Published January 2026

COMMERCIAL AND RECREATIONAL HARVEST OF ALBACORE TUNA (*Thunnus alalunga*) OFF THE OREGON COAST

2025 Annual Report
Oregon Albacore Port Sampling Program

Shawn Ruzzi - Marine Resources Program, Oregon Department of Fish and Wildlife
2040 SE Marine Science Drive Newport, OR 97365
541-961-3147

Pacific States Marine Fisheries Commission Contract 26-0050G, Amendment 1 Subcontract of NOAA Award Number NA24NMFX437C0003

INTRODUCTION

Albacore tuna (Thunnus alalunga) is a highly migratory species found worldwide in temperate seas. Albacore caught off Oregon belong to the North Pacific stock and are generally juvenile or sub-adult fish that have not spawned. During their trans-Pacific migrations, vessels of several nations, including the United States, Canada, Taiwan, and Japan, target albacore. The United States West Coast fishery harvests this stock during the summer and early fall months.

Commercial harvest of hook-and-line caught, or "troll-caught" albacore tuna has occurred off Oregon since 1929 when the fishery expanded north from the traditional Southern California grounds. Originally, both bait-boats and jig-boats fished for albacore off Oregon, but in recent years jig boats have predominated. Bait fishing with live anchovies remains desirable late in the season, when schools of albacore become more concentrated and selective in their feeding habits. This practice is much less common in Oregon due to live anchovies being unavailable in Oregon ports. The west coast fleet consists primarily of vessels ranging from 20 to 60 feet in length, with multiple permits to harvest crab, salmon, or groundfish at other times of the year. Crews range in size from single-handed small boats up to large freezer boats with a crew of 10 or more, but on most boats, there are two to four aboard. Albacore boats employ several methods of preservation including ice for one to three-day fishing trips, and blast or brine-freezing equipment for indefinite periods at sea. Some of the larger freezer boats (>60 ft.) travel the North Pacific year-round while primarily fishing for albacore.

Usually, an agreement under the 1981 U.S./Canada Albacore treaty allows up to 45 Canadian vessels to fish and land tuna in the U.S. Exclusive Economic Zone (EEZ), between June 15 and September 15. Authorized ports for Canadian vessels landing albacore in Oregon are Astoria, Newport, and Charleston. The U.S./Canada Albacore treaty terms are renegotiated every three years. In 2025, the countries were unable to reach an agreement on terms, and no regime was in place during the 2025 albacore fishing season. Therefore, no Canadian vessels were permitted to fish in the U.S. EEZ or land in any west coast ports.

Commercial albacore landings in Oregon have been highly variable long-term (Figure 1). This includes zero landings in the early 1930s to over 22 million lb in 1944. Landing volume dropped to nearly 500 thousand lb in the mid-1950s before reaching its peak of almost 38 million lb in 1968. Over the last 30 years (1995-2025), landings in Oregon have averaged 7.67 million lb per year.

Beginning in 2005 under the Highly Migratory Species Fisheries Management Plan, the National Marine Fisheries Service (NMFS) required vessels to submit logbook data while fishing for albacore inside the 200-mile EEZ. Prior to this, the logbook program was

voluntary and only vessels fishing outside the EEZ were required to submit logbooks under the High Seas Fishing Compliance Act.

This report summarizes information about Oregon's commercial albacore fishery, sampling data for the 2025 albacore season, and information from the recreational albacore fishery. Sampling of Oregon's commercial albacore fishery is a cooperative effort between the Oregon Department of Fish and Wildlife (ODFW), the National Marine Fisheries Service Southwest Fisheries Science Center (SWFSC) and the Pacific States Marine Fisheries Commission (PSMFC). ODFW's Ocean Recreational Boat Survey (ORBS) conducts recreational albacore fishery sampling. Sport fishing for albacore off Oregon has grown in popularity since 2000, especially in the past decade. All results in this report are preliminary as of December 23, 2025.

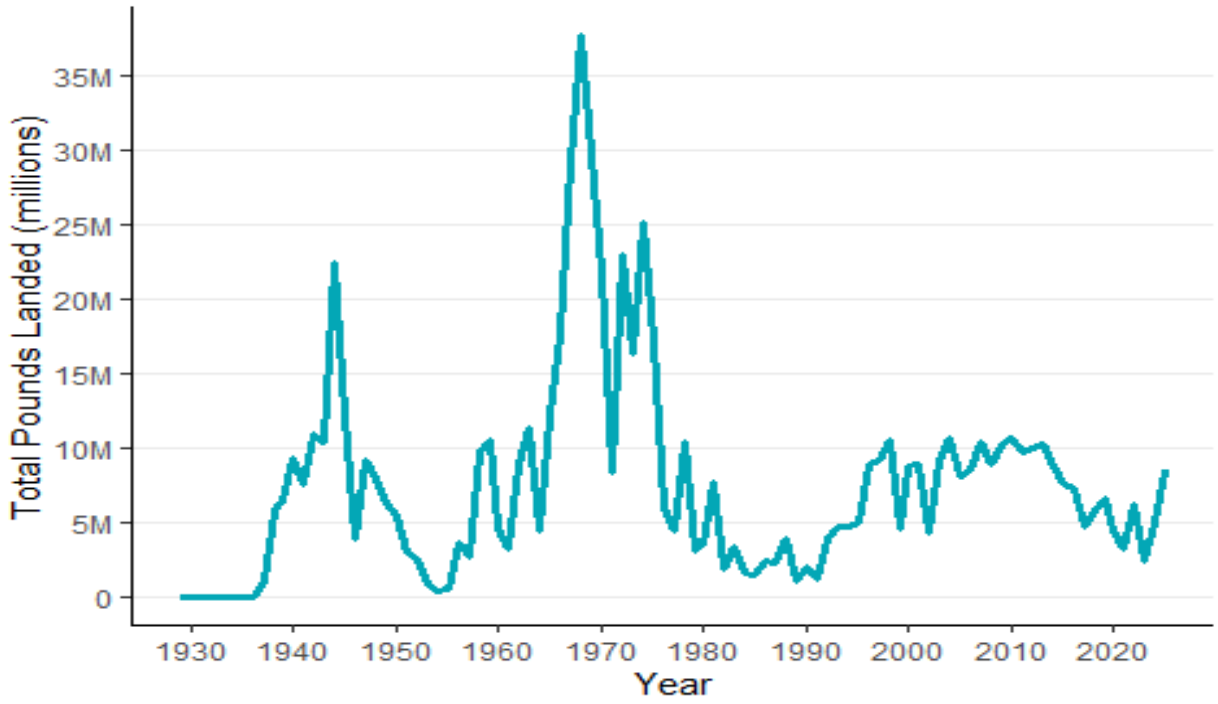

Figure 1. Historical landings of albacore tuna in Oregon from 1929-2025.

2025 COMMERCIAL ALBACORE FISHERY

Ocean Conditions and Fleet Activity

The 2025 commercial albacore season was characterized by delayed coastal warming, consistent with patterns observed over the past five years. Sea surface temperatures (SSTs) of 58–60°F persisted offshore, westward of the 125°W meridian until mid-July, influencing

fish distribution and fleet operations. During this period, large, concentrated schools of albacore remained 80–120 miles offshore, most favorable to vessels equipped with brine and blast freezing systems. Smaller ice boats faced operational challenges due to extended travel distances, higher fuel costs, and concerns over product quality, prompting some to redirect effort toward salmon fisheries.

Weather conditions were generally moderate, though intermittent northwest wind events caused temporary port returns and short-term surges in offload volumes. Larger freezer vessels typically continued fishing with minimal disruption, while ice boats were more vulnerable to weather-related delays, often requiring one or more days in port before resuming operations.

The very first commercial landing of the season, less than 200 lb, occurred on May 27th; significant commercial landings began on July 4 in Newport and continued steadily through September. By mid-August, SSTs exceeding 60°F had advanced well eastward of the 125°W line, creating exceptional fishing conditions accessible to the entire fleet (Figure 2). Catch rates of up to 600 fish per day were commonly reported by freezer vessels, contributing to a five-year high in August landings. A strong offshore front in early September pushed warmer waters back offshore, reducing efficiency for ice boats, though freezer vessels maintained high catch-per-unit-effort (CPUE). By October, fishing effort declined significantly as productive zones shifted farther offshore, weather windows narrowed, and some vessels transitioned to preparations for the upcoming Dungeness crab season. Despite reduced effort, active vessels continued to report strong catch rates. However, ice boat participation was constrained due to the rising fuel costs associated with further travel distances. Throughout the season, ice boats averaged 50–300 fish per day with variable success.

Catch of other highly migratory species remained minimal, with only a few juvenile bluefin tuna landed early in the season. Juvenile, small-grade albacore (<9 lb) were notably scarce during the season, with only minimal landings observed. This limited presence is possibly a reason for concern, as this size class typically represents the upcoming year's market-grade fish. The season concluded on November 9th with total commercial landings reaching 8.6 million pounds, marking a significant increase over the previous four years.

Market conditions for fresh and frozen tuna remained stable, though brief periods of oversupply of fresh tuna occurred in August, coinciding with increased participation by ice boats and concurrent salmon availability. Demand for canned product remained strong throughout the season. Dockside sales were limited in most ports, representing a noticeable decline compared to recent years.

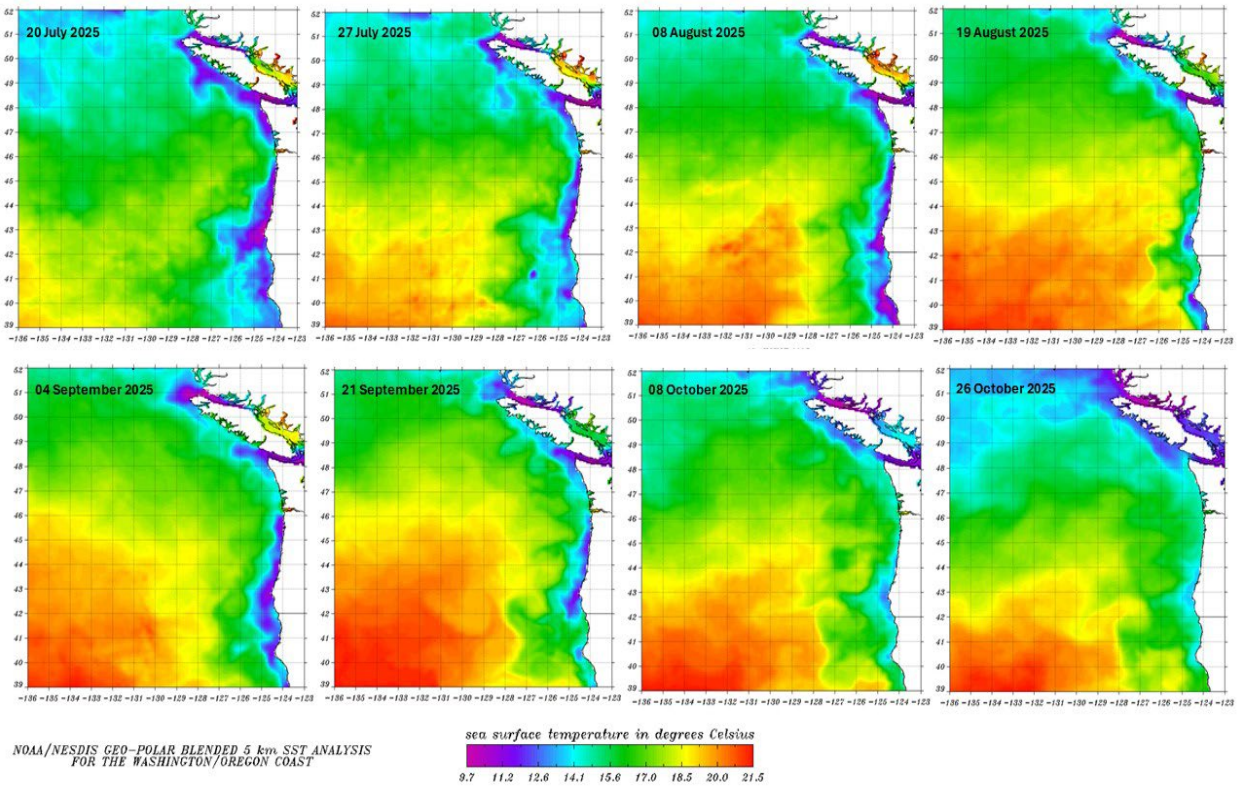

Figure 2. Sea surface temperature plots off Oregon and Washington July 20 – October 26, 2025. Images courtesy of NOAA Office of Satellite and Product Operations.

Albacore Landings

The preliminary estimate of total albacore volume landed in Oregon during the 2025 season is 8,590,785 lb. This reflects a 61% increase over the ten-year average of 5.33 million lb from 2015-2025. When comparing the 2025 season to the prior five-year average from 2020-2025, landed volume represents an increase of 72%. Landings occurred over 720 total trips, reflecting only 85% of the ten-year average of 849 trips from 2015-2024 and 126% of the five-year average of 573 trips from 2020-2024 (Figure 3).

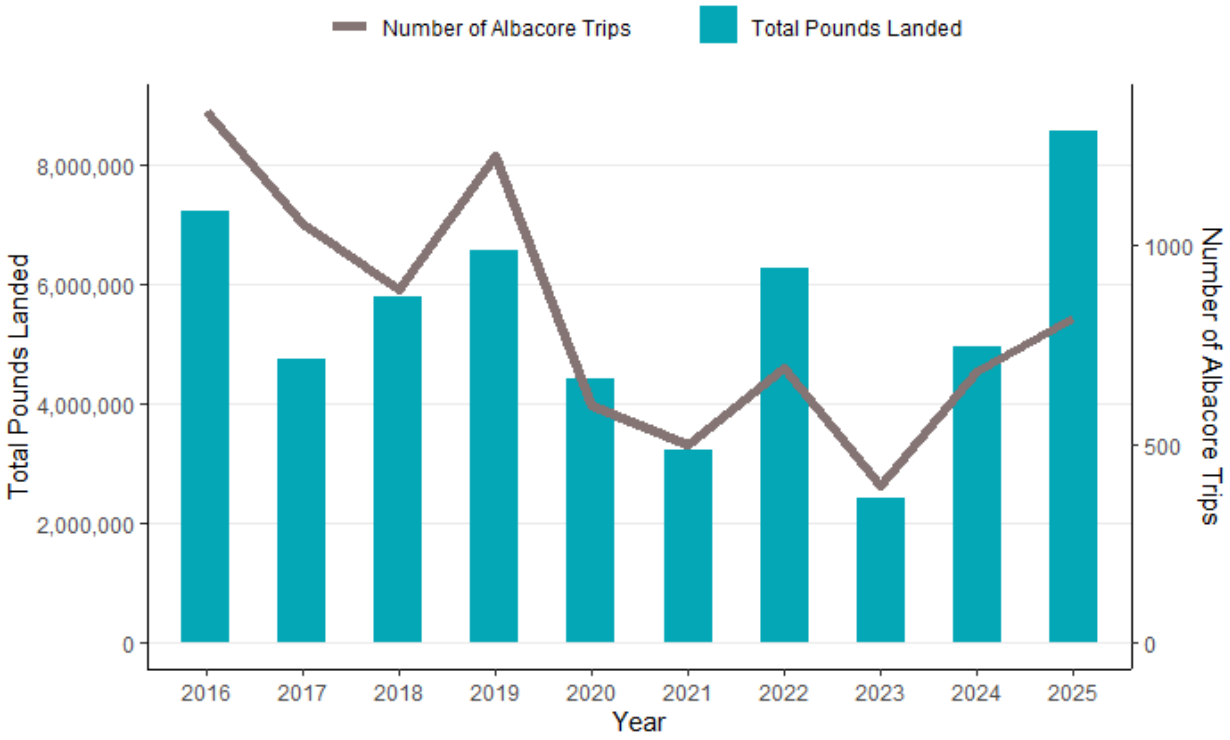

Figure 3. Total lb of albacore landed (left axis) and number of albacore vessel trip landings (right axis) in Oregon by year, 2015-2025.

There were 218 unique vessels that targeted albacore during 720 trips, for an average of 3.3 trips per vessel over the 2025 season. The 218 participating vessels represents 80% of the ten-year average of 272 vessels and 104% of the five-year average of 209 vessels. This year's participating fleet was down 2% from 2024, a decrease of 5 vessels (Figure 4). There were no Canadian vessels that made landings into Oregon in 2025 due to the lack of an American-Canadian Albacore Treaty this season.

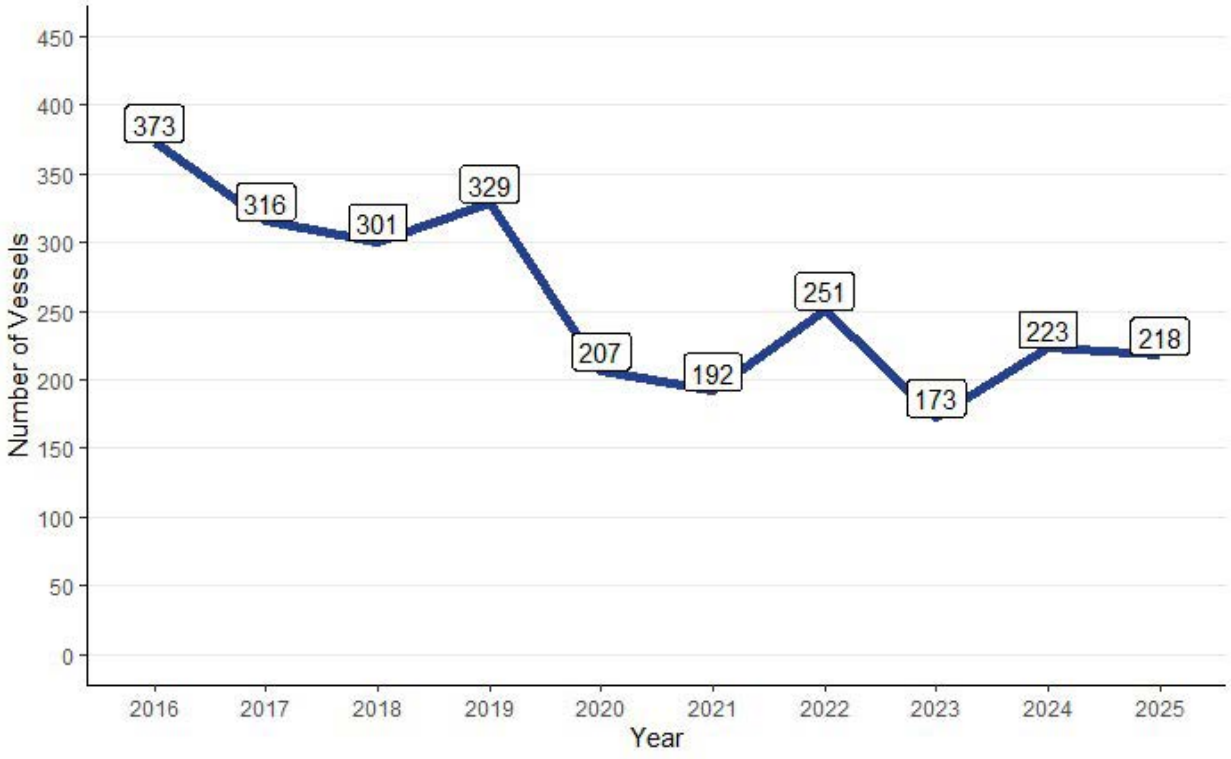

Figure 4. Total number of unique vessels landing albacore in Oregon, 2015-2025.

The first landing in Oregon occurred on May 27th although the season began in earnest on July 4 in Newport, followed by several small, exploratory offloads. The first substantial delivery was recorded on July 9. Landings increased steadily throughout July, with high volumes becoming common during the latter portion of the month. Activity remained strong throughout August, with deliveries occurring every day, despite four brief periods of reduced volume.

September began with lower landing totals but showed consistent growth as the month progressed, experiencing only three short downturns despite variable and unpredictable weather conditions. Peak seasonal volume was reached during the week of July 28, when 1,340,845 lb were landed (Figure 5). Favorable weather in early October prompted some vessels to make additional trips; however, delivery rates declined sharply as fish began moving offshore, despite catch rates remaining high for participating vessels. The season effort concluded in October with the last recorded landing on November 9th in Brookings, bringing the total to 8.6 million lb landed for 2025.

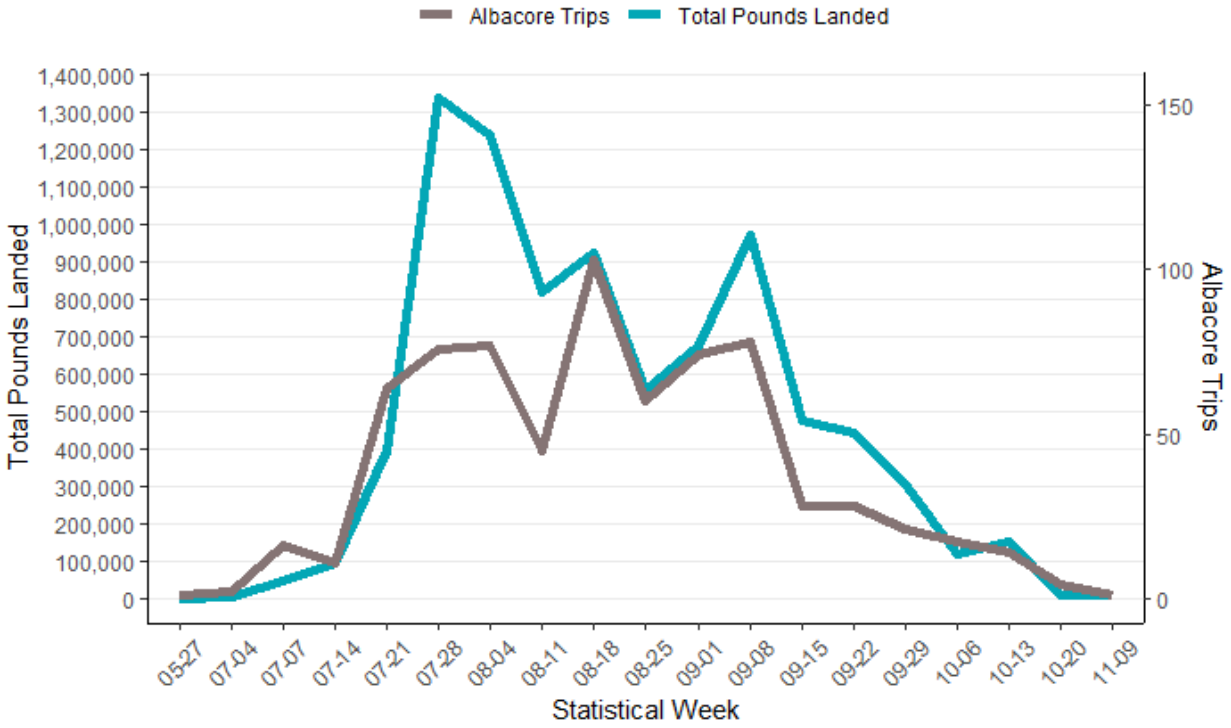

Figure 5. Total lb of albacore landed (left axis) and number of albacore vessel trips (right axis) per week in 2025.

The temporal distribution of landings follows the typical pattern. August is usually the highest producing and grossing month of the season, though this can vary. The official start of the 2025 season occurred in July, with 1.4 million lb landed, representing 16.7% of the seasonal total and a 110% increase compared to July of 2024 (Figure 6). August contributed 46.4% of the season's volume, totaling 3,983,856 lb. September accounted for 31.7% with 2,726,969 lb landed, while October added 432,713 lb (5.0%), slightly below the five-year average October share of 6.5%.

A strong start in July, combined with elevated effort and catch rates in August as well as steady fishing through September, resulted in a highly productive and profitable season overall. Despite a reduction in vessel participation compared to previous years, total landings reached 8,590,785 lb, the highest volume the market has observed since 2014.

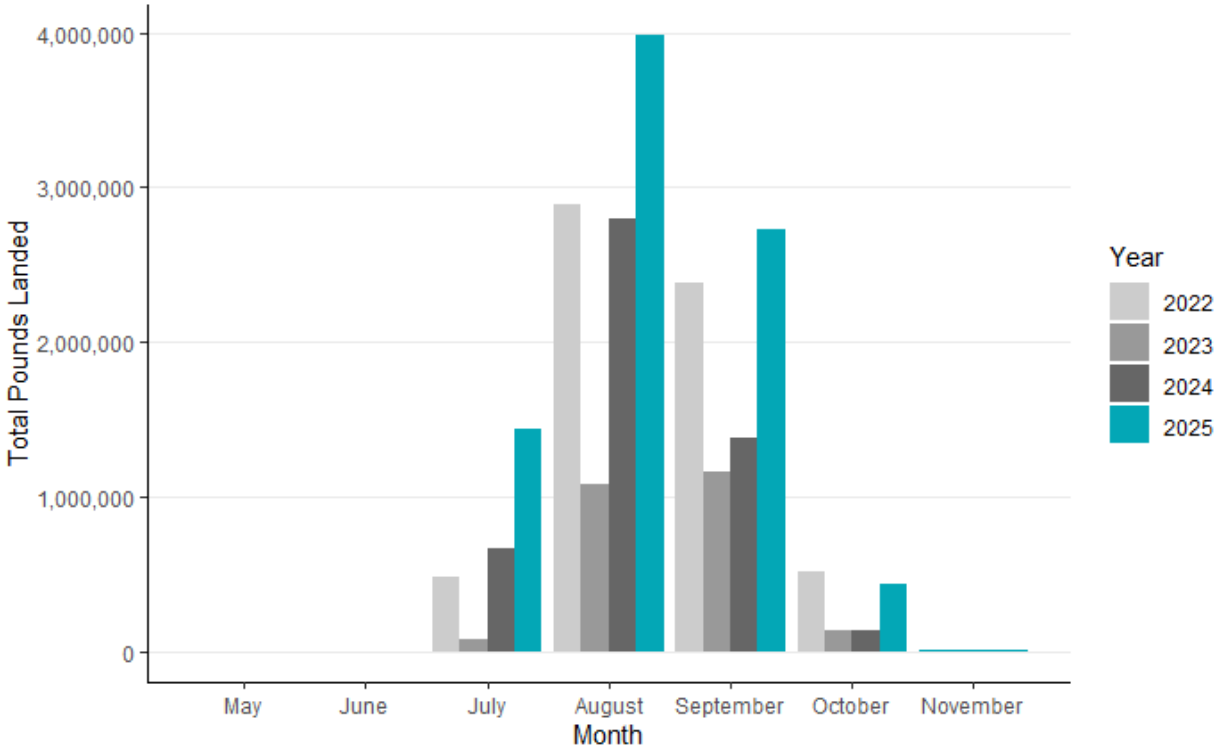

Figure 6. Monthly distribution of lb landed (July-October) over the albacore season, 2020-2025.

In 2025, albacore landings were heavily concentrated in Newport, which accounted for approximately 50% (4.3M lb) of the total seasonal volume. Astoria ranked second with 26% (2.3 M lb), followed by Charleston at 21% (1.8 M lb). Garibaldi contributed only 1%, while the combined ports of Gearhart-Seaside, Cannon Beach, Pacific City, Salmon River, Florence, Winchester Bay, Bandon, Port Orford, Gold Beach, and Brookings collectively represented just 2% of the season's total volume (Figure 7).

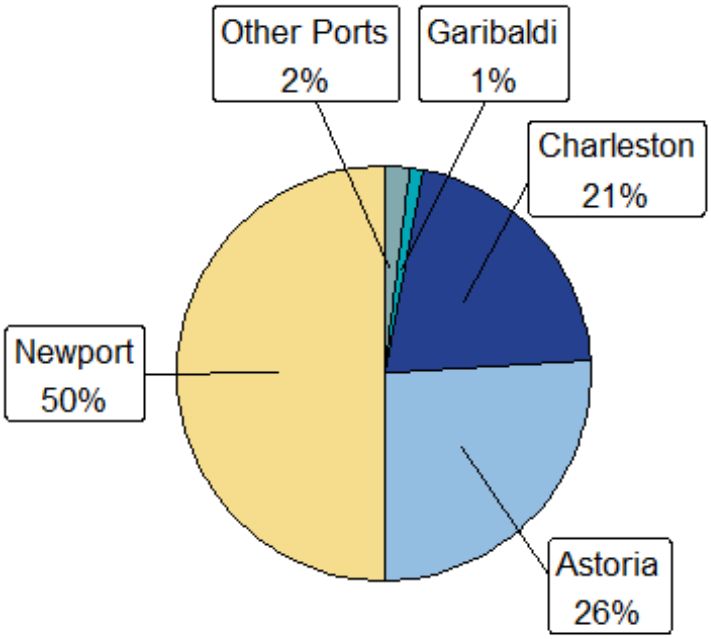

Figure 7. Landing volume percent by port, 2025.

Over the 2025 season, Astoria landing volume outpaced Charleston for the first time since 2015, and more than doubled the landed volume of the last 8 years to that port (Table 1). Landing distribution otherwise followed the normal pattern by port.

Table 1. Albacore landings by port for 2025 (lb and percentage), 2015-2025.

Port	Landings (lb)	Landing %
Newport	4,309,426	50.16
Astoria	2,293,490	26.70
Charleston	1,770,201	20.61
Garibaldi	101,733	1.18
Winchester Bay	68,652	0.80
Brookings	15,160	0.18
Port Orford	9,057	0.11
Gearhart	9,002	0.10
Florence	7,436	0.09
Bandon	4,947	0.06
Pacific City	860	0.01

Port	Landings (lb)	Landing %
Cannon Beach	821	0.01

In 2025, the average albacore landing was 11,932 lb - an increase of 64% from 2024 (7,295 lb) and 107.7% above the ten-year average of 5,745 lb. This substantial growth indicates that, despite favorable conditions allowing vessels of all sizes to participate, landings were dominated by larger vessels with greater holding capacity. The primary driver was most likely the presence of large, concentrated schools of albacore located farther offshore for much of the season, favoring vessels capable of extended trips with freezing capability and greater storage capacity.

The distribution of albacore landings in 2025 demonstrates a highly uneven pattern, with a small number of very large landings and many smaller ones. The largest single landing reached 116,996 lb, while the median landing was only 5,540 lb (Table 2). Three quarters of all landings were 16,004 lb or less, and a quarter were below 1,469 lb. The smallest landing was just 30 lb. Although the average landing was 11,932 lb, this figure is skewed upward by a few exceptionally large trips. Overall, these statistics indicate that the fishery was dominated by vessels with substantial holding capacity, even as numerous smaller landings contributed to total catch.

Table 2. Quartile ranges of all commercial albacore landings, 2025.

Quartile		Lb
100%	Max	116,996
75%	Quartile	16,004
50%	Median	5,540
25%	Quartile	1,469
0%	Min	30
	Average	11,932

Albacore Prices and Value

The average price of the 2025 season is $2.30 per lb. This is nearly a 38% increase from that of 2024 ($1.67/lb), and a 27% increase from the five-year average price of $1.81 per lb. The high price and catch rates of 2025 never resulted in a market saturation, with retailers stockpiling canned product made from both frozen and fresh tuna for a hungry market. Notably, the average monthly price increased throughout the season despite experiencing the highest seasonal volume since 2014. Prices began at $1.96 per lb in July, increased to $2.02 in August, $2.21 in September, and $2.38 in October, ultimately reaching $2.80 per lb by November (Figure 8). This upward trend underscores sustained consumer demand and market resilience during a high-volume production year.

The combination of rising prices and a ten-year peak in landing volume suggests a shift in market dynamics, where demand growth is outpacing supply even during peak production periods. This trend may incentivize greater investment in freezing capacity/technology and larger, long-range operations, as vessels capable of maintaining product quality benefit from premium prices not affected by supply. Additionally, the absence of price decline during high-volume months indicates a robust and well-balanced market with multiple avenues for retail absorption, signaling continued stability for fresh, canned and frozen product markets.

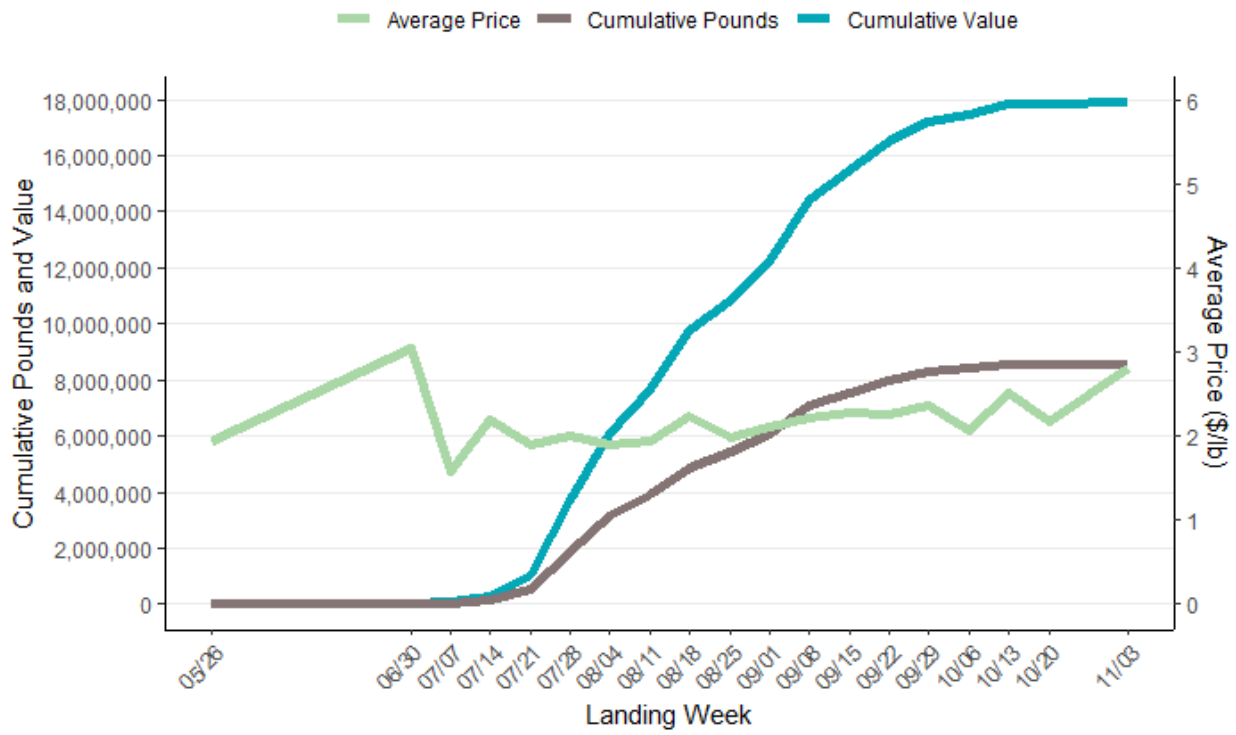

Figure 8. Cumulative landings, cumulative ex-vessel value, and average price by statistical week (Sunday-Saturday) in 2025.

Gross ex-vessel revenue for the 2025 Oregon albacore season reached $17.91 million, an 115% increase over 2024 ($8,313,319) and 78% above the ten-year average of $10.08 million (Figure 9). Average trip value rose above $24,880, more than double the 2024 average of $12,147. These gains in total revenue as well as per-trip value reflect a combination of higher catch volumes and strong market dynamics favoring larger deliveries. The sharp increase in per-trip revenue suggests that fleet composition and operational strategies shifted toward maximizing efficiency and capacity, likely driven by offshore school distribution paired with sustained high demand.

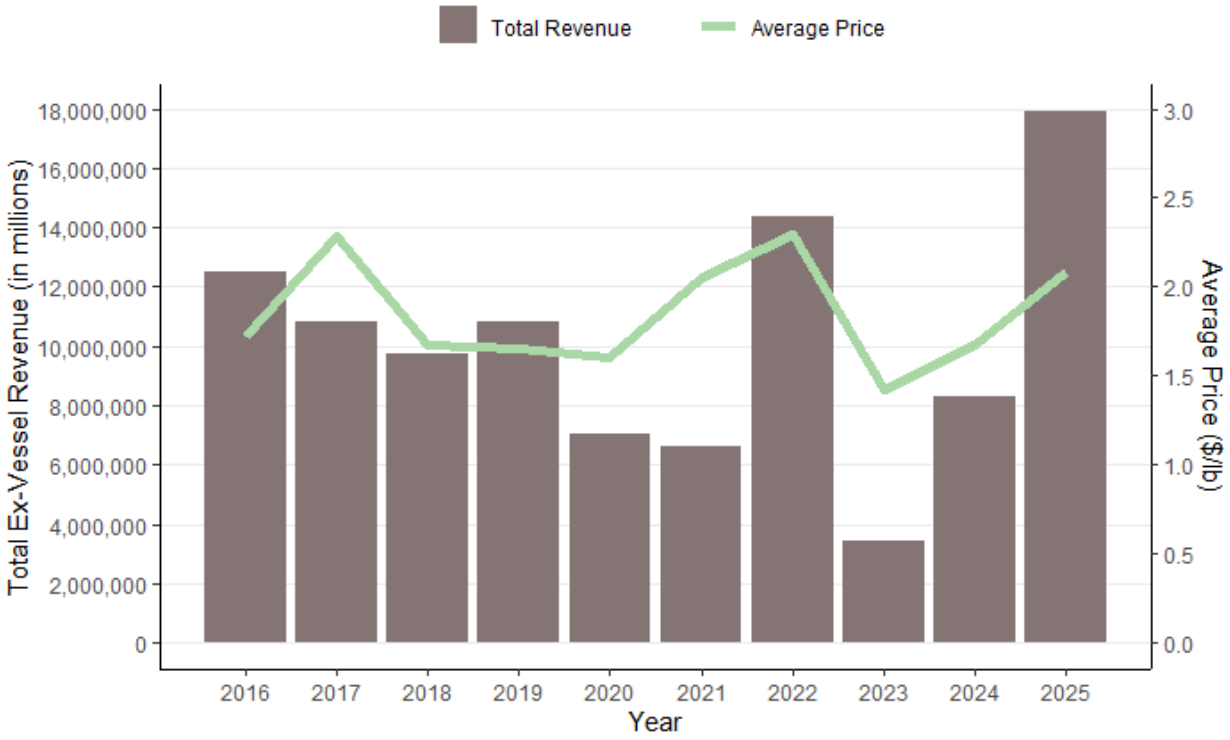

Figure 9. Total revenue (ex-vessel) and average price of Oregon albacore landings, 2015-2025.

Albacore typically ranks fourth or fifth for total annual revenues generated in Oregon marine fisheries. This year, albacore ranks fourth relative to other Oregon high-revenue species, representing 8.3% of the total annual revenue (Table 3).

Table 3. Oregon annual marine fish revenue (ex-vessel) for 2025 through December 31; top 10 revenue species, except for albacore, which is through 2025-12-23 for reporting consistency.

Species	Revenue	%
Crab, Dungeness	$99,554,245	46.2
Shrimp, pink	$29,477,811	13.7
Whiting, Pac.	$21,666,498	10.1
Tuna, albacore	$17,914,057	8.32
Sablefish	$15,078,182	7
Salmon, chinook	$9,436,909	4.38
Rockfish, widow	$4,917,583	2.28
Sole, petrale	$4,092,034	1.9
Sole, Dover	$2,739,906	1.27
Halibut, Pacific	$1,884,944	0.88
Others	$8,591,761	3.99

Sampling Rate & Coverage Analysis

The sampling rate goals for the 2025 albacore season were negotiated under the contract with NMFS and PSMFC, resulting in a 20% sampling goal for the ports of Astoria, Newport, and Charleston. Sampling rate is the percentage of total albacore trips with landings sampled for length frequency in each required port (Astoria, Newport, and Charleston). Sampling coverage rates in the major ports have exceeded contract requirements, with an overall sampling rate of 40% (Table 4). Appendix A presents additional summary information required by the contractual agreement with NMFS and PSMFC for albacore sampling.

Table 4. 2025 preliminary Oregon commercial albacore sampling season summary. Gearhart-Seaside, Garibaldi, Pacific City, Salmon River, Florence, Winchester Bay, Bandon, Port Orford, Gold Beach, and Brookings are combined as "Other Ports."

Sampling Summary Across All Ports

Port	lb Landed	lb Sampled	Albacore Trips	Trips Sampled	Tot. Fish Sampled	Avg. Fish Sampled	Sampling Rate (%)
Astoria	2,293,490	1,194,013	135	70	3,154	45	52
Charleston	1,770,201	1,215,144	182	90	3,289	36	49
Newport	4,309,426	2,529,746	291	120	4,730	39	41
Other	217,668	54,782	112	6	138	20	5
Total	8,590,785	4,993,685	720	286	11,311	140	40

The funding for albacore samplers is allocated to cover July through October and allows for samplers in Astoria, Newport, and Charleston. Sampling activities include measuring 20-100 albacore per landing for fork length, collecting information on fishing patterns and rates, distributing logbooks to vessels, and providing information to fishers.

Comparing quartile divisions of all landing weights to sampled landing weights highlights potential sampling bias regarding landing size. Large landings are defined as those with weights greater than 75% of all individual albacore trip landing weights. In 2025, large landings are classified as 16,004 lb and up (Table 5). This year, 44% of sampled landings came from the large landing size, or top 25% of all landings. While this indicates there continues to be bias toward sampling larger landings, samplers continue to effectively capture smaller landings throughout the season. Landings from larger vessels are much easier to predict and access, hence the skewed percentages toward sampling larger landings. There has been an increase in the number of small-operation mobile buyers in the

industry in the last few years, adding to the challenges of attaining samples on smaller landings, as fast-paced transactions occur in unpredictable locations and times.

Table 5. Quartile points for all Oregon albacore landings (left) and sampled landings (right), 2025.

Quartile	Landed	lb	Quartile	Sampled	lb
100%	Max	116,996	100%	Max	116,996
75%	Quartile	16,004	75%	Quartile	25,446
50%	Median	5,540	50%	Median	12,183
25%	Quartile	1,469	25%	Quartile	5,711
0%	Min	30	0%	Min	45
	Average	11,932		Average	17,460

Recommendation for 2026 sampling:

While large-landing sampling bias has shown improvement, samplers should remain vigilant regarding the tendency to prioritize larger landings over smaller ones. To mitigate this, samplers are encouraged to establish relationships early in the season, or even during the off-season, with fishers operating smaller vessels, particularly those selling directly to the public from the docks. Additionally, samplers should become familiar with mobile buyers who operate from trucks and learn to recognize the vehicles associated with each buyer. Building rapport with local restaurants that purchase albacore may also increase opportunities to sample smaller landings. For vessels selling catch directly to consumers off the dock, obtaining length-frequency data can be challenging. These samples often require multiple visits as fish are unpacked and usually filleted for individual customers over multiple days. In such cases, non-discarded carcasses can be measured post-sale, provided the vertebrae remain intact and undamaged during filleting. If possible, samplers should prioritize the sampling of small to mid-sized vessels offloading at a dealer rather than dock sales to maximize efficiency.

Length Frequency Analysis

Albacore samplers collected fork length measurements from unsorted commercially harvested albacore during offloading from July through October of 2025. Samplers measured 11,311 albacore over the course of the 2025 season. The frequency distribution of 2025 length data shows a unimodal distribution with a mild right tail, including a peak in the 68-70cm range (Figure 10). Typically, there is a sharp modal distribution with a certain

size represented by 8-10% of sampled fish. This year, the highest percentage encountered is just over 12.5% of sampled fish at 68 cm. The overall average length is 70.1 cm, representing fish weighing approximately 16.2 lb and aged roughly 2.8 years (Figure 11). The average length increased steadily throughout the season from 68.5cm in July to 73.3 in October. Length-frequency data from all major ports show similar patterns, suggesting minimal variation in catch across the coast (Figure 12).

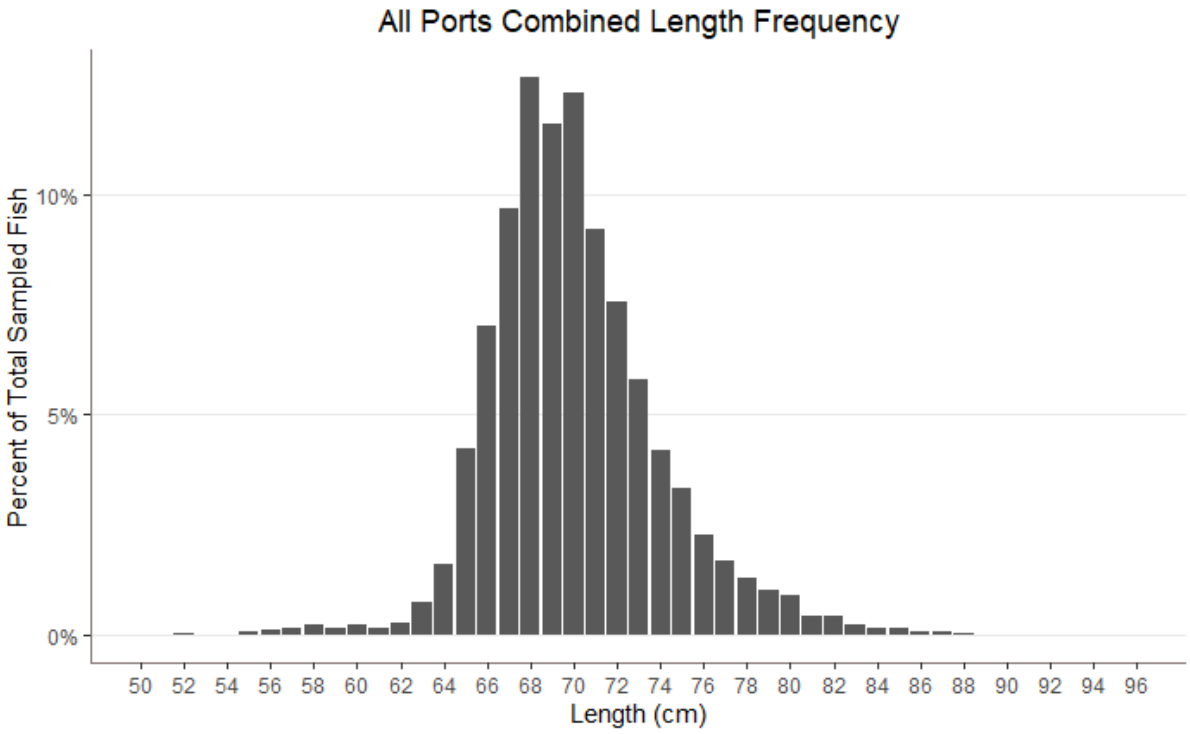

Figure 10. Length frequency data for all sampled ports and all months combined, 2025. Average length = 70.1cm, n= 11,311.

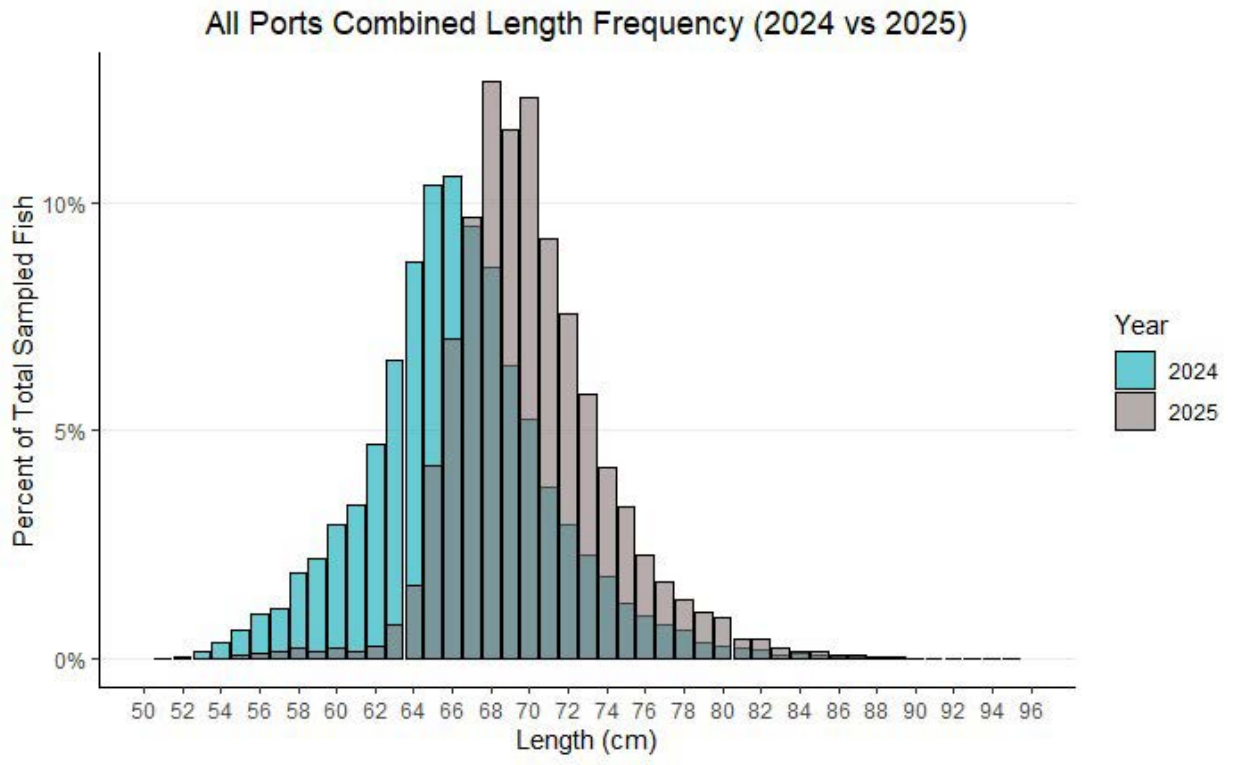

Figure 11. Length frequency data for 2025 plotted against 2024 length frequencies. Average length and sample size: 2025 70.1 cm, n = 11,311; 2024 66 cm, n = 10,147.

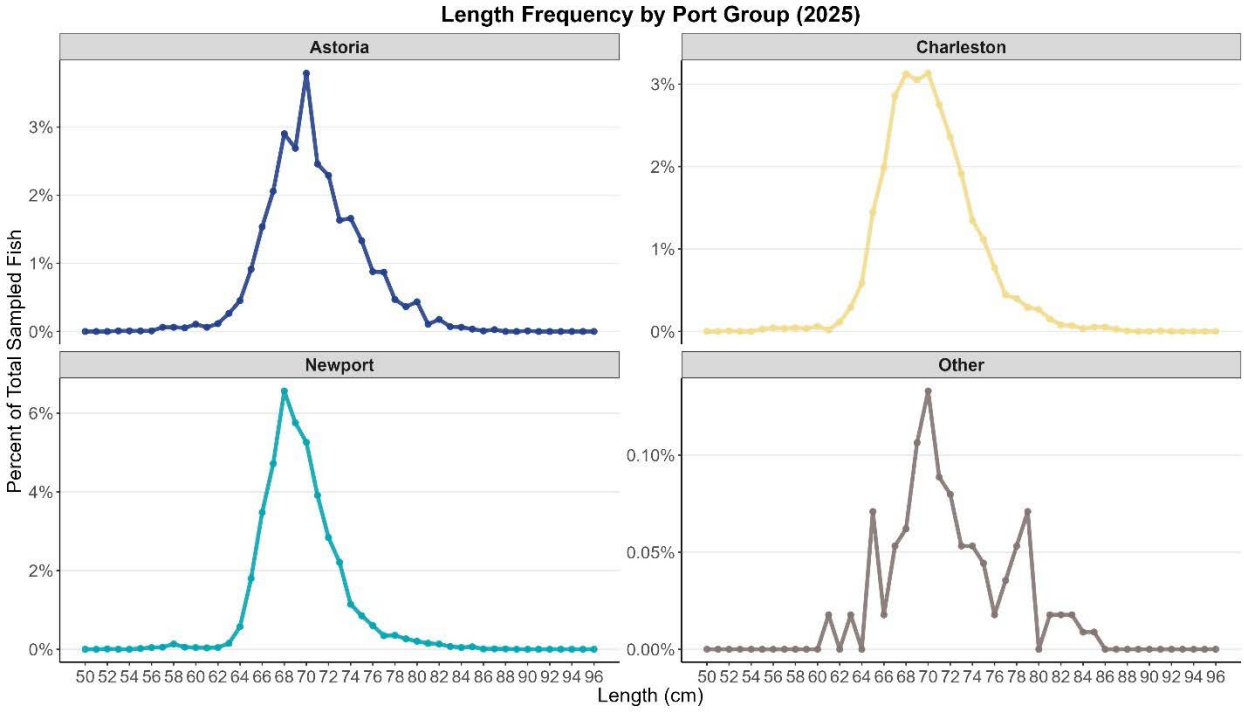

Figure 12. Length frequency data by port for albacore landed in Oregon in 2025. 'Other' consists of samples taken in the ports of Garibaldi, Florence, Winchester Bay and Brookings. Average length and

sample size by port: Astoria 70.6 cm, n = 3,154; Newport 69.5 cm, n = 4,730; Charleston 70.2 cm, n = 3,289; Other 72.5 cm, n = 138.

Many buyers sort albacore into three grades upon offloading: small are typically 9 lb and under (<59 cm), medium range from 9-17 lb (59-72 cm) and large are typically over 17 lb (>72 cm). These variations are based on buyer/market needs and are subject to fluctuation. The grade sizes stated above were used for analysis in Figures 13a, 13b.

Changes in size grade throughout the season were marked by a high percentage of medium grade fish to begin the season. This was coupled with a slight increase in the proportion of large grade fish landed through August and September. A greater proportion of large to medium grade fish was observed towards the end of the season (Figure 13a). There was a noticeable lack of small grade albacore landed throughout the 2025 season, with a slight increase in September. The average length for each grade of albacore remained relatively consistent throughout the season (Figure 13b).

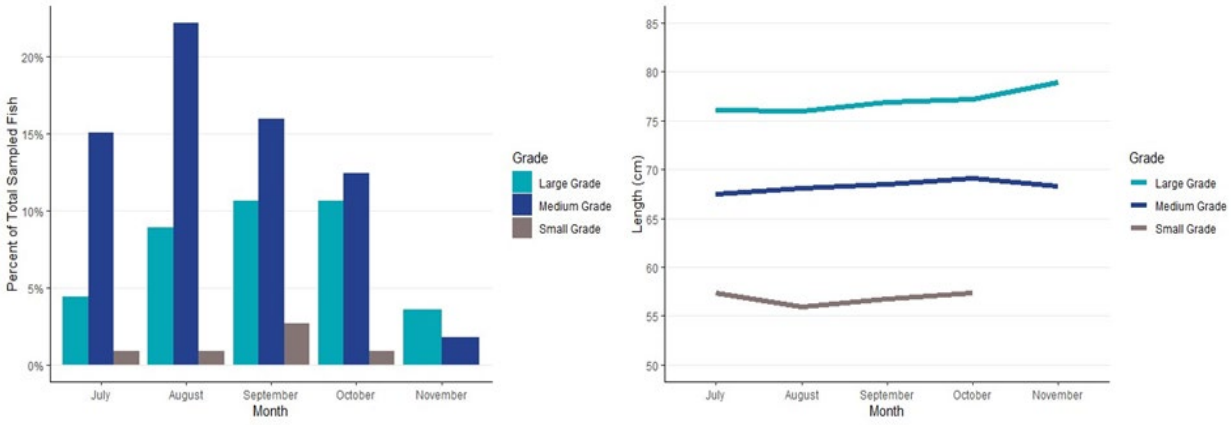

Figure 13a, 13b. Proportion (left) and average length (right) of small, medium, and large grade fish sampled per month in 2025. Small: n = 65; Medium: n = 8,726; Large: n = 2,520.

2025 RECREATIONAL ALBACORE FISHERY

ODFW's Ocean Recreational Boat Survey (ORBS) deploys samplers to monitor Oregon's sport fisheries and provide estimates of overall effort and catch. In this report, we combine charter and private effort and catch estimates for the recreational fishery. There were an estimated 65 albacore charter trips and 2,675 private recreational trips over the 2025 season. An estimated total of 44,225 albacore were caught in the recreational fishery and 42,490 of those were from trips targeting albacore. There was a total of 2,471 fish measured for fork length.

Access to albacore for recreational vessels in Oregon can be highly variable, depending on weather conditions and distance offshore to the fishing grounds. Recreational vessels were largely unimpeded until fall weather and sea patterns dominated the coast in September

and October. Because of this, the recreational season tends to end earlier than the commercial season. Distance to the fishing grounds was not a substantial limiting factor during the season.

Recreational catch occurred in July, August and September. Much like the commercial sector, the highest effort and catch volume took place in August in the recreational fishery (Table 6). There was no effort observed in October.

Table 6. Estimated recreational catch, effort (number of anglers), and CPUE (albacore per angler) per month, 2025.

Recreational Tuna Catch, Effort, and CPUE by Month

Month	Catch (tuna, directed trips)	Anglers	CPUE (tuna / anglers)
July	13,353	2,925	4.57
August	23,181	5,478	4.23
September	5,956	1,463	4.07

Recreational activity occurred in nearly every Oregon port, although data reported is limited to the ports that had recreational samplers during the albacore season. Newport had the highest estimated volume at 13,222 albacore caught when targeted. Astoria had the highest catch rate with a CPUE of 4.673, followed closely by Bandon with a CPUE of 4.671, and Newport at 4.53 (Table 7).

Table 7. Estimated recreational catch, effort (number of anglers), and percentage landed per port for albacore-directed trips in 2025.

Port	Catch (directed trips)	Anglers	Percent of Total Landings
Astoria	5,159	1,104	12.1
Bandon	598	128	1.4
Brookings	73	50	0.2
Charleston	8,184	1,917	19.3
Depoe Bay	2,202	575	5.2
Florence	354	126	0.8
Garibaldi	6,898	1,562	16.2
Gold Beach	224	68	0.5
Newport	13,322	2,941	31.4
Pacific City	781	208	1.8
Winchester Bay	4,695	1,187	11.0

The CPUE for all sampled ports combined over the 2025 season is 4.31: 22% lower than that of 2024, yet still an 11% increase from the prior ten-year average CPUE of 3.89 (Figure 13).

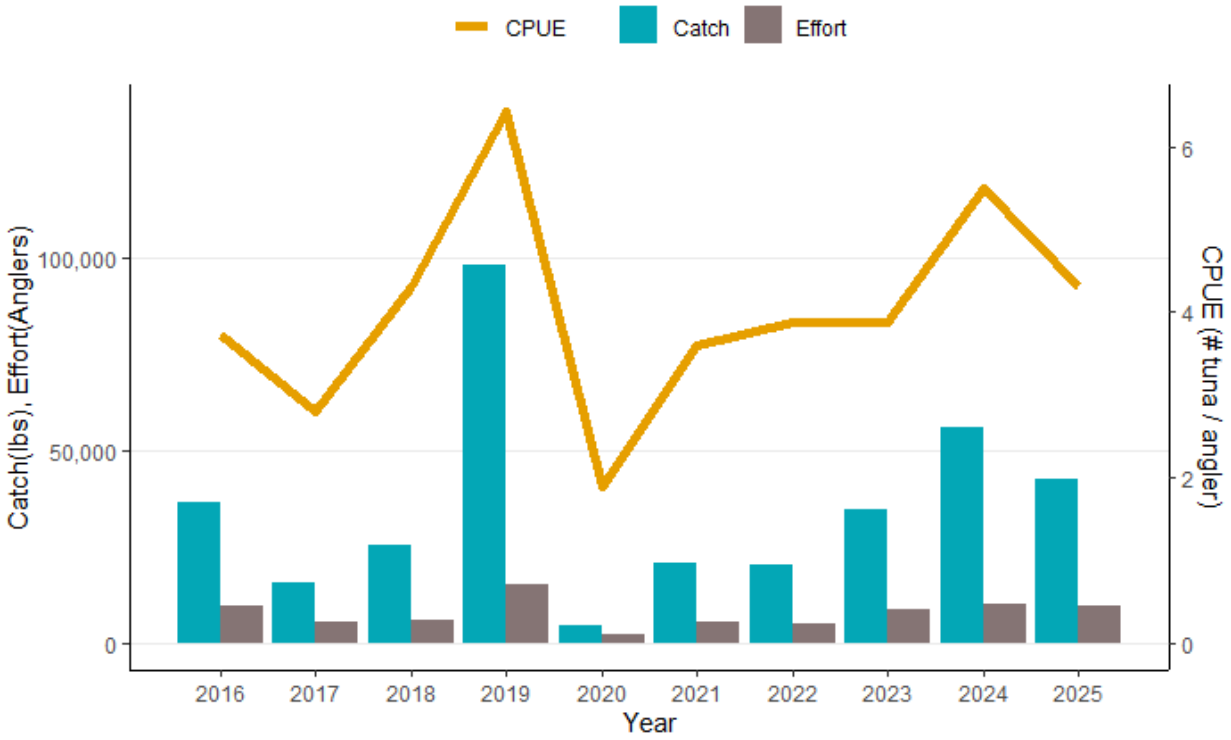

Figure 13. Recreational fishing effort (number of anglers), catch (number of albacore landed) and catch per unit effort (CPUE or albacore per angler) from trips targeting albacore, 2015-2025.

ORBS samplers collected length data on 2,471 recreationally harvested albacore in 2025. Figure 20 shows the length frequency distribution of non-sorted, randomly sampled albacore during the 2025 recreational season. The overall average length is 70.2, which corresponds to a fish weighing approximately 16.2lbs (Figure 14).

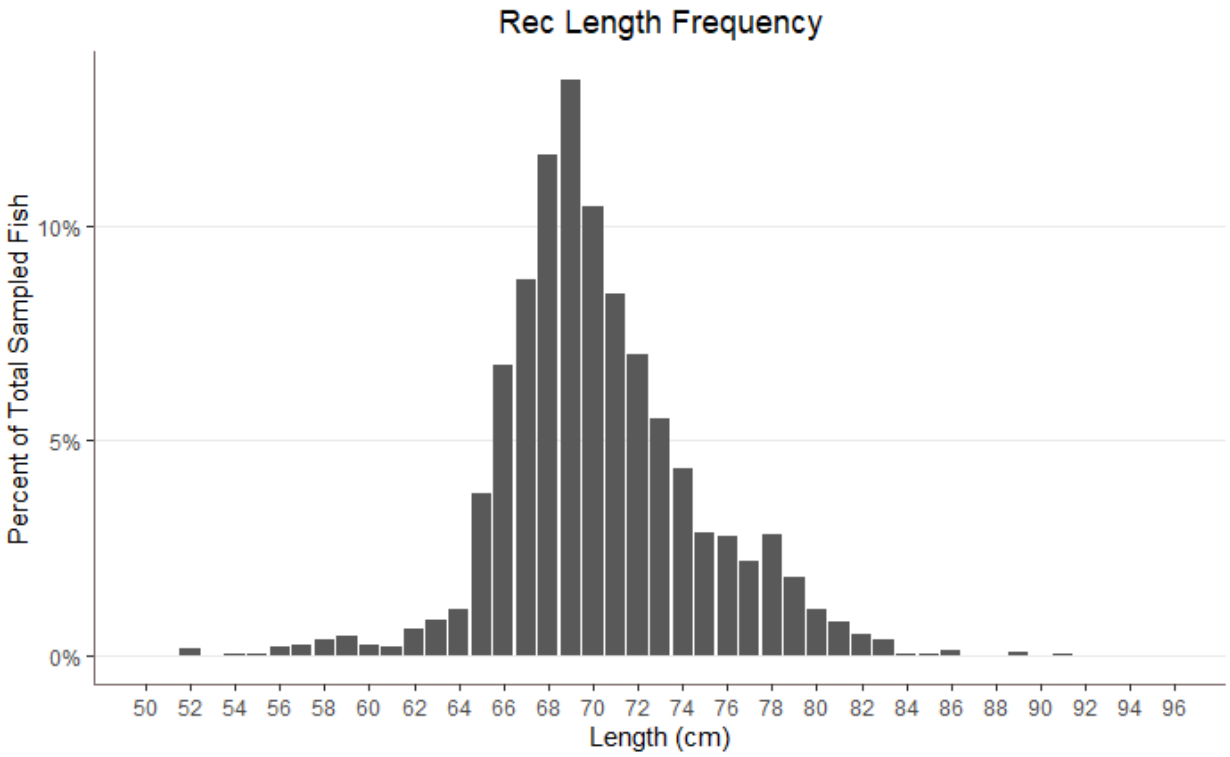

Figure 14. Length frequency data for all ports sampled for recreationally caught albacore by ORBS, 2025. Average length = 70.2 cm, n = 2,471.

ACKNOWLEDGEMENTS

Thank you to all albacore fishing vessel operators and crew who cooperatively provided fishing information during the 2025 season, as well as fish plant staff and buyers who supported and assisted with efficient sampling on their property. Many thanks to Joel Prickett, Alondra Aeling and Ally Fuller in Charleston and Sharon Goolsby, Jim Marketti, and Jonathan LaTour in Astoria as primary albacore samplers. Thanks also to ODFW Port Biologists and staff for collecting additional samples and distributing logbooks: Sheryl Flores, Scott Malvitch, Valerie Stephens, and Trinity Sylvester. I am grateful to Nadine Hurtado and Jeff Davis for their support with fish ticket data and reconciliation. Thanks to Ellen Veile-Smuts and Amanda Reich for their assistance in the office setting. Thank you to Jessica Moll and Justine Kenyon-Benson for providing the ORBS recreational data component for monthly and annual reports. In addition, many thanks to Yuhong Gu of the NMFS Southwest Fisheries Science Center for technical and data support and to Kate Al-Sheikhly of Pacific States Marine Fisheries Commission for contract administration support. Special thanks to Troy Buell, Justin Ainsworth, Cameron Sharpe and Jessica Watson for their steady professional assistance and support. Cover photo courtesy of the Oregon Albacore Commission.

REFERENCES

Wells et al., 2013. Age and Growth of North Pacific albacore (Thunnus alalunga): implications for stock assessment. Fisheries Research 147 (2013) [p. 55-62]

APPENDIX A

2025 Summary Statistics for Oregon's Albacore Port Sampling Program

PORT NAME	Astoria	Garibaldi	Newport	W. Bay	Charleston	Other Ports*	TOTAL
Logbooks issued	2	0	3	0	0	0	**5**
Lb landed by commercial sampled vessels	1,194,013	1,500	2,529,746	0	1,215,144	54,782	**4,995,185**
Total number of commercial fish measured	3,154	25	4,730	0	3,289	113	**11,311**
No. commercial trips sampled	70	1	120	0	90	5	**286**
Total no. of commercial trips/landings	135	67	291	20	182	25	**720**
Total no. of commercial vessels**	54	19	81	6	50	16	**226**
Lb landed by US vessels	2,293,490	101,733	4,309,426	68,652	1,770,201	47,283	**8,590,785**
Lb landed by Canadian vessels	0	0	0	0	0	0	**0**
Total lb landed by all commercial vessels	2,293,490	101,733	4,309,426	68,652	1,770,201	47,283	**8,590,785**
Lb landed by sport vessels***	92,923	112,914	221,162	77,744	133,261	78,440	**716,444**
Percent commercial sampling coverage (trips)	52%	3%	41%	0%	49%	5%	**40%**

* For this table, 'Other ports' consists of Gearhart-Seaside, Cannon Beach, Pacific City, Salmon River, Florence, Bandon, Port Orford, Gold Beach, and Brookings.

** Several vessels made trips into multiple ports, so total numbers of vessels at each port will add up to more than Oregon's total.

*** Estimated number of albacore landed in each port multiplied by the overall recreational average weight (17.5 lb).