:21 AM
Subject: Crab Fishery Petition

Comment:

I am an Oregonian from birth and spent most of my life on the south coast, living in Bandon, Coos Bay and over 60 years in Brookings. We are a 4 generation family of commercial fishermen since the mid-1950s and currently we have my son, my grandson and a grandson-in-law in the crab industry supporting their families, three fishing vessels and a restaurant.

During my lifetime, whales have sometimes washed ashore, including the days when the crab industry was much smaller. I have been very pleased by the gray whales coming back to sustainable numbers and now the humpbacks are close to coming off the endangered listing. It saddens me that the crab industry is getting the large part of the blame for whale deaths. Whales, like all animals, get sick, have abnormalities, get hit by shipping, attacked by other sea life, are affected by ocean conditions and much more. Yes, one of the ones that came ashore this year had crab gear entangled, but there is no way to know if that caused the death or if it happened because the whale was already dying from another cause and couldn't free itself.

In my mind, there needs to be much more study before more legislation that impacts this important economic industry is put into place. The proposals to have electronic pop-up gear sounds interesting until the cost is considered, and how well the gear will hold up in the Pacific Ocean storms. Many crab fishermen operate small vessels and their gear numbers are already controlled. How many of these small business owners will be able to afford what I hear will be \$3000 per pot? Consider that if they must sell out, that there will be little interest in the boats or gear that needs that type of upgrade. The new rope requirements already have put financial stress on these operations.

I would like to see more time spent on study that involves crab fishermen, both large and small operations, and factors that could improve whale statistics without bankrupting the fishery. The economic impact of

restricted crabbing should be considered, and the fact that the numbers of whales of different species are back to sustainable levels. I follow an app that shows vessels at sea and the vast majority are not fishing vessels.

Please do consider all factors and possible changes. While worrying about whale populations that might be decimated, consider as well the fate of a valuable and currently well managed crab fishery and the fishers and communities that can be decimated as well by not thinking carefully about unintended consequences.

Sincerely,
Peggy Goergen
PO Box 2506
Brookings, Oregon 97415

From: Jerod Goodin
E-mail: jerod@pacdream.com
Sent on: Tuesday, February 17, 2026 12:08 PM
Subject: Crab Fishery Petition

Comment:

Commissioners,
I'm submitting this letter to urge the Commission to **deny the petition** because the proposed rule package would impose **major, immediate economic harm** on Oregon's commercial Dungeness crab industry and the coastal communities and businesses that depend on it, without a demonstrated Oregon-specific cost/feasibility plan.

The petition's "late-season" restrictions are a direct revenue cut

The petition proposes moving late-season restrictions earlier (from May 1 to **April 1**) and extending them through **August 14**.

It also proposes reducing conventional gear allocation in that period from **80% to 60%**—a **40% reduction in allowable conventional gear**.

That is not a marginal adjustment. It is a structural reduction in harvesting capacity during a meaningful portion of the season, translating into less landed product, less work for crews, less throughput for processors, and less economic activity in ports.

The depth restriction shift (40 fathoms to 30 fathoms) shrinks workable grounds

The petition proposes moving the depth restriction line from **40 fathoms to 30 fathoms** during the same April 1–Aug 14 window.

Fewer legal areas + fewer pots = less operational flexibility and more crowding on remaining grounds, increasing conflicts, safety risks, and inefficiency (fuel/time/maintenance), which hits small operators hardest.

By 2028, it becomes a forced technology mandate that many can't afford

The petition proposes that **starting April 1, 2028**, it would be unlawful to fish with **conventional gear** from April 1 to August 14—meaning **only authorized pop-up gear** can be used in that period.

The petition's own proposed pop-up authorization standards require technology and infrastructure that will be expensive and unevenly available: pop-up gear must be detectable via an **electronic marker accessible through a virtual tracking system**, plus retrievable/identifiable requirements for enforcement.

Mandating this pathway (effectively a gear conversion) without a clear funding mechanism, cost analysis for Oregon operators, procurement lead times, maintenance/support realities, and training/enforcement capacity is a recipe for:

- pushing smaller boats out,
- concentrating access in the hands of larger, better-capitalized operators, and
- shrinking Oregon's crab-dependent coastal economy.

The emergency-closure triggers create unacceptable business uncertainty

The petition proposes emergency procedures that can force a conventional gear closure based on **one confirmed entanglement** of an ESA-listed animal in Oregon crab gear (or two in unknown gear that may be Oregon crab gear), and a **statewide closure** if confirmed entanglements reach two during the season.

This kind of trigger-based shutdown risk makes it harder to finance vessels, retain crew, plan deliveries, and maintain processor contracts. Uncertainty is an economic cost.

New rapid public reporting requirements increase admin burden and reputational risk

The petition would require public notice of any marine mammal or sea turtle entanglement **within 48 hours**, with ongoing updates and categorization requirements.

Even if the intent is “transparency,” the operational effect is increased administrative workload and risk of public misattribution before facts are verified—damaging markets and public trust in the fleet, which directly affects demand, price, and the broader seafood economy.

What the Commission should do instead (economically responsible path)

If the Commission wants further risk reduction, it should pursue **incremental, financeable measures** that keep Oregon fishermen working while improving outcomes, such as:

- expand **voluntary** pop-up/on-demand trials with clear performance metrics and real-world Oregon conditions;
- create incentives (grants, cost-share, tax credits) before any mandate;
- phase in changes only after an Oregon-specific cost/benefit analysis and demonstrated gear availability/support capacity;
- avoid automatic closure triggers that destabilize the market, and instead use a structured, science- and-stakeholder process with predictable management steps.

Bottom line

This petition is not just a conservation proposal; it is a **major economic re-engineering** of Oregon's Dungeness crab fishery: earlier/longer restrictions, a 40% late-season gear cut, narrower fishing grounds, new closure triggers, and an eventual forced transition to tech-heavy pop-up systems.

For economic reasons—jobs, coastal community stability, small business viability, and supply chain continuity—I urge the Commission to **deny the petition as written** and direct staff to develop a balanced, Oregon-specific alternative that reduces risk without economically crippling the fleet. There are alternative solutions and we need time to explore them before adopting this petition. Thank you

Jerod Goodin FV Renard

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Jerod C. Goodin
Pacific Dream Seafoods Inc.
Cell: 425.466.1669
Office: 360.293.5200
www.pacdream.com

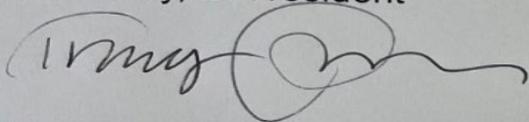
From: Tracy Fromm
E-mail: the2tracys@gmail.com
Sent on: Tuesday, February 17, 2026 1:25 PM
Subject: Crab Fishery Petition
Comment:

Attaching 2 letters of opposition to new crab gear. One from me and one from my husband.

Feb 17, 2026

I am writing this letter in opposition to the 2026 petition to the Oregon Fish and Wildlife Commission that is seeking to mandate "pop-up"/ropeless gear for crab boats and implement drastic gear reductions. These changes would devastate local economies, threaten vessel safety and hit smaller, independent ports the hardest. I implore you, please DO NOT accept this petition. The livelihoods of Oregon fishermen and their families are at risk. They rely on the commercial crabbing to feed their families and to stay in business. This would devastate our small ports in Oregon.

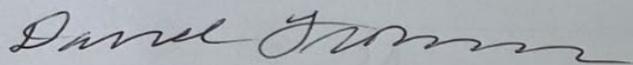
Tracy Fromm
Coos Bay, OR resident



Feb 17, 2026

I am writing this letter in opposition to the 2026 petition to the Oregon Fish and Wildlife Commission that is seeking to mandate "pop-up"/ropeless gear for crab boats and implement drastic gear reductions. These changes would devastate local economies, threaten vessel safety and hit smaller, independent ports the hardest. I implore you, please DO NOT accept this petition. The livelihoods of Oregon fishermen and their families are at risk. They rely on the commercial crabbing to feed their families and to stay in business. This would devastate our small ports in Oregon.

Darrel T. Fromm
Coos Bay, OR resident



From: SCR Fisheries, Inc.
E-mail: scrfisheries@gmail.com
Sent on: Tuesday, February 17, 2026 2:27 PM
Subject: Crab Fishery Petition
Comment:

Good Afternoon, Commissioners,

We have attached written testimony for your review regarding the potential changes to the Dungeness Crab fishery.

Thank you for your time and attention to this matter.

Warm Thoughts,

Sean and Samantha Roberts
F/V Melissa | Brookings, OR

PO Box 4250
Brookings, OR. 97415

Sean: (541) 254-4061
Samantha: (541) 251-3776

Sean and Samantha Roberts | F/V Melissa – Brookings, OR
PO Box 4250
Brookings, OR. 97415
(541) 254-4061

February 17, 2026

ODFW Commission
odfw.commission@odfw.oregon.gov

Dear ODFW Commission,

Our names are Sean and Samantha Roberts. We own the F/V Melissa and crab out of Brookings, OR. Sean has been commercially fishing for crab, nearshore fish, sablefish, tuna, and salmon for 21 years now. We met fifteen years ago and, together, built on what he started into something that could support our family of five, along with multiple deckhands and their families. We also provide financial support to the local seafood processors, live markets, and restaurants by selling our products to them.

During 2019, we began to have concerns about Oregon's direction when the California Department of Fish and Wildlife (CDFW) reached a settlement agreement and imposed further restrictions on the California crab fishery. While a lot of boats tend to remove their pots from the ocean once the bulk of the crab has been caught, because it would not financially make sense to continue crabbing, other boats rely on crabbing from March to August to pay the bills. Furthermore, the season already faces delays in opening due to domoic acid. If there is a delayed opener and an early closure, there is potentially only one or two months when all fishing vessels can crab.

Issues we notice with the proposed changes that ODFW is seeking to implement:

- 1) 40% gear reduction- Oregon has already implemented a 20% reduction to assist in mitigating the entanglement of whales. This is during a time of year when fishing vessels have already pulled gear from the water, and boats with typically lower pot limits are still fishing. A large amount of gear has already been removed from the water.
- 2) 30-fathom depth restriction- Oregon has already implemented a 40-fathom depth restriction for late-season crabbing. If there is a further depth restriction, ODFW is creating a situation in which the pots will be more closely packed, increasing the risk of whale entanglement and potentially causing issues for other fisheries, both sport and commercial. Furthermore, if the crab are in 32 fathoms (where we currently have our gear set), we are unable to catch them and have to end the season early.

- 3) Pop-up gear requirement- We are a small company with limited resources, along with most other fishing operations along the Oregon coast. It is not feasible for us to purchase expensive equipment, so we are forced to pull our gear out of the water when we could still be making money to feed our family and those of our deckhands. This will have a detrimental impact on the rural Oregon coast communities and economies.
- 4) Potential closure due to entanglement- There are various factors that impact a whale's potential entanglement in crab rope. While some may be swimming into the ropes on their own accord, we also know that diseases within the whale and injuries from shipping traffic can contribute to entanglement. If Oregon is to shut down the fishery by zone for one entanglement or the entire state for two entanglements, it would stand to reason that shipping vessels that injure whales by propeller, noise that affects their echolocation, or any other reason should also have rules in Oregon that require them to shut down operation as well when whale injuries occur.
 - a. An excerpt from the Center for Biological Diversity's 10/23/2025 press release (<https://biologicaldiversity.org/w/news/press-releases/lawsuit-aims-to-protect-whales-in-california-from-deadly-ship-strikes-2025-10-23/>):
"About 80 whales are killed by ship strikes off the West Coast each year, according to one study. Ship strikes are a leading cause of death for gray, blue, fin and humpback whales off California's coast. Because most dead whales sink and are not observed, scientists say the actual number of ship strikes could be 20 times higher."
 - b. If this is in fact the case, as stated by The Center for Biological Diversity, it would stand to reason that their resources would be better spent at the state and federal levels attempting to reduce the staggering number of whale deaths from shipping vessels, rather than the few deaths that MAY have occurred due to crab rope entanglement.

The Oregon Dungeness Crab fishery saw its first landing in 1889. Since then, the state of Oregon and fishermen have worked to create sustainable crab and other sea life fisheries. One improvement in particular is the derelict gear retrieval program, which we and other boats participate in. To say that we need further restrictions is irresponsible at best, and if imposed, will likely force a large portion of the fleet to cease operations, along with many associated businesses.

We thank you for your time and consideration in this matter. We are counting on you to make a decision that positively impacts the fishermen who boost the economy and create jobs for Oregonians and others around the world.

Sincerely,

 Samantha Roberts

Sean and Samantha Roberts

From: Linda west
E-mail: Buffwest@gmail.com
Affiliation or Type of Stakeholder General public
Sent on: Tuesday, February 17, 2026 6:02 PM
Subject: Crab Fishery Petition

Comment:

I am OPPOSED to the proposed changes commercial crabbing rules.

It will cause prices to go up so people can't afford to buy crab.

If the small boats can't afford new equipment they will go out of business. Hurting the local economy with less spending by boat owners. Layoffs of deck hands, etc

Resulting in other business failing due to lack of customers.

The Oregon coast has barely recovered from the loss of the logging industry. These small communities might not survive losing another major source of income.

From: Scott Fosmark
E-mail: yaznak77@gmail.com
Sent on: Tuesday, February 17, 2026 11:11 PM
Subject: Crab Fishery Petition

Comment:

Please see my attached letter to share with the commissioners.

Scott Fosmark, owner
Fosmark Fisheries, LLC
FV Yaznak I FV Queen Corinne



FV Queen Corinne

**Fosmark Fisheries
LLC
25910 Canada Dr,
Carmel CA 93923**



FV Yaznak

Feb 17, 2026

Dear Members of the Oregon Fish and Wildlife Commission,

My name is Scott Fosmark, owner of Fosmark Fisheries LLC, and a fifth-generation commercial fisherman operating two Oregon Dungeness crab vessels, the FV Yaznak and the FV Queen Corinne.

My family has fished commercially for five generations. I have invested my life savings into this business. Fosmark Fisheries LLC specializes in providing Americans with fresh, live Oregon Dungeness crab — a premium, domestically harvested seafood product that supports coastal communities and domestic food supply.

I respectfully oppose the petition submitted to the Oregon Department of Fish and Wildlife by the Center for Biological Diversity, Oceana, Natural Resources Defense Council, and the American Cetacean Society.

While whale conservation is a goal we all share, the measures proposed in this petition are economically destabilizing, structurally extreme, and scientifically incomplete.

The Commission must consider the documented growth in West Coast whale populations over the past decade. As whale abundance increases and seasonal presence expands in Oregon waters, the probability of interaction with fixed gear also increases — regardless of modest reductions in pot numbers. Risk analysis must incorporate whale density, migratory behavior, and long-term population trends, not solely pot counts.

There has also been little meaningful discussion of acoustic deterrent devices (pingers). These technologies have been used in other fisheries to reduce marine mammal interactions. Before mandating sweeping closures and costly transitions to pop-up gear systems, the Commission should evaluate pinger trials specific to Oregon crab gear, comparative cost analysis, effectiveness in Oregon ocean conditions, and federal regulatory compatibility.

The proposed regulations do not simply affect seasonal income — they directly threaten the long-term value of the assets we have invested in over decades. My vessels, permits, and gear represent my life savings investment. Their market value is directly tied to the ability to fish a full and stable season under predictable regulations. If late-season restrictions are advanced, depth reduced, gear allocations cut, and conventional gear eventually prohibited,

earning capacity declines — and with it, vessel equity, permit value, and generational investment.

In addition, I was required to purchase approximately \$50,000 worth of new rope to comply with Oregon's gear marking requirements so that my line could be visually identified as Oregon gear — despite already clearly marking buoys and tagging pots with permit identification. That requirement imposed a significant capital expense without clear demonstration that the previous identification system was inadequate. Regulatory layering creates cumulative financial strain on small, family-owned businesses like mine.

Automatic closure triggers after one or two entanglements would remove Commission discretion and create unpredictable business conditions. No small business can operate under a regulatory structure where an entire season may be shut down automatically without full attribution analysis.

The Oregon Fish and Wildlife Commission should continue moving forward with a measured, science-based approach grounded in verified data, transparent modeling, and balanced stakeholder input. Policy decisions of this magnitude should not be driven by petition campaigns from national advocacy organizations whose broader objectives may include reducing or eliminating commercial fishing effort over time.

Oregon's Dungeness crab fishery is already one of the most structured and compliance-intensive fisheries on the West Coast. Sweeping structural changes should require clear, Oregon-specific biological thresholds and comprehensive economic review — not additional mandates layered onto an already heavily regulated system.

As a fifth-generation commercial fisherman and small business owner, I respectfully urge the Commission to reject this petition in its current form and continue managing Oregon's Dungeness crab fishery through balanced, science-based decision-making.

Respectfully,

A handwritten signature in black ink, appearing to read 'Scott Fosmark', with a stylized flourish at the end.

Scott Fosmark

Fosmark Fisheries, LLC

FV Yaznak I FV Queen Corinne

Oregon Commercial Fisherman

From: Renay
E-mail: rstoltz119@gmail.com
Affiliation or Type of Stakeholder General public
Sent on: Tuesday, February 17, 2026 9:38 PM
Subject: Crab Fishery Petition

Comment:

The fishing industry is necessary to our coastal communities. Many families would be adversely affected by this petition.

From: Jarrett Marble
E-mail: Boxerbabydad@gmail.com
Affiliation or Type of Stakeholder General public
Sent on: Wednesday, February 18, 2026 3:05 AM
Subject: Crab Fishery Petition

Comment:

Save the dungeoness crabs

From: Dylan Ford
E-mail: d_ford1@hotmail.com
Sent on: Wednesday, February 18, 2026 6:08 AM
Subject: Crab Fishery Petition

Comment:

Good morning.

My names Dylan ford crab permit 96480. It's one of a few dory permits. It can never go above 26 feet in length, so the biggest boat it could ever be fished on is a 26 foot vessel.

I'm currently sitting at the Hammond Marina, where I tow my 22 foot Dory every single morning to put in the water for 60 days straight to Crab the Columbia River along with four other vessels, that's right we crab in the river. I'm not sure if you guys knew that, but it's been going on for years and years and years. I've been crabbing now for 20 years. I started when I was 18 and I'm 38 now this is my second year owning and operating my own boat.

This is how I provide for my family year-round. It's our main source of income. I have four children ages 4,7,9,11. Two boys and two girls and they all are invested in this. They help me with making bouys making lines for the crab pots. Working on baiters for the pots. My oldest girl she's 11 and you know what she wanted for her birthday a survival suit her size so she can come out and go crabbing in the summertime and Salmon finishing.

This is a family affair. This is something that's gonna be passed down to my kids and then to their kids but if we give into these petitions, my boat is only 6 foot wide on the bottom. I can barely fit 10 smaller crab pots on my boat right now there's no way I could ever afford to do pop-up bouys or a long line of any sort it's not safe for my vessels it's just not big enough. A 40% pot reduction when it's summertime and spring time we're lucky to get a crab per pot. Every pot I lose is money every single day that I lose that's huge. That's thousands and thousands of dollars every single year out of my families pocket. we can't let organizations that have hundreds of millions of dollars dictate what happens to the small guys not all these crab boats are huge, steel boats or huge fiberglass boats most of the fleet is gonna be destroyed by this my whole family is strongly against this do it for the kids that are coming up do it for the families stick with the hard-working men and women on the coast.

Thank you Dylan ford.

503-440-0206

From: William George Taylor II
E-mail: ospreyguideadventures@gmail.com
Affiliation or Type of Stakeholder General public
Sent on: Wednesday, February 18, 2026 6:08 AM
Subject: Crab Fishery Petition
Comment:

Please do not cow down to a petition that does not take in to account the preponderance of evidence of humpback whale populations along the Oregon coast!

From: Shawn Monson
E-mail: Cpdshawn@gmail.com
Affiliation or Type of Stakeholder General public
Sent on: Wednesday, February 18, 2026 6:28 AM
Subject: Crab Fishery Petition
Comment:

Please keep the crab fisheries as they are now.

From: Brett Jantze
E-mail: bjantze@live.com
Affiliation or Type of Stakeholder General public
Sent on: Wednesday, February 18, 2026 6:33 AM
Subject: Crab Fishery Petition
Comment:

Please deny the petition and stay with the current science based protocols.
Thank You!!

From: Steve McClaughry
E-mail: stevemcclaughry@yahoo.com
Affiliation or Type of Stakeholder Public
Sent on: Wednesday, February 18, 2026 7:51 AM
Subject: Crab Fishery Petition
Comment:

Drop the petition please!!