

**Interview with: Judy Keding**  
**Occupation: Wife of Jim Keding (Plymouth Fisherman)**  
**Port Community: Plymouth, Massachusetts**  
**Interviewer: Samantha Sperry**  
**Date: February 15, 2012**  
**Oral Histories Project – NOAA Social Sciences**  
**Logger/Transcriber: Samantha Sperry**  
**INDEX (minutes: seconds)**

[00:00]

SS: Can you please state that you agreed to and read the release form and signed the release form and all that?

JK: Yes, I read the release and signed, and I am willingly here to share my story.

SS: And can you please start by stating your name your residential address, your home port, vessel name, if you are in a sector or the common pool and how you are related to the fishermen and how old you are if you don't mind me asking.

JK: No problem. My name is Judy Keding, I am almost 50 years old, I'm from Plymouth, Mass., and my address is 2 Colt Lane in Plymouth, Mass. I currently don't have a vessel; my husband is a commercial fisherman he fishes on the *Mystic* out of Plymouth, Mass.

SS: And they are in the sector currently?

JK: Yes, they are in sector 10.

SS: And you are his wife?

JK: I am his wife, I am. We have been married since 1998, which I believe is 14 years this summer.

SS: So can you just provide a general context, just tell us a little bit about yourself, your family where you are from how long you have been here, how many kids you have, your educational background.

JK: Okay. I am originally from the south shore, Jim my husband grew up in Marshfield, that's where we met in '95. We currently live in south Plymouth. We have two boys currently about to be 10 and 12, *Zachary Nicholas* used to be the name of the boat. Jim's been, when I met him he was a lobsterman but had dragged previously in time, and always wanted to be a dragger man, that's what he wanted to do so I think when, probably over 10 years ago, 12 years ago right around the time I had Zack, he bought his first dragger with his best friend from Marshfield, and he has been dragging ever since.

Over the last 10 years, the increase in the stringent regulations, Jim managed to survive it was always like, "If I just hold on, if I just can hold on, we'll make it. At some point they have to make it easier. They have to give us something, we have been sacrificing for so long," particularly in the South Shore because they have had what's called "rolling closures" or they did. I don't even know if they have it still but before sectors they had Days at Sea and rolling closures so off of here, the south shore and where they fished, they were closed for like 7 months out of the year. And the months that they could fish were the winter months, like December, January, and they were closed in April. Whatever it was so they sacrificed a lot of fishing and history I guess.

But, at one point we had two boats, and then I got sick, and Jimmy sold one of the boats. And then, you know, he has always been able to survive basically, you know not nothing rich, he's always been a fisherman, and [you] know, from... he grew up in Green Harbor, well technically Brant Rock, right around the corner from Green Rock Marina. It was just him and his mom and she tells me stories of like being down at the Harbor and his older cousin is a lobstermen in Marshfield, just like begging the guys to take him fishing, you know "please take me fishing", and that [is] all he ever wanted to be. And he went to not playing to, you know, by the time I met him and he bought a lobster boat called the *Shearwater* and turned that into a dragger, and from there he's just built up his business one boat at a time. And you know, sold that boat, rehabbed the whole thing, sold it, [and] bought a better boat. Bought a nicer boat, rehabbed that whole thing, you know, got to the point where, "This is the boat. I'm going to survive. This is going to be good. I love this boat", and then the sector thing came. Before sectors they had Days at Sea, and I think right before they switched to sectors it was like he had 40 days at sea but the difference of counting was 2 to 1, so he technically could fish 20 days a year, and then they would do state fishing like fluking and squidding, which that would be what kept them alive, but he was, you know, always like "I'll survive. We will survive we are making it. It will be alright."

[05:25]

SS: So how old was he when he was full on involved in the industry and this is... is this what he wanted to do?

JK: He knew from the time he was 12 years old that that's what he was going to do. He never did anything else. He almost quit high school to become a fisherman and his mother was like, "I'll kill you if you do that". And he did and he went on a boat with a guy by the time he was 17, 18, a lobster boat. He was running a 650-foot dragger out of Plymouth when he was 17, which eventually he actually bought that boat in 2000. I don't know, it's hard to keep track before we had Zack and he was born in 2000, in early 2000, somewhere around there. I mean there was never any question that he was going to be fisherman.

SS: So, would you say that that is a result of where he grew up or would you say he was influenced by his family members, I know you mentioned his cousin?

JK: No, I think it was definitely where he grew up because it was just him and his mom. He's adopted and his father took off on them when he was like 5. But yeah, I mean he lived around the corner from Green Harbor, so he was always down the pier hanging out. And his cousin Paul who is older than him, Paul's probably 10 years older than him. Yeah, I mean that's just, he really is like I can't really explain it. That's just what he knew and that's what he wanted to be and that's, you know, he didn't go to college and that's all he ever wanted to do. And he is extremely smart at it, [he is] known by a lot of people as the guy that can find the fish. He's not afraid of hard work, and he has always worked really hard to get what he wants, what he has because he didn't have anything. I mean him and his mom, he said he was paying his mothers mortgage when he was 14.

SS: Wow.

JK: Because she, you know, couldn't, and so I mean.... He's like, anything he had, and he had a beautiful boat and you know, I mean not that we were rich but enough to pay for my kids to play sports and he had a nice boat. And maybe he was going to be able to have a business to give to his children, and the whole sector thing happened and it's gone downhill since then.

SS: So where did he fish, was he inshore, was he offshore, and how has this changed over the past couple of years?

JK: He has always pretty much fished inshore. He hasn't really gone offshore. He'd go over night or two days at a time, but in the last couple of years even before they switched to sectors, you could only catch you know like 800 pounds a day or something so you know, you don't really need to go far to get 800 pounds. You could get that, you could get 5,000 pounds in one tow and you know, you would have to come in or he would have to stay out because you could land that many pounds. But not offshore, never offshore. Just a small guy wanting to take care of his family, and that was what was important.

SS: So would you say that his role or position in the fisheries has changed since sectors began?

JK: Yeah, definitely. I mean he used to be his own boat captain. He owned his own boat. And before they implemented sectors, like I said he is a smart guy, he knows what he is doing. He has been in the business for almost 30 years. He owned a boat that was completely paid for and like I said, he was always turning them over until he could find the exact one he wanted. So he owned the boat that he had, the *Zachary Nicholas* outright, no mortgage on it. If you own it, you don't have to have insurance on it, because you don't have a mortgage on it.

So he knew... and there were like 4 options of how they were going to figure out the quotas when it went to sectors: one was like permit history alone, one was permit history plus vessel length plus whatever it was.... So he knew and thought, "The boat that I currently have and permit I currently have is not going to be good enough so I need to go and buy another boat that's a little bit bigger with a better permit." So, he spent, I don't know how long, looking for,

researching it, talking to people, and he found what he thought was the perfect boat. It was a little bit bigger, it had a good permit history according to the information provided by the National Marine Fisheries Service. He has like a 9 page printout of the permit history. So he paid 225,000 dollars for the boat, got it [in] say 2009 and then when they sent out the allocations NMFS (National Marine Fisheries Service) sent out the allocations, he was missing 149,000 pounds that he thought he had.

[10:57]

SS: Wow.

JK: Yeah, so he was like, "What the heck?"

SS: That was all documented?

JK: The whole 9-page printout from the National Marine Fisheries Service saying that this was the permit history. So, I don't know where he began to contact NMFS or whoever and Eric Schwaab, who is the administrative director or whoever he is under Lubchenco or something. Finally, they told him, "No, when you purchased that permit..." the guy he bought it off of when he bought it off of the previous owner, the name of the boat was the *Sarah Jen*, and I forget the name of the guy that he bought it off of. So, when the owner of the *Sarah Jen* bought it off of the previous owner, who I think was Mike Welsh, supposedly, Mike Welsh retained part of that history, so it didn't actually go with the *Sarah Jen*. So that guy technically could have sold it to Jimmy, but according to the document from NOAA (National Oceanic and Atmospheric Administration), I mean from NMFS, and like Jimmy had said numerous times, "Where was I supposed to get that information if I didn't get it from you?"

Because nobody else keeps track of that, you know? That's the only agency in the country that you could get the permit history from. So, he lost like I don't even know how many thousands of pounds of codfish, which is like their main thing, you know? I mean that's what they are mostly catching around here besides yellowtails and things like that, so he was missing a lot of that, so you get stupid answers from them. I don't even know if they came up with an answer until I contacted John Kerry's office, Senator Kerry's office. And so for the last, I don't know maybe two years, going on two years, they have been fighting for a resolution to that. They have had conference calls and basically their determination was that Jimmy should have, Pat was the name of the guy that Jimmy bought the boat from, he should have asked for that information in a different way. And so well he said, "I need the permit history for the *Sarah Jen* because I'm going to sell it."

So Jimmy reviewed it and he bought the boat for the price that with that permit - the boat is not what's worth the money. The permit is what's worth the money. Do you know what I mean? Because you can buy a boat for 50 grand but then if you put a permit on it, it's worth \$225,000 dollars, that's the value of the boat. So basically, Eric Schwaab's response to the whole situation was, "Well you should have done your homework." And Jimmy's like, "Well, I

thought I did my homework because I went to the agency that keeps Pat. You know, who else keeps records of that?" And that's basically where we are at. Kerry's office is asking, well you know because Amy Kerrigan is the contact person at Senator Kerry's office. She is a fisheries person. She read the whole thing, all of the paperwork and all of that and it's still in the process of, "What do you want, because now you have sold the vessel but you still have the permit?" And Jimmy is like, "I want money because that 150,000 pounds is worth at least 150,000 dollars." But now with the big cod crisis, well now she is like, "Your whole thing is being swept under the table." So he got screwed in that whole situation, he's like, "Now I have a boat mortgage of like \$2,300 a month, insurance another \$1,500 a year and I have a third of the quota I thought I was going to have." So he was like beside himself, physically, mentally, emotionally, and he decided that he needed to sell the boat because he couldn't afford it anymore. And he's like, "I have spent 25 years building a business and now I have to sell the boat and I don't have one."

[15:11]

SS: And you guys are still battling with this even still today?

JK: Yeah, it's ongoing. They told us, NMFS told us that it needs to be legislated. So Senator Kerry has to introduce a bill that's going to somehow get him the money, but now because there is that whole codfish crisis and they are saying that there is no codfish and they are talking about lowering it by 90 percent.

SS: That means in turn you will not make as much or not get as much?

JK: Well, they are thinking that they will give some sort of disaster relief, which they had asked for that especially for sector 10 just for the whole switch to sectors. And NOAA has repeatedly denied or said no about that so Amy Kerrigan says that at this point any money would go through disaster relief because now there is going to be this codfish crisis.

SS: So they can kind of subsidize it for you?

JK: I guess there is really going to be no reprieve for anyone. And when they switched to sectors, they didn't set aside any quota for any sort of errors that they made because Jim's situation is unique in that he supposedly had this quota and then didn't. But there are other guys that when they got their allocation they were missing it, that in fact, part of their permit history [was missing], and NOAA said "Well you'll get it in 2011 or 2012", you know what I mean? "We can't give it to you now but we'll give it to you next year." So when they switched to this whole different situation of sectors, the whole management scheme, they didn't set aside any quota for any mistakes or any adjustments that they needed to make so they said to Amy, we can't give him any quota because we don't have it. So she's like "Well then give him money" because that's what, you know if you don't work smart enough to say.

SS: They have to factor in some sort of room for error?

JK: Right, right, and they didn't, none. They distributed all of the quota that they had for the TAC (Total Allowable Catch), or whatever you call it, you know, and not leaving any aside for, "we might screw this up" and you know. So yeah, so I mean that's Jimmy's story. So now he is working for another guy who luckily, you know, his friend has two boats, a long liner, and a gillnetter, and he had a small dragger and he just bought a bigger dragger.

SS: He bought that with his friend?

JK: No, his friend bought it.

SS: But he is working for his friend?

JK: Yeah, he is pretty much running the boat. Steve's not really a draggerman. He has always had gill-netters and Jimmy was like, "You have got to get...", and this was before I think he had that small dragger and he had, he was running it with another guy and when Jimmy said, "You know, I'll work for you." Or he asked him to, then they were running the small boat, Jimmy was like, "We need a better boat."

[18:15]

SS: So he went from owning his own boat to now working for his friend, but still running the boat?

JK: Yeah, essentially he is running it. But, you know, he gets obviously less money. But he doesn't have as many headaches per say.

SS: Not as much of a financial burden?

JK: Right, but at the same time, pride wise he is.... It's been the whole last two years of him realizing "I'm really not going to make it and I am either going to suffocate under this boat mortgage and lose everything I have." We sold our house and bought a smaller house. He sold his truck and bought a smaller truck, you know what I mean? It was just physically and emotionally degrading to see him. These guys are proud men, they don't ask for anything, and they make their living on the water, that's what they do. For him to suddenly be like, "I can't do this anymore", especially for him because he grew up... he had nothing, nobody helped him get to where he was except for himself and his hard work and it was excruciating to watch him go through it.

Even to this day, you know this is not a great month for fishing and Gloucester came out and they are catching shit, and not catching a lot and he is just like, "I don't know what to do. I don't know what to do." Twelve years or 20 years, 14 years, 15 years he has had his own boat named after our boys and he had his own business, Sea and Cape Fisheries, and you know. Whether we thought our kids should be fishermen or hoped that they would be or pretty much hope that

they wouldn't be because it's dangerous and be the future he had that to give them, and now he is like, "I have nothing to give them anymore." And it's devastating to someone that was so proud of everything he had built up.

SS: It leaves you in kind of a tough spot?

JK: It's awful, it's awful to be watching it happen and be the wife of... that is, you know, I mean to go from being a respected person.... I mean guys would call Jimmy and be like, "Where can we fish, where can't we fish because there is so much?" "Well you can fish in that area but you can't fish there and between May 1st and May 10 you can fish here and...." He was just the guy.

[20:56]

SS: So were they calling him based on regulatory questions or would you say it was more of where are the fish?

JK: Both. You know, Jim would be like, "I have got 3 guys following me" and that's kind of something that you don't do and you don't tell people where you are at unless it's your friend, you know what I mean? Jimmy has now given his friend that he is working for his tows, they call it the spots, where they catch the fish, and that's valuable information.

SS: Absolutely.

JK: You don't just give that up to somebody, you know?

SS: Would you say that he is a role model to other fishermen out there?

JK: Yeah, I mean he was young, he is only 42. He will be 43 next week and the older guys were always like, "Geez, Jim how do you catch all that fish?!" He had a sixth sense. He could always find it. He always caught more than everybody else, you know what I mean? He was so good at what he did and then you know you go through life... how is it okay that the government... can't just take that all away from people? And like I said right from the very beginning he was like, "Listen, nobody wants there to be more fish more than the fishermen; if there aren't any fish then I am out of a job."

SS: Of course.

JK: But it's like now we have gone totally to the other end. Nobody cares about whether there are any fishermen and the only people that are surviving are the guys that can buy up all the quota. Because the little guys can't make enough money to stay in, so now they are either selling their quota or they are leasing their quota. So now say you get a dollar a pound for the fish you get. You have spent 50 or 60 cents a pound just to be able to go catch it. Because once you run out of quota you can't catch that species any more.

SS: Your profit margin is slimming down.

JK: Yeah, so instead of making that dollar a pound, you are making 40 cents a pound, but you still have higher fuel costs, ice costs, dockage fee's, you know what I mean? It's the guys that have tons of money that, you know, it doesn't really matter. Sometimes at the beginning they were paying a ridiculous amount. In the beginning Jimmy was like, "So-and-so bought this amount of quota for a dollar thirty a pound." What's he going to make? I mean the market is horrible where they sell their fish. What'd he say, right now they just increased the yellowtail quota or they went to flounder or something and he's like, "Yeah, I can go catch it but I paid, say I paid 60 cents a pound, the auctions only giving me a dollar ten so is it really worth it for me to go out and catch, you know what I mean?"

SS: Barely breaking even.

JK: Right. You are better off just tying your boat up and that's why so many small guys do tie their boat up and lease their fish out. Because if you can get 80 cents a pound, you're making more money than if you go out and sell it for a dollar ten and you have to pay fuel and deal with the weather and risk your life.

SS: You've got to make money some how.

JK: You're right.

SS: So how many crew members would you say are on the boats and where would you say they came from and has this changed at all?

JK: When Jim had his own boat there were no crewmembers.

SS: So it was just him fishing?

JK: When it was Days at Sea, when they went to sectors, they kind of had to have a crew member because you couldn't throw anything over. They had no discards anymore. What you catch you have to keep. Having an observer on the boat to make sure you aren't throwing anything over, so you know Jim's like, "Well, if I go out and catch my net and catch 5,000 pounds, I can't really do it by myself because I have to gut it and do whatever you know." So I mean, ideally you have no one with you because you can't afford to pay them but right now, working with Steve, he has one other guy that goes with him and that's it.

[25:02]

SS: Can you tell me a little bit about your neighborhood? Would you describe it as a fishing community and why did you choose to settle here and how is fishing viewed by your community?



JK: Well, like I said, we used to live in Marshfield, Mass, which is, I don't know.... Green Harbor is one of the top ports for lobstering. And because Jimmy grew up there and we had a second child.... Because I lived there before I met Jimmy and I owned a house there and we got married and had a baby and he was lobstering there. And he got a dragger and was running it out of Plymouth because Green Harbor is kind of a tidal thing; you have to go out at high tide. That kind of thing, so you can't really run big boats out of there.

And so I don't know what size the boat was. I don't know, 45 feet. So he decided to fish out of here and he fished out of here when he was in his teens and early 20's. He ran another dragger for someone so he was fishing out of here. So we moved to Plymouth. Plymouth is huge, they used to be like Jim said when he was running the boats out of here, there used to be 30 draggers out of here. I'll tell you, right now there's 2.

SS: Wow.

JK: Two. There's some lobster boats; occasionally people will come in a tie up here for a bit.

SS: So from 30 to 2?

JK: Yup.

SS: And what was the span, how many years did it take to dwindle down to just two boats?

JK: I don't know. I mean, I guess when Jimmy was 20 to 25 and now he is 40, so over the last 10 to 15 years, ever since they started regulating. Just people, well this guy's selling this boat, and this guy's selling his boat, and this guy can't, you know... 90 percent of the boats in this harbor are lobstering now.

SS: Would you say in the past two years since sector management began that more boats have been sold or left the area?

JK: I know one guy's gone from a federal permit to a state permit. Another guy died, he got hit by his winch and died and sold his boat. But even like the last 5 years of Days at Sea and stuff like that, you know, I mean since we have lived here there were probably, we have been here since 2003, there were probably only 4 boats, 4 or 5 dragger men out of here and it used to be a pretty viable port.

As far as the town goes, fishing and fishermen is not high on their priority list. The Mayflower and Plymouth Rock and whether that's a product of it being that, that is what they focus on. Plymouth Plantation and things like that. And they are supposed to get a new wharf. One of them is not good any more, what's that word, they can't use it, you can't go on it... oh my god, I can't think of the word I want to say. I don't know they were supposed to get a brand new wharf.

SS: For the fishermen?

[28:43]

JK: They were going to move the fishermen over here and they have some charter boat companies there.

SS: Would you say that they are prioritizing the tourism economy over the year round economy?

JK: Plymouth is a tourist town, there's no doubt about it. And the fact that there is... really, does fishing support this industry? No, I mean there's not a processing plant here, all of the fish is not doing anything here. Jimmy trucks the fish, he bought a refrigerator truck and he trucks the fish. There was a guy that would buy the fish at the dock and then he would truck it to the auction, but then Jimmy was like, "Well, I don't really think, why am I going to pay Mikey when I can do this?" So there's not any real... it's not like Gloucester where there are auctions and ice houses.

SS: So would you say that Plymouth isn't really that much of a fishing community or would you say that there is still a strong fishing community here in Plymouth?

JK: No I would not say that because there are not enough people. If you don't know, and I didn't really find this out, but if you are not a part of the fishing industry even when the whole Days of Sea thing went from 80 days to this to that. When you talk to people and tell them things, I was flabbergasted: "What do you mean you can only fish 88 days out of the year?" There's 365 days out of the year. Well at the end when you told people that you had 44 Days at Sea but that really meant 22 Days at Sea and then you could only go, you know, 5 months out of the year, people would be like, "Are you kidding me?" Because nobody knows that.

If you are not involved, you have no idea. People would be horrified, and that's part of the problem because it's so small. I mean, yeah I know Gloucester is much more realized on the fishing industry for this, and more viable, and some of the places in Maine for the lobster industry. If you take all of the fishermen and put them all together, there's not a lot of them and there are less and less every day from Rhode Island and all along the east coast, the Atlantic. I mean, there are not a lot of them so if you are not involved, you have no idea.

SS: Would you say that you hang out with and socialize with other fishing families?

JK: Yeah, I mean Jim's... one of his best friends is a lobsterman. We hang out with them and then the other guy that has a state permit here, we are fiends with them; we don't really hang out with them. At this point we hang out with the people whose teams your kids on. Two of the guys that drag out of here sometimes I don't even know if they are around, they live in Marshfield like I said because you can't really get in and out of Green Harbor so they fish out of here.

So no, there's no sense of community. There used to be, when we lived in Marshfield they had the Blessing of the Fleet every year, and it would be awesome so when we moved here I said, "Jimmy, why don't they have one here?" And he said they used to and so we started one and we had it for a couple of years. And the fishing boats... the Priest would come and we had a big party at the dock and a boat parade and it got to the point where there was really no fleet to bless or guys just didn't want to participate. You'd get say 25 boats, but 15 of them are pleasure boats, 5 or 10 of them are lobster boats.

[32:47]

SS: Not really fishing boats?

JK: You know Blessing of the Fleet, they are all people that are here and they are at the marina. They are pleasure boats, and finally Jimmy was just like, "Well, this is stupid because I really don't have anything to celebrate at this point. We don't even have a vessel anymore, you know what I mean?" They lost that; that was so good for a couple of years and it was really a great thing but the more restrictions and regulations... it just takes the wind out of your sails. It's survival at that point. I don't really have much to celebrate, Blessing of the Fleet you know, great. You try to build up that sense of fishing community in Plymouth and it worked for a little while, you get some people. Then you are overshadowed by Plymouth's 400th anniversary and the Thanksgiving Day parade and the money kind of goes towards that way.

SS: Have you or your family changed your longer term life plans over the past two years and have these occurred because of the fishing industry regulations or sectors specifically?

JK: Well yeah, I mean you know Jim thought: "I'm going to have this boat and I'm going to stick it out" and he had always said that. In 2003 when we moved down here and he has been a full time draggerman and he had a boat and every year, every May 1st when they enacted more regulation and took more days away from him, every year he said "If I can just hang on, at some point they are going to have to see the sacrifice that we have made and give us more quota to fish, or more time to fish, you know?" That's all he ever wanted to do, it's all he was ever trained to do. He's like, "What am I going to do? What am I going to do? I can't be a tug boat person." That's something that guys do, but he's like, "I'm not going out to sea for two weeks and coming in for two weeks. I have two little boys."

SS: It's tough. I know a lot of tug boat guys, that's what my brother wants to do.

JK: Right, and that's great if you are single.

SS: Not when you are raising a family.

JK: And he is like, "That is so not me." And he actually does not have his captain's license because he is colorblind, and so he's always like for the past 15 years, "I have to take that

course, I've got to take that course, I've got to take that course. Oh it's \$800." And there has always been a reason why you don't whether you don't have the money or....

[35:36]

SS: The eye exam is pretty intensive, I just did it.

JK: Oh you did? And he is like, "You know, I don't know if I'll pass it", but aren't they shaped differently? The buoys or whatever, you know what I mean? Here he has got... before we were even in a relationship we were just friends and he was running a 65-foot clam boat out of here and I went fishing with them and I will never forget this. Well, I fell on the hatch on the way out but that's another story, we went out for 2 and a half days and on the way back in he like pulls up to the dock, you know, and there's a boat here and a boat here and he backs the thing in like its a Volkswagen and I'm just like, "Oh my god." Like parallel parked the boat, you know what I mean? Like he could run a cruise ship, but he doesn't have the captain's license and I'm always like, "You should, you never know what's going to happen, you could get a job as a captain of a cruise ship, you never know."

But anyway, fishing is what he does, and as our life changes, he went from his own business, his own boat, being his own boss, to working for somebody else on somebody else's boat. What does the future hold? He doesn't know because his option is, he still has the federal permit, [should he] hold on to it? Sell it? Sell it now before the codfish crisis happens? Keep it because our boys might want it someday and things might get better? But we have thought [about] that for the past 15 years and at this point he's like, "I really don't think things are going to get any better."

SS: So what years do you think were the best for the fishing industry?

JK: I think probably for him the early 2000's before they started restricting and like I said, I met him in '95 so I don't know how much... but I think back then when they were fishing and nobody was regulating anything, that was fantastic.

SS: So have you seen a big industry change since sectors started in May of 2010?

JK: Yeah, the guys with the money are the ones that can buy all [of] the quota. Like I said, lots of guys are just tying their boats up and leasing their quota. Lots of guys are selling their quota back to the permit bank. Guys that have been in it 40 years, 50, 60 year old guys, they don't ever retire and they are selling everything because they can't make it anymore, and that's what they get.

SS: Would you say that your quality of life is better or worse since sector management?

JK: Definitely worse. You're making less money, because you have to now lease fish, you know unless you have the type of permit where you have an unlimited supply. Say you have 50,000

pounds of codfish to catch, that's like a big species here. If you can get \$2 a pound for it that's \$100,000, that's pretty good. In my case, me and Jim's case, we aren't looking to be rich; this is what we do. We drive a nice car, not a beat up one, not brand new, you know what I mean? We have enough for my boys to play soccer and baseball and basketball and do an afterschool thing if they want and go on vacation every other year, and we have kind of a nice house. We had to sell our house and buy an older house, but we try to do things here and there.

SS: You want to live comfortably?

JK: Right, do we have money in our bank account for savings? No. You know, if there was ever a financial emergency you are screwed because there's no....

SS: Well it's scary to think about your job security because that's essentially what it is.

JK: Is run by somebody else, is that what you mean to say?

SS: It is just scary to know that that security that you have is not really there, it's transparent.

[40:14]

JK: There's no pension. There's no benefits. We are on Mass Health. We used to have the Fishermen's Partnership Health Plan, before Jimmy and I got married we had it as a couples thing and then as the family plan, you know. Your premium would go based on your income. One year it would be \$600 and now it's \$1,000 a month but then that went defunct because there were no fishermen to support it.

SS: So does that not exist anymore?

JK: It does not exist anymore. I think '94 or '95 was the first year I had it and it was really good because when I got sick, I had a blood clot in my side and this was when Jimmy owned two boats, and actually there's picture of one in the lobby here. But anyways, I had a pain in my side and I go to the hospital one day because I couldn't wait to go to the doctor any longer. I had an appointment that day and I had a blood clot and then the next day they were like, "Okay, you might have leukemia." And then they figured out what it was; I have this really strange blood disorder. And so for like three or four months we didn't know what was going to happen and "Oh, you might have to have a bone marrow transplant."

And it was crazy, and my kids were little. Oh yeah and you walk by the sign at the bone marrow area at Tufts Medical Center and it says no one under the age of 9 is allowed over there. We went for three or four months. And luckily my brother is an exact match if I ever did need it, but luckily it came back that I didn't need it and I just take blood thinner and I'm fine, and I have MRI's once a year. But that Fishermen's Partnership Health Plan paid for everything.

SS: Wow, that's awesome.

JK: Besides the co-pays were you know like \$20 to go here, so it was great. And then it got to a point where at one point one year our premium was \$1,100 a month because Jimmy was making good money at that time, you know what I mean? \$1,100, this is crazy and then somebody told us about a thing called the Insurance Partnership and they help you pay for part of your insurance and then what's not covered with your insurance that Mass Health with pay for and then all of the sudden you get a letter four months ahead of time that the Fishermen's Partnership Health Plan is dissolving so now we just have Mass Health, thank god, which is you know state approved health care.

And Jim was like, in the beginning when it was just an assistance to pay the health care premium he was horrified. He was like, "I don't want anybody paying; I can pay my own." Because he is proud. And it got to he point now where it's like, "Screw that, give me everything you got because the federal government is putting me out of business. You should be paying for my healthcare now because otherwise I could go to work and fish, then I could pay for myself but I can't because you won't let me." And what do you do? There's no other option; there's no Union, there's no, you know what I mean, that's our only alternative.

SS: You can't really go without health insurance if you have kids.

[43:33]

JK: No! And I have this rare thing that, you know I could potentially if I got another blood clot they are going to be like, "You need a bone marrow transplant and that's 8 weeks in the hospital or whatever."

SS: Yeah, here's a \$50,000 bill, or more than that.

JK: Right, just going to New England Medical Center every 3 months and they would take labs, draw blood, see the doctor. And one time I saw the bill and it was like \$1,500 just for that day. You know what I mean, really? We used to thank God that we had that, but that's just the mindset where you go from being proud to being able to support yourself to I'm okay with you paying for it now because you have screwed me over whether it's the state or federal government. But at the same time he is irate because when they extend the unemployment benefits because he thinks it just makes people not want to get a job, "Oh hell, you are going to pay me to not work anymore."

SS: I agree.

JK: But he would never, he's not that type of guy you, know what I mean? Unless it's an absolute last resort, he would be working 9 jobs if he had to. He is just that type of person. It's just degrading.

SS: I think that's a great thing.

JK: It is. That is one of the things that I love about him.

SS: I agree with him in terms of that; it's just ridiculous.

JK: I know he's like, "I can't believe they are extending that!" But you know what I mean, you'll find all kinds of fishermen and there are the guys that go out and they have a rickety boat and they don't take care of it. And they have got traps and they are just losers. They make enough money, they're not married, they don't want anything, you know what I mean? Back when I lived in Marshfield I was bartending and you see all kinds of guys and the one thing that attracted me to him was that he was always a hard worker and he just wanted more for himself and he wanted a future because he came from nothing and he said I'm not living like that. I want to get married and I want to have a family and I want to be something.

And that's been one of the hardest things, is that he feels like, "I have held on for so long and now someone is telling me that I can't go to work?" He's always saying that he wants to tell Erik Schwaab or Pat Kurkul or the lady that was in charge of NMFS... we went and met with her when the whole thing with the permit started and she was like, "Well, there is really nothing I can do" you know? And he's just like, "How about if I went up to you and even when the Days at Sea thing started, well you probably work 40 days a year and you don't get any vacation time and you have no health benefits and forget about personal days, you know what I mean? How would you feel?"

SS: How do you pick and choose those 40 days?

[46:29]

JK: Right, well, can you survive for a year working 40 days and why does the federal government get to say? And again, it all comes back to the environmentalist and how much money they have because most people don't realize when they give to the National Audubon Society or to... great, you know everybody wants to save the dolphins. And, oh there have been 150 dolphins stranded on the beach in Cape Cod and Jimmy's like, "Yeah, that's great but nobody really cares that I can't pay my mortgage this month because the federal government won't let me go fishing." And it becomes an animal/human thing and that's the bottom line if you really think about it: saving the fish is more important than....

And like Jimmy says, "I'm not saying let me go out and catch as much as I want and wipe out the species and have no regulation but there needs to be, I need to be able to survive and the fish need to be able to survive. Somehow, why can't that be?" Because in the Magnuson Act it says that the stocks have to be rebounded or whatever they call it, healthy within 10 years, all of them. Jimmy's like, "All fish stock cannot be rebounded within a 10 year time frame, it's just not scientifically... how can you say that?" And some are going to be healthy and some are going to be unhealthy and its going to fluctuate over and over.

So that whole Magnuson thing is another whole piece of it, you know what I mean? And that's what Pat Kurkul, who is the head of the Northeast NMFS or whatever she is. She's leaving now, they have got a new person but that's what she said. "Well you have to change the law", and I'm like, "I'm one person, I'm not going to change the law and these guys have people working for them." The other thing is, they all want a different thing. They all fish for a different thing in a different area with different gear, so for them, for fishermen to all get together, and to take time off.... Like Jimmy's like, "Well, if I go to a meeting then I'm not making anymore." And the environmentalist they have got people lobbying for them and they have lobbyist and they are hiring this person and that person and that's their job so they are getting paid to go do that. Jim's like, "I can't."

That's why they can't get a mass movement to help save themselves, and I have always said that. I have approached farming a million times, and I have always said they need to include the fishermen in that because it's the same situation. I'm like, "I need to meet Steven Tyler because he's got ties to the south shore and if they can get some kind of fish aide thing going then maybe that's something that would help. Because [it's] same thing the farmers did, they are not unionized, there are not a lot of them you know what I mean? It's... I don't know. Then you go from highs and lows to I'm writing 50 letters to 50 people and making 100 phone calls telling everybody I know to email your Congressmen to this and that. None of this helps, and for another six months you don't write another letter.

SS: It gets discouraging.

JK: That's what I mean.

[49:59]

SS: What advice would you give somebody starting out today?

JK: There's nobody starting out today, nobody. Jimmy has this kid that worked for him and you know he's... I don't even know. He worked originally for Steve, the guy Jimmy works for and Jimmy's like, "There's no future, there is absolutely no future in fishing. You can't buy a permit, you can't get a new permit so there's only existing permits." And now where it is a quota thing, any permits out there are being snatched up as fast as possible. There is no future.

SS: Just changing gears a little bit. What would you say that your role in the fisheries is, whether it be bookkeeping, buying groceries, being a support system and how has this changed since sectors began?

JK: Obviously, I'm the wife of a fisherman so I pretty much take care of the kids and the house. Because they obviously have a sporadic schedule based on the wind... get used to that one: "Are you going to be home on Wednesday?" "I don't know; is it going to be windy?" So I went from... I have always trusted Jim in all of the decisions, like I said, he has bought and sold many boats over the last 15 years, and it has always been a good decision and he's always been able



to keep his business running and take care of us at the same time, you know what I mean? So I think I went from just support and you know, other than... I run the home front and he runs the business side, and it went basically....

I just became an ear for him to vent his frustrations and someone to... yeah, I mean then I had to get a job so that I have money coming in instead of being able to stay home all of the time. My kids are in school now so that's fine, but I basically, he was basically in charge of the whole fishing thing and like I said, I trust his decisions in everything that he did and it always seemed to work out well.

SS: So were you part of a fishing family growing up?

JK: No, nope. I'm not at all. My father was a businessman and I moved to Marshfield because I loved the ocean. I used to live in Weymouth which is about 30 minutes south of Boston and about 20 minutes north of here so about halfway. No, I just moved to Marshfield because I loved the ocean, and of course I was drawn to it, the whole fishing, and oh my God, fishermen they are just so cute and they have boats, and you know what I mean? It was just a really glamorous type of thing to me when I was single living in Marshfield and working in a bar. And there are lots of lobstermen and guys and it was just an immediate attraction because of my love of the ocean I think.

Then just the respect that you have for them, the ones that really work hard at it because it's a thankless job, it really is. And when Jim was [working] as lobstermen, to just see the work that they do. They get the trap and make sure its okay, and then you have to paint the buoys and then you have to put the rope on it and then you have to load it on your boat and then you have to set it and that's all before you even pull it up to make any money on it, you know what I mean? I'm like, "That's ridiculous."

And they work really hard and that's part of the reason you want to be dragging, because everything you need is on the boat. I don't have to load it on, I don't have to load it off, you know? And that was his thing and he's like, "I'm good at it. I can find the fish." And it was just kind of a glorious type of thing I guess. You have the respect of the ocean and you see how hard they work.

[54:16]

SS: So now do you work fulltime, or part-time?

JK: I work part-time. I am a substitute teacher and I work at, usually, the elementary school that my son goes to. So it helps with gas and shoes and... that's where I was before I came here... and groceries and money that we don't have to take out of the bank. Jim pays most of the bills and stuff like that or I pay for sports for the kids; soccer, baseball whatever comes up.

SS: So have your career choices or personal goals been influenced by your husbands fishing or decision to enter fishing?

JK: He was already into it when.... No, I have a bachelor's degree in education and a master's degree in social work and my decision to stay home with my kids and be there for them was not necessarily anything to do with Jimmy and he was able to take care of us really well. And I think I always knew once they were in school fulltime I had to do something, I can't just sit home so....

SS: How do you balance work and family when your husband is at home and when he is away?

JK: Like I said, most of the time he is not away for a long time. It depends on the season. Like in the winters, he is around a lot more than he is in the summer. Just friends and stuff as far as rides and you know what I mean? Things like that; it's just always kind of works. He's around when he's around and when he's not, he's not. And like I said, it's dependent on the wind most of the time. Like, I wanted to get married to August in the fall or in September because I have always wanted... because I love the fall and he's like, "I can't get married in the fall because it's prime lobster season." So we got married in July and he is like, "How about noon time?" And I'm like, "Do you know how hot it is at noon time in July?" And like vacation things, you have to go by whatever season you're in.

SS: Would you recommend that your children enter fishing?

JK: No, well, it's dangerous, and my older one, he will be 12 next week, the week after vacation, he loves it. Like you see him, he will go fluking with my husband, which is like a day thing or a half a day thing and he just comes home and is like, "Mom, this is awesome, I love it." But would I encourage him? No, after he goes to college if he wants to have a boat on the side, but I mean the way it is now.... He is 12, by the time he is 18, will he even... at this point he's like, "Daddy, can I go fishing with you, can I go fishing with you?" And Jimmy's like, "It's not my boat anymore so...." Will Steve let him go? I think he will and Nick and Zack used to alternate first one would go and then the other one would go. Jimmy would pay them 50 bucks which he dropped to like 25 because he's like, "I can't afford to pay you 50 bucks anymore." But you know, like they would be like psyched and it's a great way to learn things. And the younger one who is going to be 10... by the time he was like 8, he was running the hydraulics on the boat. But will there even be a fishery by the time they are old enough? I doubt it. I want them to go to college and make a ton of money and be happy so I don't think that is the way it's going to be.

[58:01]

SS: How does being in a fishing family affect traditional gender roles at home? Has this changed over the past couple of years and have these changes occurred because of sectors?

JK: No, I don't think so. I mean he is the breadwinner and, you know? No, I don't think so. He helps out all around the house, so I don't know what that has to do with being a fisherman or if he is just a good guy or....

SS: Why did your family member [husband] decide to join or not join the sector? I guess join.

JK: Well, essentially the difference between joining the sector and not joining the sector... at any time in the common pool they could put an emergency action in and end it. They could say, "Oh you caught too much codfish, the common pool has caught too much codfish." So they could be shut off. So by May 1st or May 31<sup>st</sup>, Pat Kurkul or whoever the Northeast person is, decided, or they realized that they could have ended it right there until April 30th of the following year. So it was really, they were kind of forced into it in that manner. It was like this or nothing, you know? This or the risk is just too high.

SS: What are the pros and cons of sectors?

JK: Will you shut that off?

[59:31]

INTERVIEW PAUSED

[00:00]

SS: Okay, we are back on. So the pros and cons of sectors?

JK: Well, I guess the pros would be that there is no more throwing fish overboard, you know, whether they would die or not. Jim would say that it's just a quick turn around and you can't catch a ton of fish so they would still be alive, but you are not throwing them over, you're not.

The cons, I think are numerous, in that you have to now purchase quota, lease it from other guys if you don't have enough, which a lot of the small guys do not have enough because of the whole being closed for 7 months out of the year for the 10 years period that they based the sectors on, do you know what I mean? So you only have this many pounds and if you go out and you catch over that then you immediately have to go buy more just to cover what you have already caught, and so you are down, you know? You could pay a dollar a pound for codfish and only get a \$1.20 at the market or two dollars if you are lucky. So you are making 80 cents a pound, so take out fuel, take off....

It seems like the guys that have a lot of money in New Bedford, that have a lot of boats, they have a lot of money that can buy a lot of quota. So you are getting that: bigger boats that now have more quota because the smaller guys, I mean they are making enough money to take care of their family and pay their bills. They don't have a wife, going to buy this quota for \$25,000 or

they have to get money in the form of a loan or line of credit that will help them purchase more quota.

SS: Yeah, you need that start-up capital.

JK: Right, and if you are a fisherman, you don't have start-up capital, you don't have any capital, I mean at least in my world. We have enough money like I said to pay for our kids to play sports, to pay our bills, drive a decent car and maybe take a vacation every year or every other year, but we are not getting rich. So you don't have a whole lot of extra money to purchase more quota because you don't have enough.

SS: How do you view other sectors: successful, operating better or worse than yours?

JK: I don't know, I mean like I said, I guess the Cape Cod Hook sector, they have been a sector longer, they have different years that their quota is based on, so that seems to me unfair. If you were all going to sectors and in the Magnuson Act everybody is supposed to be treated equally then everybody should have the same re-building years. I mean years that it is based on. Ours is '96 to '06 and theirs is different. We had seven months of rolling closures, so that's you know... I don't know a lot about the other sectors, but you have the sector up in Gloucester, they had more money, the permit banks to start with, so I think they might be a little better off financially wise.

[3:24]

SS: How has the industry changed since sectors and ACLs (Annual Catch Limits) started in May of 2010?

JK: How has it changed? Well, like I said a lot of guys are selling their quotas, selling their permits. A lot of guys are leasing it out because its more cost effective, because if you can lease your quota out for 80 cents, should you lease it out for 80 cents or go fishing and catch it and get paid a dollar ten for it? And then you have to play fuel and ice, and crew if you can be lucky enough to have one. So I think the smaller guys are staying in and the bigger guys are going out and coming into places where the small guys used to fish and are taking all of the fish from them.

SS: What services does your family members sector provide or assist you and you're family or you and your community with like insurance, support groups, representation?

JK: No, we have no insurance. I have mentioned before we had the fishermen's partnership health plan but that went defunct with nobody fishing. The guys weren't paying into it and the state funding went away or federal funding whatever it was. I guess the sector manager, he manages what goes on in the sector, but they are not... there's no kind of assistance to really do anything.

SS: Do you guys have health insurance, boat insurance, and how has this changed for you and your family since sectors began?

JK: Well, like I said, Jim was forced to sell his boat because of the whole NMFS screw up with the permit history. And we had health insurance through the Fishermen's Partnership Health Plan but that went belly up but no we are on Mass Health, we have, you know, insurance through the state.

SS: What do your social networks look like? For example, do you have a lot of fishermen, fishermen's wives, shore support workers as friends? Who do you spend your free time with, and has this changed since sectors? Would you consider any sector members or their families as friends?

JK: Yeah, I mean Jim has a couple, three, four guys that are his close friends, couple of them are lobstermen, you know other fishermen. But I think I said before that there is not a big fishing community in Plymouth any longer. Some of the fishermen are, you know, a little bit older or don't have families. So we have a young family with the boys, 10 and 8, so I mean, yeah. I think that, you know, the two or three guys, four guys, that are in Jim's sector that he is friends with are what maybe keeps him sane some of the time because it's really someone for him to vent steam off and.... But no, there's not a big fishing community situation.

[06:46]

SS: Have your relationships and friendships been affected or enhanced or detracted from since you guys joined the sector?

JK: Our relationship or just any relationship?

SS: All relationships.

JK: Right, well, yeah I mean I think there's sometimes as far as the fishing thing goes and there's from what I see, I mean I don't see a lot of the things that happen with the sectors but there's you know, this guy in the sector wants this and this guy wants that and so its you know, you are butting heads a lot with what do you think is the best way to go. As far as personally, yeah, like I said this whole switch to sectors has been extremely difficult on our family and our relationship. And Jim was under an extreme amount of stress trying to figure out how to go forth and survive, and, you know, forced to sell everything and at this point, we are lucky that he has the opportunity to run Steve's boat and have a job at this point.

SS: How often do you interact with other sector members or common pool fishermen?

JK: Just basically at meetings, I mean we don't, family-wise we don't interact with anybody really at all.

SS: Based on your experience in the sectors, would you recommend other fishermen to join a sector?

JK: No, I mean I guess you don't really have a choice. If you're a fishermen you're either in a sector, or you are in the common pool. And the common pool is not really an option because like I said they can just say, "Oh well nope, you can't catch any fish anymore." And that could be three days after May 1<sup>st</sup>, the start of the fishing year, or it can be at, you know, any time they can enact an emergency thing so no, I wouldn't recommend it, but at the same time there is really not an alternative, you are either in or you're out.

SS: Are you guys involved in the fishing community, different organizations? How and do you attend fundraisers and meetings? Are you involved in a wider community like the school board, school groups?

JK: Yeah, I mean, you go.... Jim, he's on the permit bank board, and he is on the sector board, which is basically his thing, you know? I don't really have much to do with that but there's not a lot of socialization stuff. They don't do a lot of fundraising stuff. It's all about survival. Our friends are, the friends that we have had for a long time, not necessarily in the fishing industry. We have some and Jim has his two or three close friends that he has been fishing with for years that you know are still in the same boat I guess. The ones that are hanging on, a lot of them have got out; there are not a lot of them left.

[10:14]

SS: What would you say the future holds for fishing in your community?

JK: I'm not sure there really is a future. I told you that they are going to decrease the codfish quota by, at one point they said 90 percent and now they are saying 17 percent but then by 2014, making it you know.... And that's one of the major resources here, that's what they catch, that's their major.... So you know, at this point we talk about, and Jim talks about "where am I going?" Is he going to have a job with his friend Steve forever? Is Steve going to be forced into selling his boat at some point? Does he go to a state fishery and what happens there? Are they going to start regulating that as much as they are the federal fishing?

Are my kids going to be fishermen? I don't think so. Do I want them to even pursue it? No. What's the greatest thing that a father can pass on to their son is their business, which when he had his own boat, permit, and valid thing to be proud of and livelihood, that's just in the last you know 10 years, or 5 years. At one point you think, "Oh yeah, its going to be good, I have got my own boat, the fishing vessel is *Zachary Nicolas*." And the kids are like so proud and are like, "Oh goody, dad has a boat named after us." And you know like I said, Jim thought all along, "If I could just hang on, if I could just hang on, if I can just hang on, then things have to get better." Then sectors, everyone thought that that's the answer; that doesn't seem to be the answer unless you have a lot of money.

SS: Has your family income increased or decreased since sectors, and how have you compensated for these changes?

JK: Significantly decreased, I think. I said we bought our house and purchased a smaller one. Jimmy sold a truck and bought a cheaper one. We survive, but there were times when, like last year we survived because he snowplows in the winter and we had a great winter. We could have been facing foreclosure last year if that wasn't the case when he still owned the boat, and he sold the boat because he couldn't afford it. After building your business for 20 years, or 25 years, and then now you have to sell it and get rid of it because you can't afford it anymore. So it's been significantly worse. You get less money because you have to pay for the fish before you even catch them and then you have to sell them for less money.

SS: How are the responsibilities of the home divided up between you guys?

JK: I do most of the work, I'm just kidding. Its 50/50 I think. He basically runs the outside of the house and the inside of the house.... I'm lucky because he grew up having to do a lot of stuff for himself, so he's the kind of guy that will do laundry and do dishes and stuff so you know what I mean, it's kind of a do what has to be done. There's not really a "this is your role" type of thing.

SS: How are earnings distributed in your family? For example, what percentages do you each contribute and have sectors changed this distribution?

[13:55]

JK: Yeah, well he's like the main, he makes the money and pays most of the bills and my job pays for groceries and gas and occasionally for our kids to play sports. But he's 95 percent the bread winner and pays all the bills. So, I mean we are still able to do it, but.... And that's only because he sold the boat so we don't have that major overhead, but had we never switched to sectors, and he could have kept the boat that was completely paid for then we would be, you know, he would still have a boat that was paid for. And would that be worse or better right now? I don't know because he thought he was getting a better permit, and then when that whole thing happened with the permit thing, I think that the other permit in fact was a little bit better or comparable so who knows. But yeah, he supports us. I'm like the, I put gas in my car and things like that.

SS: Has your family members general outlook on life changed for better or worse since sectors started, and how about your outlook on life?

JK: Well, Jim went from being, "I'm a proud fishermen and I can support my family" to "The government is taking away everything I have worked 25 years for. And how am I going to survive and take care of my family?" Anxiety and depression, and nervousness, and short temperedness, that's what the past year has been like. I think that the only thing that has maybe helped with some of that is that he has this boat that he can work on and was able to

sell his boat luckily, because if he had never sold the boat then we would be in much [more] dire straits than we are in but at the same time, it affects all of us.

If Daddy's stressed out and he is upset or worried about money and "I don't know what I'm going to do, I don't know where I'm going to go" and obviously that affects all the way down to Nick and the dog. And you know, what we can do and what we can't do and what the kids can play for sports and you know... we are lucky because we have family that helps out a little bit. Sometimes my mother will pay for them to play baseball and little things like that.

But yeah, I mean health-wise you know, Jim's headaches and chest pains and just in general overall, you go from being like on top of the world and especially for him someone that had nothing, like I said, and built this awesome business and he was like, "I'm so happy to be where I'm at; I have my own boat, its named after my sons. I have two boys. I have my own house. I have my own car, the future is good." To "I have to sell my boat. I have to sell my house. I have to sell my truck. You know, thank God I could snowplow last winter and pay my bill" to "what am I going to do now? Do I buy a state boat? Am I going to be able to stay working for Steve? Is he going to sell his boat when the codfish crisis happens or...?" The uncertainty now is horrible. I think we went from a really bad situation to now Jim has a pretty stable job but at the same time, as stable as it can be, at this point to who knows what the future holds and will you be a fishermen until he dies? Who knows?

[17:58]

SS: Have you experienced any life changes that you can attribute in part or in whole to sectors, the ACL's or the general downturn in the economy or a combination of these?

JK: I don't think any of our financial changes are attributed to the general downturn in the economy. It's all been the result of the federal government, whether it's because of sectors, or because of the screw up of NMFS and the whole permit thing. Basically the whole reason that any of our income has changed or our living situation has changed has been because of federal regulations and the fishing industry. The price of fuel is more, but that kind of thing you can deal with, but you can't deal with you can't go fishing type of thing.

SS: What are some of the effects that you have seen or felt on your family relationships, personally that you have felt as a result of sectors or ACL's and have sectors changed these aspects of your life for better or worse or not really at all?

JK: Basically, like I said the stress and the unknowingness, what am I going to do? What is my future? Not knowing what's going to happen, you know that's caused more health issues whether it's just stress or, mostly stress and anger and frustration, you know what I mean? So we went from more drinking, not, just, yeah I mean the problems and the what are we going to do and especially for someone like Jim who has prided himself on building up his business and being able to have a family and take care of them, which is something that he didn't have when he was little, you know what I mean?



I told you his father took off on him and his mom and he was paying the mortgage by the time he was 14, so he had and was able to give his kids all of the things that he never had, and then all of the sudden it all being taken away from him and not through anything that he has done. So that's extremely frustrating so yes, I attribute it all to fisheries management and sector management. That's the only reason that we are at this point.

[20:41]

SS: So just shifting gears back a little bit, has there been a concentration of quota ownership by state, region, community, or other subset?

JK: Yeah, the people with the most money are buying the most quota which tends to be the bigger boats because they have more money. I think you get like, they have the social permit bank that had a million dollars and they are almost out of money so they bought what they can so they can keep the.... The guys that didn't want to use permits or wanted to lease out their quota and then these guys in sector 10 buy them. Any of the Gloucester permit bank that had more money than they did and they started before them, like they got the money from the federal government first, so they kind of bought up all of the permits with the good quota and left the kind of bad quota. So yeah, the guys that have the money, the bigger boats are buying all of the quota now.

SS: Who is included or excluded under sectors now? Do you think certain communities or certain regions, certain size vessels?

JK: Like I said geographically, I guess because it's based on permit history and things like that, sector 10 falls short because they had that 7 month closure and the whole thing was based on permit history so they weren't able to fish for seven months out of the year. So if you go up north to Maine and Gloucester and stuff like that where they can just go out and catch it when their allocation was figured out, they had more history to get and the same. If you go south, they had boat trip limits here where they could only catch 800 pounds a day and things like that so, low trip limits.

SS: So what would you say happens to the people that have left the fishing industry?

JK: I don't know. I don't know, I guess there's, some of the guys, I think because for a long time there haven't been a lot of young guys coming in, most of the guys that left are older anyway. What do they do? They sell their boat and their permit, and then they are living off that. What are they doing? Working at a gas station or working... I don't know. I mean it's been for a long time, not a lot of fishermen especially in this area, whether its sectors or the whole regulation thing, there hasn't been much of an industry around, you know.

Like I said, you can't buy a new permit. I don't know anybody that's, you know, in their 20's saying, "I want to be a commercial fishermen because that's what I want to do." You're just

discouraging people like my kids who are 12 and 9 if they ever thought, I would be like, "You are out of your mind." And they are only 12 and 9 and you know so, I don't know how many... you read about it all the time in Commercial Fisheries News about guys that are in their 50's and their sons are in their 20's and they are trying to make a go at it and they can't, they have got to go do something else.

SS: Do you think that sectors have influenced safety at sea like people taking more risks or less risk under sectors?

JK: I don't know. I don't know if safety is really an issue at this point, they have done a lot. I think that when it was Days at Sea and you had to go out and you couldn't come in for a certain amount of time because you couldn't have more than so many days or however it worked. I think that was more of a safety risk because they had to stay out during a storm because they couldn't come in because they had too many pounds for one day. I think there might be even in the last 10 years more emphasis on safety at sea and I know that Jim and a lot of the other guys have been through a lot of those trainings and stuff so I'm not sure that sectors has a lot to do with safety at sea at this point.

[25:17]

SS: How do you think sectors have influenced your views and relationship to the resources, all of the fish? In other words, have sectors influenced how much you have to discard, by catch or the fishery resource in general?

JK: Yeah, you totally have to think more about what you are going to catch when you go out, do you know what I mean? If I'm trying to catch codfish, what happens if I get 300 pounds of yellowtail? Do I have that quota still? If you go out and you catch stuff that you don't have then you have to buy it, you have to come in and call your sector manager and say, "I need to find 600 pounds of blackbacks because I caught blackbacks." And then you can't throw them over so, you know, so you can pay 60 cents for blackbacks, but guess what? The auction is only paying you 70 cents for blackbacks so you're only making 10 cents a pound on that.

So there's a lot more thinking into where you are going to go, how much fuel and time its going to cost you to get there and get back because you have already spent money to be able to go out, do you know what I mean? Because especially for these guys around here, they can catch their initial quota. So say you know your permit has 10,000 pound of codfish. You can go out one day and catch that 10,000 pounds and have 11 months and 30 days left to fish and have no quota left, so what do you do? You go fishing May 1st and you never fish again until May 1st the next year? No, you have to keep going so you have to now find where it is and get it from somebody and pay what they are selling it for.

SS: Is participation and decision-making management changed in your community and are fishermen more or less involved in meetings or councils that relate to their fisheries?

JK: I think that's kind of a stage thing. Like I said to you before, you go through stages where you attend every meeting, and you write letters every other day and you encourage your family and your friends to write letters and then nothing happens and you get frustrated and your like, "I'm not going at it." And I mean, I know for Jim he would go to 100 meetings and come home so aggravated and so mad because nobody is listening. Sometimes you don't even get to speak and say what you're thinking and so you just give up. Or, at the same time, you can't go to those meeting and you can't attend all that stuff because if you don't go fishing you don't make any money.

SS: Do you think that what you guys say at those meeting or the letters that you have written anything like that, do you think that that has affected anything? Do you think that they listen to you at all?

JK: I mean I think that they listen, but a lot of times they hide behind the law. I told you about our meeting with Pat Kurkul that time when she was like, "I'll meet with anybody." And sure, I mean put on a show and I can come in and I can sit in your office with my two kids and tell you my story and she just says "you have to change the law" you know? And I don't think that there's enough people that it's going to affect... that what we say matters at this point.

SS: Do you think regulations are becoming easier to understand or harder?

JK: I don't know, I mean maybe, I never really understood it but I think when it was Days at Sea and stuff it was like okay, especially out here. Well this area is open from this time to that time, and that area is open and I told you people call Jimmy and be like, "Can I fish here and when can I fish here?" And I think now it's more, the regulations are... this is the quota that you have, this is what you can catch, boom then you are done. I think that it might be a little less complicated but not that that makes it any better.

INTERVIEW PAUSED

[00:00]

SS: If you could go back in time and remove sector management as a tool would you do it and what would you replace it with?

JK: Yes, I would remove it and you know that's me. Would Jimmy remove it? I think so. I think just because of the fact that it seems to be working in the favor of the people that have the most money, do you know what I mean? It isn't really a fair thing anymore. Especially because of the way they determine the quota and all of that, you know like I said, these guys sacrificed for 7 months a year for 10 years and then the allocation thing is based on their permit history. Well, they had low trip limits, they had low trip limits and they couldn't go fishing for 7 months a year so how is that fair? So yeah, I think a Days at Sea thing and I think that Jimmy would have gone into the common pool if there wasn't that threat that it could be shut off at any time.

SS: Is there anything that you would like people to know about your experiences being in a relationship with a fisherman?

JK: Say that again, I'm sorry.

SS: Is there anything that you would like people to know about your experiences being in a relationship with a fisherman?

JK: Oh my God, yeah. I mean, I think that the positive side of being in a relationship with someone like that is that they are their own person and they are proud of what they do and they are independent and especially for me because he is one of those guys that's a go-getter. So yeah, I am proud of his work ethic and proud of the fact that he makes a living off of and it, something that people have been doing forever. It's what the country was made after, like you said, fishing and farming and you know what I mean? Yeah, I think from the very beginning that was one of the things that drew me to him was that he was just a self-made person.

SS: Is there something else about sectors that I have not asked you that you would like to add to the record?

JK: I don't know, I mean, yeah I think that it was something that was implemented and kind of forced on these guys that should have been looked into more. And like I said, from what I understood, if you looked into the sector situation in the world, that it never really worked anywhere and so why implement something that you think is going to fail from the beginning? And I just think that it was kind of... at the beginning the fishermen thought we need something besides the Days at Sea thing. When you are close to the point where you have 20 days, we need an alternative; it's only going to get worse. And I think that... so they were kind of pushing for, we need an alternative and sectors might be it.

And I think that when the more research that the fishermen did and thought, "Well maybe this is not the right thing." And NMFS and the Council was like, "Oh no, this is what you wanted and this is what you got." You know what I mean? So then it was like, "Boom! Here it is. You guys wanted it and now you are kind of stuck into it", so if it had taken place or experimentally been implemented, maybe.... And I mean now, the situation is fleet diversity you know? The bigger guys are the ones that are making out and the little guys are getting screwed, those are the things that need to be addressed. Can the big boats come in to where the inshore boats go? Should there be a size limit to the guys that, you know, the boats that can come in and wipe them? You know what I mean? There has to be something. People don't want to address that, tweak it a little bit.

SS: To conclude is there something you would like people to know about your career in fisheries, your views or even a story to share for those in future generations who might read or listen to this oral history?

JK: I think I have pretty much covered most of it. I think probably the worst part of it all is that my husband had this amazing career and opportunity to hand over to my children that is now definitely not a viable option or anything I would want my children to even enter and I think that that is horrible. I mean how cool is it to be like, you know every little boy wants to be like their father and we have to say no, you can't, no you can't, you shouldn't and there is no way you can. And I think that is probably the worst part of it. And the fact that it's been an industry and one of the founding industries in our country and for it to be now turned into a business or commodity or.... Is it eventually something that is going to be traded on Wall Street? Are futures or whatever like the farming, this is in Chicago, in that stock exchange thing, you know what I mean? Is that where it needs to be? I think that's sad. I think that's horrible that that is where it is going.

[05:52]