

Interview #11

Date: 12/19/05

Location: Cape May, NJ

INTERVIEW:

RES: Ok, I was kind of explaining on the phone what it is that we're after just to sort of a history of NJ fisheries. We're trying to get down some...trying to document the changes that fisheries have gone through over the time that you've been fishing. The time that we've talked to other people that different, but you know say the last 20 years, 30 years, even 40 years. You know we talked to your dad, and that was longer perspective. We're doing that through an oral history approach. We're asking questions about how it was when you began and how it's changed through the years, what you've noticed changing along the way, and trying to get your thoughts on that. And then the other part is kind of...is focused on what part of those changes, so the regulations. We're asking people on their thoughts of the cumulative effects "on" of regulatory change. So we'll ask you at the beginning of your career, what were regulations like, and how did they sort of come on as you went through your career, and what effect those have had. They're required now by law to not only do social and economic impacts, as you probably know and all of those FMP's, but also the cumulative effects, right. How do these all interact together?

INT: You know, that's something that I've been wondering for an awful long time, and actually I raised that issue about a year ago at one of the meetings. Maybe it was a year and a half ago now. But I've been watching these impact statements coming out of what they think is going to happen, but I've never seen any real time studies saying well this is what we thought happened and this is actually what happened. And that would be a great thing, because I think a lot of fishermen have been impacted heavily, and some of the managers don't realize it.

RES: Yeah, well I think it's, yeah, I think it's a difficult thing to document. I mean there's no clear answers, and part of what I'm finding out, I mean I kind of knew of but I'm basing it more on doing more of these interviews, they're different for everybody that have going through this. The impacts are one for you are going to be different from, you know...

INT: Right. The (?) (020) offshore, or small boat/big boat, you know, whatever category you want to give it.

RES: Yeah, pelagic long line or...

INT: User groups, you know...

RES: Yep, your historical participation, as we know, is an important factor. Different fishermen...all those factors sort of come together to create a different situation for different individuals, so that's sort of why we're doing it this way is to talk to people, sit down with them, and ask them well what happened for you, what was your experiences.

And then, you know, if you do 30 or 40 or 50 of these, you start to be able to say ok, well that's happening a lot, that's happening to 90% of the guys or 80% of the guys, and this is happening to just one case. Can we just begin with a few background questions just to kind of frame who you are, so we'll start off with how old you are?

INT: I'll be 51 January 17.

RES: Happy Birthday in advance.

INT: Thank you.

RES: And where were you born?

INT: I was born right here in Cape May, NJ- actually the Cape May courthouse – basically born and raised right here in this area. 1955.

RES: And I have some of this stuff from having talked to your father as you know, but you came from a fishing family. Your dad was a fisherman I know, and ...

INT: That's correct. I'm first generation American, and I'm a fisherman. And from what I can understand, I come from many generations of fishermen.

RES: I think your dad can go back at least 3.

INT: At least 3. Seafaring in one shape, form, or another – as farmers both, cause they had to do both to exist.

RES: Yeah.

INT: It was wild from some of the stories I've heard.

RES: Yeah, I only got a glimpse of that, of course, but he has some interesting...

INT: Yeah, some of the stories I've heard, it borders on the unbelievable, you know, because times have changed so much and yet it's almost like the Stone Age when my parents were growing up – almost, you know, prior to them.

RES: Well there certainly weren't ships like this around at that point. I mean, you know...

INT: No, no, not even close.

RES: I was talking to a guy this morning, he's an older guy, about how they use to navigate in lining up the house with the porch that looked one way with the break wall and ...

INT: I did that.

RES: You did that?

INT: I did that...I started out that way. When I was 16/17, I did that. We use to call it using ranges, you know.

RES: Yeah, and doing you r time...

INT: Compass, and time, and ranges, you know. Yeah, I found out the hard way if you don't have the range like you hang up.

RES: Yeah, right.

INT: In regards to (?)041), you know, when we were inshore fishing. But anyway go ahead, fire away, whatever you want to do or...

RES: Ok, I know you have one brother that's into fishing now right at least?

INT: Yep, there's actually, there's only two of us, and I have 3 sisters.

RES: They're not into fishing?

INT: My sister's a secretary, and my engineer's wife is my brother in law, and so she is indirectly connected. She is a school teacher, but...so my engineer is my brother in law married to my sister.

RES: Ok, so it's a family operation?

INT: Oh yeah, yep, both boats are. We consider both boats, actually, one business.

RES: Ok. Are you formal partners in each others businesses?

INT: Yes we are, yeah we are. In one shape, form, some %, or degree, or whatever, but yeah, even though it's known as XXXXXX, it's still...we're entities- my brother, myself, my father, and my brother in law.

RES: Ok, and he's the engineer?

INT: Yep.

RES: Education, how much education do you have?

INT: I've got 12 years.

RES: Ok. Now did you ever take any fisheries training like to get a masters ticket, or a captain's license, or...

INT: Nope, never did that. I've learned by the seat of my pants since I was 12 years old. The first time I...actually my dad stuck me behind the wheel to be an automatic pilot standing on a bushel basket, cause I couldn't see over the wheel, and he'd have me steering the boat different courses probably at age 12. But at 12, I was actually a deckhand during the summertime.

RES: SO when did you start off on your own?

INT: I actually skippered a boat when I was 16. My parents went back home to Sweden for a visit in the summer for about a month, and they said here take the boat out and see what you can do.

RES: How'd you do?

INT: I made money, so he was happy and stayed another couple of weeks. At that time, I even had to do the settlements, share up with the gang...in other words when the money comes in, it was called family business, you know. My parents actually at age 16 had me signing checks and doing the book keeping for the boats at the same time as going out as catching fish.

RES: Wow, how'd you find that?

INT: I grew up with it; I thought it was all part of it. It was just something you had to do.

RES: So the business side of it is always been something that you've been comfortable with?

INT: Oh yeah. You need to know where your expenditures are going and, you know, your income vs. your outgoings. Otherwise, how do you know if you're coming ahead or not? And, you know, it was one of those kinds of deals where you had to make it work.

RES: And you mentioned your kids already; you're married and...

INT: Yep married. I have 7 children.

RES: 7! Congratulations.

INT: The oldest being 25, and the youngest being 11.

RES: The reason we ask about kids is cause we're...I have particular interest about what's the new generation going to do in terms of entering the fishery. Are they into fishing, or are they...

INT: Actually, I had 4 of my children with me this summer as deckhands.

RES: Ok, boys and girls or?

INT: Yep, my 2 oldest girls, and my 2 older boys, they were all with me on the boat this summer. I thought it was going to be horrendous, but actually they meshed well, and...

RES: Is that the first time they've all been...

INT: They've all been fishing with me for fun, you know, as growing up. They had to wait until they were 10 or 11 years old to go out with me.

RES: As a family rule?

INT: As a family rule, actually it was when they could listen to me. In other words, 6 or 7 when they started to listen to me, so...

RES: Right, don't stick your finger in that...

INT: Yeah, don't stick your finger there or don't go out on deck without some older person with you, you know, those kinds of rules. And when I knew they would listen to those kinds of rules, then they were allowed to go fishing with me.

RES: And they wanted to?

INT: Oh yeah. My girls went with me several times every year. My youngest went with me. She made trip home with my parents to Sweden, was away for 6 weeks with them, came right back, wasn't even home a day, and went out and went 2 trips with me, you know, cause she wanted to go fishing with her dad.

RES: So they like it?

INT: Yeah, and I think this way, they appreciate what the old man does for a...

RES: Right, and they go where are you going when you're away for a while and...

INT: Yep, so it's pretty interesting.

RES: Can you see them going into fishing as an occupation or profession?

INT: My 2 older boys will, I'm pretty sure. **XXXXXX** is with me now, and has been with me now for a couple of years. He tried it for a like a partial year back in the summertime, and when he first graduated high school. He's approaching 22. And he's been with me now for over a solid year steady. He was off and on prior to that. Fishing was kind of tough for us 98, 99, 2000, and he had a little taste of that, and we weren't making money,

and so he tried a land job for a while, and then his little brother made more one summer than he made all year, so that cured him, and he decided to come back.

RES: So the little brother stuck with fishing?

INT: Well the little brother's only 16 when he did that, and he's now 17 going on 18. Yeah, he can't wait to get out of school, because he wants to come on the boat. I've kind of been trying to steer him towards going to a merchant marine academy of some sort or a trade school.

RES: Why?

INT: Only for the reason of not knowing how fishing's going to really turn out in the future. Like I said, we had a tough 4 or 5 years there between 98 and 2001. And had that been my career decision time, I probably would have opted out of fishing at that point in time because of financial matters that were imposed upon me because of regulations.

RES: Do you want to start that now and then we...I usually start at the beginning, but we're talking about it.

INT: Well if you want to talk about it...

RES: Sure.

INT: We're a family business, so we only know fishing, and so we tend to make our decisions based on what we think our government is going to allow us to do and what we think the political whims are going to do. And we have a nasty habit of investing lock, stock and barrel meaning house, home, everything we own is collateral in order to put into these boats. We're not even government guaranteed or government backed. We get our loans through a private institution. In the mid 80's our government wanted us to maximize the underutilized species and Americanize the fishery. At that time the underutilized species considered of squid, mackerel, butterfish...

RES: Dogfish?

INT: Dogfish even, although I never really got into that, but they were the species that were swimming around then.

RES: It was the (?) (097) suddenly in American water right?

INT: Right, you know, and so we actually delivered to the foreigners in the mid-80's. I participated in joint ventures with this boat and the boats prior to this one. So when we saw that our government wanted to do that, we said ok we'll try it, cause we wanted to stay and work within the radius of Cape May within 100-150 mile radius of the Cape May area.

RES: And what do you, just back up for one second, what do you mean the government wanted you to do that? Were they offering incentives, or programs, or subsidies, I mean how?

INT: They did offer something in the mid-80's, and I think it's still in effect. It's called a capital construction firm, so it's deferred (?funds)(102), so you could use those tax exempt monies, if you will, towards investment in the hull of the vessel and so on and so forth. So we took advantage of that.

RES: So that's what you mean by the government wanting you to...

INT: That was part of their incentive, but I can remember going to the council meetings when John Bryson was the director of Mid-Atlantic Council and the different regional directors that were there ...all these guys- you know, when I went to the meetings were pushing well, you know, we want the Americans to catch these fish not give it away to foreigners. But in order to save the squid properly and handle the squid properly, we need to freeze them. You need to be able to drop your temperature on them quick or they will spoil. And so we gradually gained that knowledge through our joint ventures with the foreigners and watching how they were slowly phased out, if you will. And we phased in, but now you're sitting on what's the accumulation of our efforts both knowledge wise and money wise towards that. So what happen was then we invested into our boats. It's been an evolution over time, but in 97 we leaped off the diving board and invested in this boat. It's supposed to be a 5 million \$ boat; It turned into a 7 ½ million \$ boat by the time we got it to town, and when I went to put it to work, we got in a partial mackerel season, which there were no real regulations against mackerel, but they had dropped the quota or halved the quota on ilex. So I fished 2 weeks on the ilex season, and they shut me down.

RES: And you had no (?)(115) or forewarning or...

INT: No prior warning – no, other than the fact that there was the scientists supposedly found some new found data that squid only lived one year instead of what they thought was 2 years. And so for that reason, they decided to build some conservative to come into the quotas, so they thought potentially we could over fish the stock in one year and kill off the species, which I tend to disagree with.

RES: That was their thinking?

INT: That was their thinking, so they have the quota. And it turned into a derby type fishing, and we were shut down in two weeks, cause...

RES: I mean there was a lot of fish, but it wasn't ...

INT: Right, at the weight we were catching 18-20,000 tons a year when it was a good year when it was a good year, and they had halved the quota, so we were down to like 11,000 tons... it slowly, in regards to ilex – the summer squid. The same thing happened with the loligo.

RES: Same thing in terms of halving the quota?

INT: They halved the quota, and it was so small, and so many participants, that they decided to institute quarterly quotas.

RES: When did that happen?

INT: I think that occurred...

RES: After ilex?

INT: Yeah around the same time, all of this was hitting the fan – one right after the other. So starting 98-2000, all of this kind of came into full effect.

RES: So this contributed to that bad period you were talking about?

INT: That bad period of time where we could barely meet our mortgage payments. And so we were forced of the mid-Atlantic and up into the New England(NE) area to try to go after herring.

RES: Ok, so that's why you made that geographic shift?

INT: So we made that shift for the years 99, 2000, 2001, and 2002 every year hoping that either the ilex will show or not show.

RES: What do you mean by that?

INT: Whether they show up on the fishing grounds or not.

RES: Ok. In NE you mean or?

INT: No, in regards to...I'm referring to the squid. So we went to NE because there was heavy duty herring fishing going on for the bait market. We had freezers; we wanted to use our freezers, so we tried to create a frozen food market if you will by sending our fish over to Estonia. And we were just trying to turn the gears. We didn't want to upset anybody's apple cart per say, because we knew that the bait market up there was limited. And more participants, it just turns into how low can you go in regards to how cheap can you fish for. And, you know, when you come from a different geographic area, you're not well liked when you come to another area, especially if those people think that you're taking food from their table by taking their fish.

RES: Right, and you've got a large vessel...

INT: And I've got a large vessel and it's visible; it's in their eye, you know, and I was in many fish magazines and all kinds of detrimental statements were made and, yet, not necessarily true.

RES: Cause you're this big NJ guy that's come up and...

INT: Ha. So anyhow, long story short, we stayed away from the bait market, and we fished...we got a hold of a seller that was Russian – of Russian origin – but lived here in the states that could be the middle man for marketing some of this herring. Our first load or two went (?fine as kind?)(138) and then the man decided to get a little shady, and a whole summers work disappeared. By the time we were expecting our money to come back for load 3, and 4, and 5, it never happened. This guy pocketed the money or reinvested it over there. He basically just stole the money. And it was considered a civil thing not a criminal thing that the guy did. So we could take him to court...

RES: How did they figure that?

INT: Well this is what I was told after a lot of...a year or two later...

RES: That just doesn't make sense to me.

INT: No, but we about lost our shirt needless to say.

RES: This is on top of the ilex/loligo problem that you...

INT: Right, and if the ilex show up, they're very temperature oriented, so if the warm eddy's on the Gulf Stream colliding with the Labrador Current, they create these spin offs. And if the spin offs are timed correctly with the time of year, the ilex squid will swing up on the bank and then they're available to us. If this eddy stays off the bank maybe 5 or 10 miles where it's 500 fathoms/1000 fathoms, we can't get at them.

RES: Too deep?

INT: Too deep. We really don't...we've been out there trying, but we haven't been able to catch but a few pounds at a time, so we haven't perfected anything to go after them in deep water. We don't know if they do the same thing out in the deep like they do when they're up on the bank. At night time they tend to go up in the water, and then they disperse, so you can pull your nets all night long and only get a few pounds. You'll get more...

RES: Right, it's not an efficient way to catch.

INT: Yeah, you won't make any money doing that; you just burn a lot of fuel for nothing. We need to...

RES: You need them aggregated?

INT: Aggregated, and it seems like they aggregate in the day time and on the bottom, so that's when we have our chance at them. And so if this eddy doesn't spin up on the bank and bring this school of fish with them, it doesn't happen. And so the years 99, 2000, and 2001, they didn't show on the bank.

RES: And your quota was low anyway.

INT: And the quota was low anyway. Now they showed this past summer, and they showed the summer before, so the summer before was very good. The price was high, and, also, that fish competes with other world market illex that are caught from Argentina. We also know that our illex compete with the squid that is caught on the west coast near Oxford, California so all of this tends to determine the price and availability of market.

RES: Is that your main consideration when you're...

INT: No, our main consideration is if we can make money, even if it's a little bit of money, close to home. We prefer to do that.

RES: Because you can be home more often?

INT: Right, so we would come home...

RES: Social reasons.

INT: Right, social reasons and also, you know, your supply line. You know, you've got to have your fuels, you've got to have your twine, you've got to have your, you know, the gang is always happier when they can visit their family between trips instead of living away from home like for months at a time or at least a month at a time – and then you wind up having to either try to rotate crew or something like that. But when there's not a lot of money to be made, you can't afford to rotate crew, cause then everybody need to make every \$ that they can make. We actually were working on less than 50\$ a day when we were (?running)(162).

RES: What do you mean by that profit?

INT: Per man to take home because of the things that I just told you earlier on with what happened.

RES: Did you lose a lot of crew?

INT: No, we have a lot of family on the boat. I had my nephews together with my sons on the boat. Some of my crew members...

RES: So you're lucky in a way in that sense that you had all family.

INT: Right, some of my crew will have stayed with me through thick and thin. I had one fellow that walked off the boat, XXXXXX. I don't know what the man was made of. They turned off his electric, they turned off his power to the house, his telephone, his mortgage company was calling him on the phone every day, they turned his phone off, now they were sending him letters, and this was going on for 2 years.

RES: That's (?)(168)

INT: Sure it is, and the guy just shrugs his shoulders. He says ah fishing comes, fishing goes, I like it here. Now where do you get a man like that?

RES: Not on every street corner I guess.

INT: I don't know if the man was made of... I couldn't go anywhere, you know what I mean. I've got the mortgage payments, and my house is on the line, everything. I had no choice but to keep going, whereas this man he had a set of oil skins and boots and could have gone anywhere he wanted, and people would have been glad to have him, cause he's a good man.

RES: Experienced and...

INT: Yep, and yet he was willing to stay through all of that, so he's almost like family, you know, in that respect.

RES: That's with his nephew I think I met there.

INT: Yep, yeah, that's his nephew by close association I guess. It's his best friend's boy. So anyway, but it's things like that that you look at, you know, and you wonder why people even want to do something like that sometimes. But like I've always commented to my kids, I chose fishing when I was a teenager when I graduated high school on a decision. My father put one hand down like this and said do you want to go to school or do you want to get a boat? Either way I'm going to support you. And I did well in school; I was in national honor society, I was accepted to merchant marine academy in Maine, and with that offer of the table, I wrote a letter to the merchant marine academy and says can you wait for me for a year? They said sure. Well they're still waiting, and that was back in 1973. I don't know if they're going to let me in now.

RES: Well they might – come in as faculty maybe, you know.

INT: You know, I kind of seriously thought about it in 98 and 99, but I still had this note hanging over my head, so I had to make due. But we actually had gotten our loans through farm credit, which is the farmers bank, and it's the people that loan from the company are actually stock holders, so in those days it was either 5 or 10% of your loan was part of your owner stock -if you will. I (?)(182) kept the whole land bank – federal land bank – which all the farmers use in the US is what we were part of. And they saw that we weren't tying the boats up, they saw that we weren't just kicking our heels to the

wind and, you know, trying to do something else. We were literally trying to make something out of nothing day in and day out. I mean they even forgave us the interest payments let alone the mortgage payments during those 3, 4, 5 years where it was really tough.

RES: Wow, a bit of luck I guess or not luck but...

INT: They kind of looked at us and they says look... and we tried selling the boats one at a time, but different ones came down and were interested in buying the boats, but they only wanted to give you less than, what, half the value of the boat.

RES: They figure you're on the ropes, so they'll...

INT: Yep, so they were offering half the value of the boat, and then they still wanted me to stay on as captain. And I says no thank you. I said if you're going to buy this boat, you have to buy it for at least what the loan is on it, what's left on the loan, so we can fulfill our obligation to the bank. And but the people that wanted to buy didn't want to do that either, so he says well then we're not in any kind of agreement. But that's how bad it was; we were actually trying to get rid of one boat in order to try to put all of the family members on one and then try to make...

RES: Consolidate...

INT: Right, but it didn't happen, so we're still here lord willing. And the next case here, two summers ago, we had a very good mackerel season in the winter prior, two summers ago a good ilex season – it brought us up to 0 ha. We were in the red, and then we got on the other side of 0 last mackerel season, and but we were constantly reinvesting into our boats – not necessarily by choice, but in order to do the herring fishing, we had to reinvest again in the boats to the tune of a ¼ million/300,000 in making tanks in my brothers boats, added equipment, hydraulics. So in the actual investment, we've probably invested almost 10 million \$ now per boat.

RES: So you were already rigged out though for mid water trawling for squid, and it cost another 250,000\$ for...

INT: No we weren't really rigged out per say for mid-water for squid because we've never been able to successfully mid water trawl for squid. We did it with the idea that we would pelagic fish, if you will, single boat mid water trawl or two boat mid water trawl for freezing purposes. And we did that back in 97, a little bit, and 98. And the reason why we were freezing on board is there was no plant capable of handling the catching capacity of the existing fleet in the area. So what has happened then is finally now in the past 5 years the shore side facilities have finally grown to the point where they can start to handle the catching power, if you will, of the existing fleet. And even now, they can't quite match what we can produce as a fleet. If everybody decides to go for the mackerel, and the mackerel area are available, I could unload one day a week, ok. And there's enough boats to fill in the other days of the week, ok, and that's what was happening

clean on back in the 80's. We, by accident, found out that there was ilex squid out on the edge and that the RSW system that we and put into our boat then – I don't know if my father explained that to you then or not on our (?seining)(206) experience – if he touched on that?

RES: Yeah briefly.

INT: Well that's what started the getting into, if you will, of ilex fishing.

RES: How do you mean?

INT: Well boats had come in that particular summer with ilex on ice, and the squid looked terrible, but there was such a demand for it that there was some boats that came from down south that were doing little trips and making money on it. And they were fishing basically right in our back yard so to speak – right outside of Cape May here. And we had then 2 boats then also, but they were smaller. There was the XXXXXX, and the wood boat XXXX, and then we had gotten the XXXX and then the XXXX, which was the...that this one came from.

RES: Ok, came from meaning...

INT: Well every 5 years, we tend to buy a new boat, and upgrade to what we think is what we need for the moment and what our pocketbook can afford. But we always tend to invest lock, stock, and barrel. And when we had hit onto these squid, we were seining we...that was my first run in with the government of actually being shafted by the government. And I'm not afraid to use that term shafted.

RES: What happened then, and what year was that?

INT: This was in the early 80's.

RES: Ok.

INT: I'm not sure the exact year, but we were buying to get a blue fin tuna permit for the giants. There was a boat in town, the XXXXXX, that had this permit, and there was a couple of other seiners that had this permit that were based out of Mass. And according to law the read them that 15% of the then existing quota would be given to new entrance. So we applied in around Easter time for the permit. The regional director then, there was two of them that kept changing hands; there was Dick Shaffer and Mr. Peterson. They were the two regional directors at time, and they said sure you can do this, because the law ways you can. But at the same time, the US had gone to the table at ICAT, and we didn't even know what ICAT was. And they had made this treaty to put a moratorium on catching the fish, but the law still stated the existing quota, the 15% of it, was to be given to new entries. So two entities here in Cape May XXXXXX invested in that fishery – bought a sane, we tied our boats up, put RSW systems in it, we lost out in fishing, you know, for the 2/3 months that it took to re-rig, not to mention the then 500,000\$

investment, which was like several million nowadays in value only to be told come on give us the permit- no we can't do that. The existing boats and the federal government joined together and kept us out. I found out a year or two after that that had we had the money in our pockets and could have gone to court, we could have won that battle and won a permit out of the deal, but we didn't know that. And so because of our ignorance, we were out. So we made the investment, it was the year that the yellow fin didn't show and the skip jack didn't show, so we had – I think we had – 15,000\$ worth of operating expenses that summer, and we had caught 13000\$ of fish. Of that 13,000\$, that was that tow that my father made with the other vessel with a regular bottom trawl after these squid, and we put them in our RSW system and brought them shore side, and the people shore side went bonkers. They said wow...

RES: Good quality...

INT: Good quality, the so on and so forth, so that's what started us into ok, let's carry our fish next year rather than go seining because we're not going to be given a permit anyway; we'll do what we know how to do for sure, cause this seining was brand new to us. We were inexperienced. We could have brought family, you know from overseas to teach us how and show us how and all of that, but when the government refused us the permit, no point in doing it. They gave us a consolation prize by the way. It was called a general category where we were allowed to catch an occasional giant blue fin because we were mid water trawling periodically. And we had been mid water trawling with a trawler since 1973.

RES: Ok, you weren't expecting to (?) (237) what you were doing when you first began. I mean you've described a little bit about what you were doing towards the end, but what kind of fishery were you in at the beginning?

INT: We were doing inshore fisheries. We were after bluefish, sea trout, we did the wintertime fishery consisted of flounder fishing and scup fishing.

RES: Ok, all dragging stuff?

INT: Yeah, it was all dragging. We either (?culled) (240) the bottom net with doors, and we also had the vessel set up so in just a few hours we could change over and go two boat mid water trawling.

RES: Ok, so you did this compared to (?) (241).

INT: We did that back in 74.

RES: I missed them all, bluefish and scup and what were the other ones?

INT: There was all of the inshore species that existed.

RES: Croaker, weakfish, stripers...

INT: Croaker, weakfish, you name it. Oh yeah, we caught stripers to beat the band. We went out and did that quite a bit.

RES: Ok, so your season was, you know, spring to fall. Did you have a winter fishery?

INT: We had the winter fishery consisted of scup fishing or flounder fishing mostly. We as a family prefer to do what was called round fishing. We generally shied away from flat fishing.

RES: Ok, what's the difference?

INT: A little different nets. You needed the nets that tended the bottom hard, so you would a lot of skate, but the fish that you were generally after were the flounders – the summer flounder, which is known as fluke in our area. That's primarily what a lot of the boats did, but we preferred to chase the school fish, which were butterfish, squid periodically – that because more and more predominant from the mid-80's on, but from the mid 70's-mid 80's we chased the bottom fish. And then as the boats got larger...

RES: And what do you mean? What size boats were they then?

INT: In 74, we got our first steel hull. My dad had one boat at the time; it was the 65-foot wood boat **XXXX**, and that's the one that I skippered when I was 16 years old. It was a 65-footer with a 365 horse power.

RES: And that was when you were doing these inshore species mostly fishing I guess...

INT: Whatever was available right here – as close as were allowed to get in NJ is the 2-mile law, so we had to be 2 miles out. We could buy a license from 3 into 2, but it was whiting, it was weakfish, it was bluefish, it was butterfish, sometimes it was spots, you know, they were probably the mainstay. Butterfish and weakfish...

RES: So lots of different species?

INT: Oh yeah, whatever was swimming in the area. (?) (254).

RES: And what was a day like then? Would you go out and be back in by...

INT: We were day boating in those days.

RES: So you leave by what?

INT: We in the spring, summer, and fall, we'd get up and leave the dock around 4 or 5 in the morning, be out in the grounds at first light, which was anywhere's from a ½ hour-2 hours out, fish till the mid afternoon, and then steam home, unload 4 or 5 o'clock and do it all over again, and do that for 5-6 days. And then we would take Sunday off and turn

the boat around on Saturdays, you know, the network and groceries, you know, just get things kind of tuned back up again. If fishing was exceptional, we would go out on Saturdays. If it wasn't, we would do the turn around phase. Of course you were always doing some minor damage to your nets and that kind of thing, so there would be a day for gear work and that kind of thing.

RES: How did you find that? I mean that lifestyle, was that better or different or worse or what?

INT: I grew up in it; I didn't know any different.

RES: No, I mean to now.

INT: To now? Actually comparing it to now, it was actually fun fishing; it was.

RES: How do you mean?

INT: It was fun in the fact that, you know, yeah, we're going to go out and catch some fish, and we didn't know what we were going to catch, what we were going to land on. It could be bluefish today, it could be butterfish tomorrow, it could be weakfish the next day, you know, and sometimes it was an assortment of all of the above. And then the next thing you know, these great big – in the late 70's, 78/79- there was a red tide that occurred off of Atlantic City up towards NY. And that red tide, I think, attributed to the large weakfish – the 5 pounders, the 8 pounders – not migrating clean up to Mass like they do now. And it caused them to go up against the red tide, and they circled around, so they hung in the mouth of the Delaware Bay for a couple of 3 years. And my father had seen these periodically when he'd gotten this new boat the **XXXXXX** with 365 hp, which was a dragger. And my dad was also very innovative with meshes in those days with nets. The traditional net in the late 60's and early 70's was the Yankee net, what they called the 36 net and the 41 net. And there was nothing but small nets; it was basically a flounder net that would periodically take occasional round fish, you know, and so my father found that when he could speed up, he would get the occasional trout. That reminded him of fishing back home in Sweden, you know, when he would get the codfish and that kind of a thing, so he started targeting those. And then he had gone home to Sweden and they had changed their nets to catching herring, and they had gone with this 8-inch mesh, which was huge – a huge mesh. And he came back in 1968 with an 8 inch net under his arm, a set of wings, and he actually put that on there, and the fishermen here in Cape May laughed at him. But now he was coming in with a 1000 pounds of these big trout in the late 60's and early 70's. And then he also used that net to go scup fishing. Well by the time the boats had gone to the 8 inch, my dad came back with 16 inch.

RES: 16 inch mesh?

INT: The very next season.

RES: What did he catch with that?

INT: He caught some more of the same thing – more of it. So he says wow, and then he heard they were using 32-inch nets back home in Sweden, so then he did a 32-inch net. And this was still in the late 60's and early 70's. And everybody else...

RES: (?) (277) that the mesh, I mean...

INT: It allowed the boat to get that extra know of two and maybe a little more height in the opening of the net and was able to snag a few more of these fish. So now, he was able to strictly go after blue fish and trout, and stay away from the flounders, which was more fun fishing. And it netted him money at the end of the week, and something new, and so on and so forth. Like I said, my dad's been very innovative. Then he made a rope net. He had read in a Swedish fish magazine that the Poles were dragging rope nets, and he actually laid awake at night figuring this out, and the year that I graduated in 73, he put one into effect. And we went out and caught croakers with this in October, and we caught them like you wouldn't believe. And the amazing thing was with these large mesh nets was we got a lot less by catch, you know, you didn't get hardly any flounders, you didn't get any skates, you didn't get any whiting, and ling, and that kind of thing. So that was a plus, because we had to lay on the hands and knees and pick at it. We, you know, that was day in and day out. Everything that you put on deck was put in the baskets by hand.

RES: So it was kept at that point; was it salable?

INT: Oh yeah, everything we put in the baskets was kept and salable as long as it was a so called legal size. And in those days, trout were 9-inches, so we worked on 9 inch trout since I was 12 years old. And so when I graduated, that's when my father said, you know we could probably get these trout even better if we, you know, if we try to two boat these. And my dad tried to enlist some help from some other fishermen here in the area, but they didn't believe him. They didn't think it would work – nah XXXX, it will never work, you know, so XXXX had to wait for his older son to grow up and get another boat to prove the issue.

RES: Are you the oldest?

INT: I'm the oldest, you know, so that's what happened. And by then, when we went to the rope nets, then 5 foot came, 10-foot mesh came. My dad had put the first net drum on the east coast, I think, in 1968. People said what's this you got, you know, no lazy lines, no quarter ropes, you know, and it started to make, you know, handle these larger nets because the ground fish net is a much longer net. And if you put these big meshes in a heap on deck, they tend to tangle up and not go overboard very well, but he was one of the first ones on the east coast to put a net drum on – and one of the first ones really to do Pair trawling here on the east coast also. Albeit, we were Pair trawling pelagically after the trout, after bluefish primarily, and in the winter time we went after the mackerel. And now when my brother graduated high school, he had traveled around the coast a little bit and been overseas. He spent a little time with our family overseas, and they're heavy into pelagic fishing, and they'd gotten into single boat big water trawling with these very

super efficient doors. And then, we had heard about these doors on the west coast that the net system was used, so my brother went out there and made a trip and said hey, these things are going to work. And by then, we had already been into joint venturing in the mid-80's with the Germans, the East Germans, two boating, and when we got the XXXX in 1984 – 83 or 84...

RES: This XXXXX?

INT: No, the smaller version of this XXXX; she was a 98-foot boat.

RES: What is this 110?

INT: She is 140 overall – 125 on the papers, but 140 overall. He said that this was more efficient, so based on my brother's observations as a kid, and he's always been very positive in a way of saying innovative, we going to try this because I know it can work.

RES: Like your dad.

INT: Like my dad did with the nets, with the net drum, with going to bigger mesh even though the rest of the fleet would think my dad was crazy, you know, they would do that. And so my brother kind of...my brother has the same attitude that my dad has, this all or nothing attitude, you know, everything is black and white. We're going to do it; there is no outs; we know this is going to work, and just went ahead. And, you know, people said you can't do it and my brother's just like watch me; it's going to happen. And this is the way we've done, this has been since 1984 that we've been doing this. Here he is an 18 year old kid, graduated high school, married, got his first boat, and into single boat mid-water trawling right out of school. And we went and delivered to the East Germans, and we found that we were as effective single boat mid-water trawling because of these innovative doors and these innovative nets that we had brought back from overseas, you know, so it's a combination of applying a net from overseas, applying doors from the west coast, and it was the so called millionaire net that probably 90% of the Cape May fleet uses for their pelagic fishing – for both squid fishing, mackerel fishing, scup fishing. It's pretty much an all around net nowadays. So what was the 41 and 36 net in the late 60's and early 70's, the new version of that happens to be our millionaire net that a lot of the people have in Cape May area. And then some of the innovative net makers up in New England have made their version of a millionaire net, and so some of their guys – John Knight, and Shuman trawl up east - are all taking advantage of the large mesh design that basically I (?) (312) my father really pushing down on boats. You know hey, this is going to work because it's working over there, so let's try it here. So then from there, that was 1984...

RES: That changed the species that you're going after when you...

INT: No, we actually went more specific then. In 1980...well now we had the...I had the XXXXX - in 1979 we got that one. That was a 90-foot boat. Actually, it was named the XXXXX in 1978. It was a 90-foot boat, 700 hp...

RES: The XXXXX

INT: yep. I got married in 78 cause that boat was a year delayed, so that's when I got married in 78. My wife and I went down, and actually the whole family went down and picked that boat up. That was a nightmare that we'll talk about another time – the whole trip with that. In 84 my brother then...we got rid of the XXXX, which was a 75 foot steel hull.

RES: That (?) (318) predecessor to the XXXX, ok.

INT: Right. No well, let me start over. My father had the wood boat XXXX (?talking at same time) (319). Right.

RES: Yeah. Then the second...

INT: Then I graduated high school.

RES: What year?

INT: 73. In 74, march of 74, we got the XXXX, which is still in existence today in Point Pleasant, NJ.

RES: Ok, I'm actually going to be doing interviews up there; I'll have to look for it.

INT: Ok, so she's there. That was the XXXX. Then when my brother graduated around 84, that's when we got the XXXX – the little XXXX, ok, the first XXXX. She took the place of the XXXX, and she had an 850 hp caterpillar put into her. And that's the one that my brother then...well just before that XXXX came, my brother and father were on the Tina together, and I was on the first steel hull XXXX.

RES: Ok, and that had been 90?

INT: That was 78 that I got the...no 78. Sorry, 79 – New Year's 79, because I got married in 78. New Year's 79, we got the first steel hull XXX – the first steel hull XXX. 84 replaced the XXX with the XXXX.

RES: Ok, XXXX?

INT: XXXX 1, ok, cause dad's little girl who's my youngest sister is named XXXX, but we... XXXX grew up; she was no longer a little girl, so that's why the boat got renamed the XXXX when we got the next steel hull. So now we had 2 steel hulls comparably...we actually, the hp was twice the amount. The XXXX had 425, a caterpillar 353, and the XXXX had 850 hp. That was in 84. My brother here again now started running the boat full-time. My dad was kind of shore side building nets, the whole time making trips overseas, you know, coming back with new ideas and new designs – what do you think

guys, wanna try this, try that. In the mean time, we had heard that that there was freezer boats happening, the good ones. We in the mean time, in the mid-80's or early 80's, with these two boats had converted the what's now known as the XXXX, that was the old XXXX, ok, so I refer to that one as the XXXXX quite often.

RES: Ok, and that the?

INT: That's XXXX boat now, XXXX boat. It's known as the XXXX She's still around; she's been scalloping the past year. But anyway, we changed that one over to go seining .

RES: Why did you decide to do that?

INT: Well, the laws on weakfish started to kick in around those times, and in the early 90's...I mean the laws hadn't kicked in then. We were fishing the grey trout out in the mouth of the, you know, offshore here.

RES: Off the Delaware Bay?

INT: We would talk about the red tides, so we went Pair trawling after them – 2 boat mid-water trawling after those, but they were very sporadic. In the mean time, the old XXXX was seining then, and he had an airplane, so he was very very effective.

RES: Seining for what?

INT: For seining after these trout. And he was also, once in a while, seining a few bluefish, which is another story that we could talk about when it concerns that species. So I, for fun, had gotten my private pilot's license, so I decided to become the fish spotter, and my brother and father ran the boats – then the XXX and the XXXX And so they skippered the boats, and we would find the fish, and we would catch them.

RES: So this is by mid-late 80's?

INT: Late 70's, early 80's.

RES: I thought the XXXX...

INT: I'm sorry; we were the XXX and XXXX wood boat. We did it that way; I'm sorry.

RES: Ok, so it's the original wood XXXX and the XXXX which is...

INT: We were mid-water trawling after the trout, ok, and I was flying the airplane. Then in the early 80's because the red tide disappeared and the trout moved on their way, and plus they went further up into the bay, and we're not allowed up in the mouth of the Bay to catch the fish, and there was a lot of sport activity that their eyes were open to these large fish. So it got to be a user conflict between the commercial guys and the sport guys after these trout, these large trout, and they would come all of the way out 10 or 15 miles

into the ocean. When they seen us fishing, they would come in flocks – huge schools if you will or armadas – of small boats. Everything from Boston whalers to little head boats that were, you know, 20/30 foot long, and even the larger head boats would show up. So there was rumblings of, you know, there was conflicts. And when we started 2 boating, other pairs in Cape May paired up. And if you can picture this, a school here, a school here, a school here of boats all herded up over the top of a school of trout, alright. And so we would find another school over here, and we would go over there and catch them. Now some of the other guys didn't have an airplane; they didn't have, if you will, a pilot. And so they would just go by visual seeing the party boat guys hook and line on a fish, and they would head right in the general area and outskirts and whatever and happen onto a school of fish next to them. Pretty soon it got so bad that some of the guys would just... what we had happen to us is we would be a mile or two away, of course these boats can make 30 mph, they would see us setting out, so they would come up and congregate in front of us. What could we do? So we would say hey, we can't turn out of your way now; you've got to get out of our way. And they actually...

RES: Don't you have right of way with fishing gear engaged.

INT: We're supposed to have the right of way. And so what happen was, a lot of contentious issues arose, and these boats would come down between our boats and we and we had (?tally balls)(358) on our net, so the net was clearly marked, and they would go back with their boat hooks and stab holes in the tally balls. It got so bad that they would throw their dipsies at our wheel house and try to hit our crew members and break our windows. It was almost that guns came out. But my dad, being the man that he is, who you've met, he'd just nah let's just go in. And that kind of said now if we can get away from the sport fish and go after fish that the sports aren't interested in then we'll be out of their eyesight and we won't bother them. So we got away from going after the trout because it became a more and more sport issue – plus a few years, they didn't show. So during the summer months, we would lay off and paint our boats, and we knew that they would gravitate out of the mouth of the bay. And instead of being 9-inches long early on in the summer, they would come out 11 and 12 inches long and become what we call medium trout – a nice pan trout, you know. And so we would work them in September/October, and then there would be, in October, the flounder would set in on the shoals – 5 fathom shoals and so on – so we would change over and do a little flounder fishing. And then December would role on, and the scup would show up, and we would go offshore and fish the 30 fathom edge and go after the scup. And periodically then, we would work the scup when the weather breezes said they were coming. And then in the spring, you'd get that little shot of mackerel if they were coming through the inshore waters here, and we would chase those.

RES: Ok, so your species have changed then by that time?

INT: Right, so we noticed that we could get, with our hp and our larger mouth nets, we went after school fish that weren't so sport oriented, ok. And then, my brother went – and here again now, remember I was talking about the capacity shore side?

RES: Um hum.

INT: In the early 80's, we found out that the fish weren't showing as often. Our boats had grown a little larger. What can we do; what can we do; what can we do? We can't lay here 3 months and twiddle our thumbs, we're not allowed up in the mouth of the bay, there's no flounder showing up, and there was this cycling effect that occurred naturally because there were no real regulations on flounders, on weakfish, on bluefish. There were no fish (?)(371).

RES: SO by the mid 80's, we still talking about here? There wasn't really any regulations?

INT: No, probably none at all.

RES: I mean in anything – size regulation, limits, limited entry?

INT: Nothing, nothing. The only thing that drove us was having a market or conflict with rec interests. And so we tried to get a low profile and get out of site of the recreational issues. So what happen was then, when the weakfish didn't show, and we were watching the Genovese family, cause they had the seine. They would go out and seine yellow fin tuna, and they were making big money, and they were having fun doing it, and it's a pelagic fish, you know. So we said, well we got to get into. What does it take to get into that? So we found out you had to get a seine, you had to get a plane, you had to get a seine boat. We didn't have a seine boat, so we used our other boat as the seine boat.

RES: Which was?

INT: Which was the XXX and the XXXX, ok. Oh, I'm sorry; then it was the XXX and the wood boat XXX. So my father played hermit on the one boat while we were trying to do the seining thing, and I told you it went belly up. But it gave us the taste of these ilex fish out on the bank, cause we were out there trying to find some yellow fin tuna, which was out of our traditional summertime range. We're now 30 and 40 miles offshore looking for yellow fin tuna, and we heard that these squid were coming in and out. So low and behold, my dad says, to make expenses, let's make a tow so we can cover our fuel expenses for seining.

RES: And you bring them in with the RSW?

INT: We brought them in with the RSW, and the eyes from the people on shore went wow, bring us more.

RES: So again, that switch in your fishery is more to do with...

INT: Opportunistic situations. We were in a bad situation here, and it pushed us into another situation and say hey, we've got to try this. In the mean time, when e got into that, we had heard about this freezer trawling going on with the XXXX family. They had

one little boat called the XXXX at the time, and they were butter fishing making money hand over fist, but they were being very quite, being very low profile. We didn't know much about it, but we did have the RSW system on the boat. And these boats had already started to bring in 10,000 lb trips to the dock here, and the dock had a freezing capability of the old fashioned kind, if you will, of maybe a truck load a day.

RES: Not very much.

INT: No, 20 tons max per day. And so we went out there with our nets that we used for scup fishing and that we used for weak fishing and hey, these things kept squid. How about that! And we came in with 30,000 and 60,000 pounds and swamped the dock. It was good for the first season or two, or the first season, because we we're the only ones doing it. Well some of the other guys in the area said hey, we can do that too, so they did.

RES: As happens in fisheries.

INT: As happens in fisheries, so they did. Well now the shore side couldn't put away the 60,000 that was coming in on 5 boats every day, so the shore side facility today, Monday, is your day to unload, Tuesday is your day to unload, Wednesday is your day to unload, and of course now it came around to my turn again. But there wasn't enough money to be made landing fish one day a week based on the freezing capacity, which was our marker at the time. So that forced us into putting freezers on our boats. My brother says, we can make this happen; we can make this happen, so let's do it. So he just forced himself onto the XXXX fleet. He just says I'm going fishing with you, and you're not stopping me, cause I want to learn this. Oh you can't do that; it's too much investment. Well, I've got to come and see this anyway to see whether it's worth while or not. And at the time, the XXXX weren't working on ilex squid, they were working on butterfish. We had the idea that we were going to do it on species that were outside of our inlet, and then we says well, we can freeze squid in the summertime. We know there's maybe some loligo squid in the wintertime. Maybe we can make a living on that, ok. So that's when we went ahead, and in 1987, my brother had researched between 84 and 87 to say hey because we're not getting but one day a week to unload, why don't we put freezers on the boat. The price will go up, the value added to our product, we'll have a finished product that can go anywhere in the world, and be able to come in and make a weeks pay instead of just a days pay waiting our turn to unload on your Monday, your Wednesday, on your Thursday.

RES: Right, so you just take that part out of the equation really?

INT: Right, so we wanted to go out, work our 5 days a week, come in, unload, take Sunday off, and leave again on Monday, and that was what happen.

RES: So your day to day and week to week actually remained relatively the same except you're not coming home at night?

INT: Right.

RES: So how did you find that -like I mean having to be away from home for 5 nights?

INT: To begin with, it was like how are we going to put up with this; I mean our family's not going to see us every day. But like anything else, the family adjusts, and it got into a routine. And actually, I think the wives preferred it, because we were out of their hair for 5 days at a time. There it might become more of a routine, because normally, they didn't know if we were coming home at 4 o'clock in the afternoon or 6 o'clock, so they're going to try and have a meal ready for us. Or if they had the meal ready at 5 and we came home at 8, now the meal was all dried out, and so on and so forth. And, you know...

RES: Just that they know you're going to be home from Saturday to Monday?

INT: Right, so actually it turned into a better routine for the family overall.

RES: And you didn't mind being away and on board the ship?

INT: No, it got to be a use to thing. I mean there was some learning curves there that we thought we had jumped out of a frying pan into the fire.

RES: How do you mean?

INT: In regards to we had never been freezing before. It's not just something...

RES: You don't just shovel them in there and...

INT: You don't just, you know, make it happen. I mean it just doesn't happen on its own. All of the little things that make it work, nobody told us work - real live man hours - it took to make all of this happen.

RES: Maintenance...

INT: Maintenance, just getting these things in the freezer, out of the freezer, in a box, down in the hull. I mean we were shaking hands with these individuals that came out of the ocean 4 or 5 times before we finally landed them. And 22 hour days 10 days at a time was quite common.

RES: Oh wow. So the value added isn't free.

INT: No, no, we were putting in 22 hour days for 10 days at a whack coming home and unloading, taking three days off, and doing it again. This was in 1987. Now you asked about some of the repercussions of fish regulations?

RES: Yeah.

INT: We put the freezers on in 1987. Little did we know that 1986, 87, 88, and 89 was going to be criteria setting time for the flounders. Little did we know that it was going to be criteria setting times for scallops, in other words, prove your history. We had invested literally 500,000\$ in this freezing system and this boat. To change over the XXXX, it took us 300,000\$ to put 3 little freezers on the boat, deep freeze our fishing hull, buy a boxing machines, and conveyors, stainless steel conveyors, and all of this, and make it happen. And suddenly now, our weekly turnaround expenses exponentiated, because we had to buy boxes. We had to burn more electrical fuel, you know, to drive the huge compressors to make the freezing happen, the hydraulic power, you know, not to mention to do the everyday fishing that we knew we knew how to do. So now we're learning how to process it, if you will- put away fish. So we had made all of this investment; we couldn't just throw the flounder net on and let this investment sit to no avail, so we were making it happen on loligo, making it happen on ilex, and making it happen. Next thing you know, ah unless you can prove you have a 1000 lb history per year on flounder, you're not going to be issued a NJ landing permit.

RES: Who did that?

INT: The NJ advisors, flounder fishermen, mostly from the Point Pleasant area have a problem with the Cape May big boats. So they set up some ideas in regard to the history.

(Phone rings 419)

INT: We found out then like in 90/91, they instituted some kind of NJ landing permit in the 90's I believe it occurred – somewhere...93 I'm guessing, ok. You probably know3 better than I do.

RES: It was around there yeah.

INT: Ok. We had been catching a lot of flounder while loligo fishing. But what we did is we had catcher boats with us, so we gave the flounders to the catcher boats to take in fresh, because NJ had made a law against freezing flounders under the perception that the freezer boats were going to go out, mind you a perception, were going to freeze flounders prior to the opening derby date of the quarterly quota on flounders and then come in and fill the whole quota up with a boat load of frozen flounders, ok. So they made a law against freezing on board, plus they made the trip limit so low that it wasn't worth while to freeze them anyway, so to speak, cause you're only allowed to bring in X, Y, Z based on NJ's laws, based on the input of NJ's advisors, which was based on boats that didn't like the big boats. And so NJ, even though we were only a 90-foot boat, most of the boats in PP are the 50-70 foot class, so we were considered too big, and they were going on, you know, put them out of business. So they were in a position where they could make advice to the NJ council, and some of these laws were then enacted in NJ. So I'm probably the only guy on the east coast that has a federal fluke permit with no state in the union where I can legally land them, because I had landed all of my fish all of my life. During the criteria setting times, I caught my fish, but I didn't sell them because I had 10 guys on the boat, and we had filleted our fish and taken them home. Even though we

went to (?) (429) Republic and went to the dock, and yeah they could confirm that we would unload a few at the time, but we came up with 700 pounds, we came up with 500 pounds, but we never hit that 1000 pounds to get the landing permit for NJ. So I didn't want to go the route that XXXX did on the XXXXX where he was in RI landing fish half of the year for flounders, and he was a flounder fisherman, and then he would do it in NJ for half a year. And for a couple of those years, he got better money in RI, so he stayed there. Well he came in and didn't get a NJ landing permit, but he basically came in and landed it anyway, and took it to court and won. The judge ruled in his favor. We didn't know if the judge was going to rule in our favor, but once again we had invested so much money in our boat, we didn't have the wherewithal to go to court to fight this, so we never fought it. So I got boxed out of flounder fishing, ok.

RES: Which you may have wanted to go back into or?

INT: Oh at those times, I could have, but I couldn't legally land it anywhere. So we says no, we've got the freezers, we can make money freezing on loligo, we can make money freezing mackerel, we can make money freezing the summer squid, and the occasional herring or butterfish that came by, ok. And so, that was 1987 that the criteria setting had gone. We had just put the freezers on, and now the joint ventures in the mid 80's started to get phased out by the 90's. So in the 90's, there were no joint-ventures.

RES: Was that by regulation or just changing?

INT: That was a combination of not necessarily regulations, but the attitude of the council made it harder for the foreigners to get here. Much like what's occurring to us now occurred to the foreigners in the mid 80's. And the foreigners actually stated this; I mean they said you see this huge pyramid that is on top of us to keep an eye on the foreign fishing, well when they finally kick us out – and they will – this whole bureaucratic body has to have somewhere to fall, and it's going to fall on you. They will justify their jobs. They prophesize that, these foreign fishermen to me, that this will happen to you, so beware.

RES: Is that what you think is going on now, I mean, that they're just maintaining themselves?

INT: In a sense they...well let me you a for instance, and you probably already heard it from the long line pelagic group. There are 2 managers in a bureaucratic government to every single fishing boat that now long lines.

RES: With what?

INT: Think about it. That's not counting all of the people that are collecting the information and the actual managers. The managers now out# the fishing boats. They almost out# the captains and crews on the fishing boats - 2:1 from what I understand from some of the statistics that I've been hearing. I don't know this for sure.

RES: I don't know whether or not either (?445)(talking at same time)

INT: It is something that I heard a week ago, ok, so that's how top heavy the government is. They're justifying keeping an eye on the long line pelagic group – you know the sword fishermen and so on – and there's 2 managers for every. So if the government wants to save \$, what they can do is take each one of those managers and put them on as crew on each one of the long line boats, and then they can halve their governmental.

RES: (talking at same time)(447) that?

INT: (?same as prior)(447) that, they can save half of their money.

RES: That's not a bad idea actually.

INT: So, I mean, they have to carry a service anyway, so why doesn't the manager himself come down there and have him- instead of having 10 people do it for him – he can go down there and take his laptop with him and manage right there.

RES: Yeah, it's more real time anyway; it would be.

INT: Yeah. I'm being facetious, but it...

RES: No, I mean, it's not a bad idea.

INT: Anyway, back of what I guess we're discussing here.

RES: Moving into the early 90's...

INT: So in the early 90's...

RES: You're out there loligoing and...

INT: Yeah, we're out there loligoing. And after having this blue fin tuna permit ripped out from under my feet after making the investment, I vowed that I would keep an eye on the government by going to all of their meetings whenever they opened their doors as long as it was economically feasible for me to do that.

RES: And that's when you became involved in fisheries management?

INT: That's when I became in fisheries management- in the early 90's. So I even went to the saw process and the (sarc?)(452) up in Wood's Hole, followed that through the whole gamut, saw what was occurring when they started instituting the loligo quotas starting in 93- I think it came to fruition in 97. So I would go to the meetings; we had the luxury of having 3 skippers for 2 boats, because my father was a captain, my brother was a captain, and I was a captain. So I would hop between the boats, or my dad would fill in when I went to meetings, so we was able to keep an eye on the government if you will to see

what was coming our way, and then we would try to dodge the bullet, if you will, to still be a fisherman. It's almost like a video game when you're watching all of these aliens coming at you. And now, we're not able to dodge anymore; we're being hit right and left. It started in 97.

RES: What do you mean?

INT: The quotas got lowered. For what reason? The foreigners were here in the late 60's, the early 70's, catching reported tonnages of over 30 and 40,000 metric ton every year, and the species never disappeared – both the illex and loligo. And yet for some unknown reason in 97, new found data, that was actually a report made by a fellow in 1973 that squid only live one year, they have the quota.

RES: So you'd actually been in it for 7,8,9 years at that point though.

INT: Right. And so now we were seeing that hey, by this time we had gotten the XXX, which would be the XXXX – the big XXX. And that had occurred, my father had probably told you that date. We sold the XXXXX when we got the XXXX. How did that work...I'm trying to think.

RES: You sold the XXXXX...

INT: 84 we got the XXXX. We turned her into a freezer boat in 87 – the little XXXX. We toyed with the idea of taking the XXXX the first steel hull XXX, and making it into a freezer trawler, but we realized when we had revamped the XXXX that it was actually cheaper to build a new boat and put things where you want it rather than rip apart an old boat and revamp it. And still, the platform wouldn't be big enough to value add to the product, because we were still running into the problem of if we were going to carry enough fish to make it pay when the fish got cheap. We found out with our pilot project with the little XXXX that we could trim our expenses, mechanize a little more, go with a cheaper fiber, maybe go to plastic bags or potato bags, and be able to go after the illex when the price fluctuated down in order to make it viable to stay in the area. So we then invested in the XXXX. And when she came, the year prior to her coming, we sold the XXXX 2 and got the XXXX 3, which is now the present XXXX, but we hadn't done anything to that vessel yet, and that one was sold then to XXX, and then XXXX had renamed that vessel the XXXX. Later on he had opted to change that boat into a freezer trawler, set her up, and they tried that for several years, and then decided to tie her up. And now she's been scalloping, because that boat, because the amount of fish that you could put away and the quotas such as they were, derby style fishing on it, and then the prices going up, just everything in general. The world market price that was during that, you know, the interest rates had really gotten high, and when the interest rates got high here, the foreigners could not afford to buy our squid. The sunny side of that is is that the American buyers opened their eyes to the squid, so in the 90's more squid stays in the US than is exported. Virtually all of it can stay in the states.

RES: Which is good for you?

INT: Which is good, because it made...because the price (?) (476) crept up with the times, if you will, it now made it viable to go back to a small freezer boat again. So there's a lot of small boats out of RI area that have freezers on them, so it can go out and grind on now that the fish is a 1\$ a pound instead of 30 cents a pound.

RES: Ok, is that about what it is now?

INT: In a frozen return, it can be anywhere from the 70 cent range to a 1\$. I haven't (?caught them) (478); I really didn't know what it is this year, ok. But 3 and 4 years ago, we found out because of this thing that some of the wet fish boats were getting the same \$, if you will, for wet squid as we were getting for the frozen squid. And we thought here we got all of this investment and yet more work and more fuel, and we're not getting paid anymore for the product. Why do it? And so 97, my brother had the larger XXXX. We had actually paid for our boats in 96, and so it was a question of did we want to keep the boats at that size, or did we want to reinvest. And we had found from past experiences, prior to 97, that if you don't reinvest, you stagnate and fall behind. Somehow or another, we were never satisfied to be status quo. We always wanted to be innovative, so we thought well we're married, we have kids, we've got plenty of boys – my brother in law at the time had 2 sons, my brother had at the time 2 sons; he now has 3, I had two sons; I now got 3 – We said well, we've always...my dad did things for the boys; we thought like we're going to do things for our boys. And we saw that in order to do things, you need a platform to work from. If you need a platform to work from to value add, you need room. Also, we were starting to push more and more heavy weather – wintertime.

RES: What do you mean?

INT: We were staying out in conditions that we shouldn't be out in.

RES: Why?

INT: To make a living, ok. We were going after mackerel, we had started carrying fish to the dock, the dock had now upped their capacity to instead of 20 tons a day, they were up to 60 tons a day, and sometimes they could put away 100 tons a day.

RES: Which your quotas had gone down at that point.

INT: No, but the quotas on the, in 97, the quotas had gone down on loligo and the quotas had gone down on ilex.

RES: But not on mackerel?

INT: But because they were getting the same price as frozen as you would get for wet, we opted to see if we could catch, cause we knew that we could catch more. We just didn't have the tanks to carry them more, so we said ok, we'll up our tank capacity. So while we were actually building this boat, rebuilding the XXXX in 97- we committed to rebuilding

her – we said hey, because we can get the same price...we're not getting the same price, why reinvest in freezers. We'll just keep that for when the price includes; let's rig up for tank carrying capacity, so we could carry more and make more money in a shorter amount of time. And what we had found out with the 90-foot boats were that when you loaded them down, you had very little free board, cause we were carrying mackerel, and we were carrying ilex. And summertime the weather's nice; the wintertime the weather's not so nice. And I had had a bad experience out to sea of a rogue sea doming across my boat and swamping my vessel, and the vessel didn't recover.

RES: It went down.

INT: No it swamped, but it just hung there – a very dead vessel. This occurred in 95/94, cause we were hardcore catching mackerel in the wintertime – trying to bring it shores side. There were no joint ventures. We were joint venturing with those vessels, but then we had free board, cause we weren't carrying the fish. And on a nice day at the end of the trip at the end of the week, we would carry a load into shore side and unload it. And I said to myself, and I said to my father and my brother, that I said if we can ever build a vessel where we can fill all the spaces where you're supposed to carry fish, carry it safely during wintertime conditions, that's my goal in life, cause I didn't almost come home that night. By the grace of god and big pumps that we had aboard for circulating, we had to go empty out all of the water in the boat in minutes. And in those minutes, where if we got another rogue sea we would have disappeared, we pumped all of the water out, the vessel got free board, and I says to the gang I says never again will we do this, ok. And I sat at the galley table on the way home in the mid 90's seriously considering whether I wanted to be a fisherman or not, and I didn't have a piece of paper where I could do something else. And by then I had too many kids to go sit back at the school bench and try to get that paper, so I says no we're going to do this, but we're going to do it in stages and in steps, and this is what we're going to do. So that's why we invested in this boat that we're sitting on right now.

RES: Bigger, safer, can hold onto more...

INT: Cause I was trying to keep up with the big XXXX, if you will. He had, by then, gotten that boat.

RES: How big is the big XXXX?

INT: She was then 120 foot compared to my 98. And so he could carry a 100tons, 150 tons, which is what the dock could handle and handle it safely. And me, when I put 50 tons on the boat, I was awash. I had no freeboard, you know, and so we decided we had both boats paid for by freezing, and then but by 97 these new...the quotas being lowered had occurred, and the frozen market price wasn't reflective of the wet fish market price, and we said let's go back to wet fishing. But we have to carry them with good quality so that they would be accepted, so we geared up to bring them in wet fish. So that's why this boat...at the time, my brother only had like 30 tons a day of RSW and could carry frozen 150. This boat could carry (?) 508) 300 frozen and only have 30 RSW. We found out

while he was mackerel fishing, trying to catch mackerel, that periodically the mackerel weren't available. Sometimes he would be searching for 3 days looking for mackerel, and his freezers were standing empty, so he called up and says, you know, we should have more RSW. So that's when we decided to take a portion of our frozen hold and turn it into an RSW hold, so we could have 3 days production, so if we didn't find anymore mackerel available to us on the grounds for our 30 tons a day capacity, we would be able to put them in the tanks on that day they were available. And at the end of the week, we would still have 3 or 4 days of frozen and be able to come in with a weeks pay, because at then frozen mackerel prices were still better than wet fish mackerel prices. It was the squid prices that hadn't really changed, you know, the fresh market and the frozen market were about the same. So now, I was able to carry 160 tons, and my brother was only able to carry 30 tons, and we and this boat, and now we heard this Consistency Act coming down.

RES: So what happened then?

INT: Where the Consistency Act where they were going to take all of the most stringent measures and all of the different fish plans that then existed and apply that across the board to all of the plans, which meant that there was going to be a freeze on vessel size, vessel hp, vessel upgrades. Hp was going to be capped, you're vessel size....

RES: Is that 10% deal?

INT: Right, the 10 or 20, ok. And so whatever hp you were at, you were stuck with basically. The only reason they have that 10% in there because the same version of the same engine are now more efficient, and so if you were going to replace your engine, you were going to be losing your fish permits by putting the same engine back but a newer one and it's raised it more hp. So this is why that...

RES: That (?) (518) was in there.

INT: And so my brother saw that with my capacity that I had on the XXXX, and with the price of the squids being the same, and that now the shore sides had increased the plants. There was a plant in Gloucester, there was a plant in New Bedford, Lund's plant here in Cape May has now gone up to they were over 200 tons a day, and in the past couple of years, they have gone to 400 tons a day that they can put away. So now they're hungry. They need catching and carrying capacity, ok, but what has happened is this Consistency Act has forced a lot of the vessels to be stagnated where they're at, alright. So where we were now with my brothers boat, he didn't have the carrying capacity wet wise to carry for shore side purposes. And this Consistency Act was looming on the horizon. We saw this coming because of my attendance to the meetings, so we said...

RES: What year was this? Can you put a timeline down? Into the 90's...

INT: We rebuilt this boat in 97 and put it in service in 98, so the little XXXX became the big XXXX. In 98 we put her in service – January/February. Less than two years later, we were forced to go down and stretch my brothers boat.

RES: Ok, so it was only 4 or 5 years ago?

INT: Right. And so we had already invested lock, stock, and barrel into this boat. Everything the bank could loan us was on the line for this boat.

RES: And by forced meaning you wanted to get it in before the 10, 10, 20...

INT: No, we had already had decided on this before the 10, 10, 20 rule came. So what happened in 98, we heard the 10, 10, 20 rule coming, and we wanted to have two comparable boats that could be comparably equipped as a family so we were equally matched, if you will, out to sea so one brother didn't have an advantage over the other brother competition wise, which exists out there all of the time.

RES: Oh sure it does.

INT: hey, I'm going to beat you, and he's going to beat me, but that's what keeps us teamed – keeps us innovative – plus the shore side plants had now...they said hey, if you invest, we'll invest, you know, so they did and so did we. But financially, we weren't ready. We had always waited 5 to 7 years to get good run on the loan, but this Consistency Act coming down the pipes said if we don't do it now, the door's going to be slammed. So we talked to the bank, and they says yeah, you've got enough collateral if you will with your other boat to go ahead and reinvest in your other boat. But guess what happened in 97, and 98, and 99, and 2000? The quotas were halved. Now because of species by species management, they were rolling into each species as they came along.

RES: What do you mean?

INT: Different species had to be managed. They had to come up to par with the Consistency Act. They had to be reanalyzed to see what their status were in regards to how large the schools were, what the quotas were, and whether or not there was any problems. Well low and behold, there became a problem with scup. Scup was deemed to be over fished. Now we weren't concentrating on scup at those times. The scup quotas had already been lowered to trip limits, because the overall coast wide limit had been set at X, Y, Z for the (Sarc?)(536) had occurred. Here again, our government set the quotas, the trip limits, so low, so it excluded us. Scup is 30-70 cents a pound, we're only allowed to come in with 10,000 pounds – you do the math.

RES: Yeah, it doesn't pay.

INT: I burn 1000-1400 gallons of fuel a day when I'm fishing, and that would not even, a trip limit of that size, wouldn't even cover my fuel bill let alone my mortgage payment, let alone my insurance bill, let alone paying my crew. So we left the scup alone and

concentrated on the squids. But guess what? The squids sometimes swim very close to the scup. Observers had been placed on different vessels to get a real time idea of what's happening, and here's where I have a little bit of a problem. The squid, which we concentrated on night and day, we invested heavily in electronics, we have equipment on this boat that rivals research vessels, we have equipment that can actually – due to the Doppler effect they have- measure and size the individuals in a school of fish. We don't know what the schools are until we get them aboard, but due to experience, we can tell well this is a school of scup/this is a school of squid.

INT: Scallop fishermen would jump into it opportunistically when the squid prices were up and available. You know they wanted to save...I don't know if the days at sea occurred then or not, but the weather was atrocious, and traditionally scallop fishermen, from my vantage point, would fish scallop during the summer, fall and spring. And then during the bad weather season, they would go out and flounder fish and opportunistically go after squid and scup, ok. But that was their mainstay to flounder fish, and then if that wasn't available, they would go after the other. Now what happened was, mesh laws Occurred on the flounders, so now they weren't able to stop the squid as readily. They weren't able to mix fish as much because of the species by species management. So what happened then is if you said you were going fishing, you were allowed to pull a small mesh cod end. Well some of these guys would go out with their flounder nets and go squid fishing and keep the legal size flounders or do some – we won't say high grading – but also there was quotas. We won't say they were high grading to achieve the quotas, but in the mean time they were scratching a few squid, and a few scup, and take that in, and, of course, get a trip out of the deal, because they had all these different species and would make a better trip than if they just came in with flounders. Because of these part time squid fishermen that went, so called, fishing for squid when they were actually targeting scup or other fish, of course they caught a lot of scup, because they weren't after the squid. They just said they were after the squid, ok. So what happened then is there was a couple of boats that caught a lot of scup because the scup were deemed to have a problem, and these scup then were found out to be in the Hudson area down south to the Washington area. So then what happened was, they made a GRA, and they just drew the square and said only legal size mesh are allowed in this area. If you pull loligo mesh, you're illegal; you can't go into this area and fish.

RES: What year was that that they put that GRA?

INT: I think it came whenever the scup plan had gotten into full effect. I'm going to guess that it occurred in around 2000. It might have been before; it might have been after.

RES: And it's still there?

INT: Yes. Just this past year, they were able to move the line from the eastern edge of the line in shore by 1 or 2 nautical miles...

RES: Can you show me on a chart where that is?

INT: I can roughly show it to you, but it's a very jagged edged line.

Tape shuts off for a minute while maps are taken out (I assume).

RES: So are you going to show me where this GRA was or...is that the right chart?

INT: No, you need the big offshore chart.

RES: No, I got the...

INT: Basically, I think this one's a 50 fathom curve, pretty much a 50 fathom curve nearly out to the...it's a bunch of lat and long lines, so it's the 50 fathom curve out to the 180 fathom curve. It might even be a 30 fathom curve. I'm not sure where it is on the inshore edge. But traditionally, we chase scup 30 fathom out to 50 fathom in years past.

RES: Ok, so somewhere in here I'll just mark it. Here I'll let you circle it.

INT: I'm trying to see the edge there. Here's 30 fathom there. I'm not sure, but I'm going to say from here – they drove pretty much straight shots, you know, in something like this. Do you mind if I mark it?

RES: No, no, please go ahead.

INT: It's roughly, real rough, ok...what do we got here...so it starts here, and goes all the way down to the Washington.

RES: Oh ok, so it's quite large.

INT: Oh yeah, it's big. It's basically, they took the very squid grounds that these boats were designed to work in; they kicked us out – just kicked us out.

RES: Because of the scup?

INT: Because of the scup problem that we were incurring. When we can prove that if you took all of the squid fishermen's data, real true squid fishermen, it's a ¼ of 1% bycatch if you threw out the part time scalloper that went out there and inadvertently caught 70,000 pounds of scup.

RES: Inadvertently, you mean (?) (045)?

INT: Yeah, ok. That was...and that to me, I still hold very much against them, because we proved that we could fish clean, and we're not given that benefit of the doubt.

RES: So what did that do to you? I mean besides pissing you off, where did you have to go? Did you have to go farther away or?

INT: Yes. So from there to here, basically 30 to 80 fathom or 30-70 fathom – right along...I don't really want to mark it up.

RES: Well no, here I'll...

INT: If you want to write it on the edge, it's roughly from the Washington canyon there – the call it the GRA. Just call it the scup GRA. There's lats and longs that exist in the records.

RES: I can find that, yeah, I'm just...

INT: But just in the past year, that due to a whole year and a half of griping and complaining by a fisherman on the Mid-Atlantic Council (MAC) that he used the system properly, cause he's been a council member - Jimmy rule, I take my hat off to him. He's such an asset to the east coast MA fleet and the New England fleet that people don't know how much that man has done for them in regards to going to all of these council meetings and all of these (?) (057) meetings and, I mean, he doesn't only fight fair for his own people, but he fights fair for all user groups. He's very objective. And what he did was he asked the council to ask the scientists to do a study that if they move this line, because we were fishing the edge of these (lights) (061) – here I'll show you here again, roughly. This is where I lived in the late 70's and early 80's. I lived here.

RES: Ok, so I'm just going to say for (?) (063) what is that about 20 miles max?

INT: Yeah, it's a 20 mile radius.

RES: Off of Cape May?

INT: Off of Cape May. We fished 6 mile...

RES: So you really until you got into illex and loligo, that was your grounds.

INT: Right. We started in, like I said, 1987 is when we started going offshore. But anyway, the GRA got moved in a mile, and it allowed the fishermen to follow the contour legally, because the way that square box was drawn, you would inadvertently clip the corners of some of these boxes trying to follow the depth in order to catch the loligo. And traditionally, loligo is about 10 to 15-20 fathoms deeper than scup. Once in a while scup, due to weather patterns, and the (?and westerns) (068) will be shoved overboard, and then they'll come swimming out, you know, and go back up to the shoal of the river. And they kind of migrate in and out.

RES: And I'm sure the squid will come up occasionally into shoulder water too.

INT: Exactly, and so depending how clean you fish, or how clean you don't fish, you know, and so what happen was we got kicked out of the squid fishing rendering my

freezers useless, you know. An 8million\$ boat designed to go after squid, and I can't use it.

RES: So what do you do? What did you do?

INT: Between 1998 it happen with the quota cut back; I couldn't use them for the illex...

RES: And the GRA.

INT: And then in the wintertime it was the GRA. The only thing we could do, we were legally – and here again I think it was this Jimmy Rule that really helped us out – is that somehow or another, the mackerel got exempted and, therefore, we were allowed to go into the GRA after mackerel.

RES: So you're going to keep catching mackerel?

INT: So we're able to keep catching mackerel. And the only saving grace, but we're limited to one species, you know, and because of the derby style fishing that does occur on the winter squid on the loligo, it would be a shifting of back and forth between 2 species. But there are times when the \$ incentive makes that worth while if you were allowed legally to go into these GRA's – scup GRA's.

RES: Ok, so now your fishery now is...

INT: We're planning on targeting the mackerel.

Someone comes in and tape shuts off for a minute.

RES: Alright, so we're up to 2000 or so.

INT: Anyway, we were into the idea of what we were going to do in that we got cut out. We were cut out of the GRA.

RES: Right, scup regulations.

INT: Scup regulations kicked us out of the loligo fishery, alright, not to mention the derby style fishing that occurs when everybody, because of not having anything else to do wither scalloping wise or flounder wise because all of the flounders have shut down...traditionally, a lot of boats use to flounder fish year round and never go near the loligo. And now because of these quotas, the way they're set, all of these vessels will jump onto whatever species is open for the moment. So they'll all jump on the loligo and kill that, and if any quota opens up on a state level and RI has some quota then all of the boats that are allowed to land in RI will jump on that. And what happens then is you've got boats that normally would land in RI, because RI was closed, but they have North Carolina quota. They'll catch fish off of the Hudson and steam all of the way down to Carolina with their load of fish.

RES: That pays?

INT: And that pays when the prices are there, you know, but if they don't have that, what do they do? That kind of thing is happening, so instead of...

RES: Well that's always going to happen; I mean you've got people jumping around between species.

INT: Oh yeah, it has occurred, but because of the way the different species are managed...for instance, you can't go out and get 10 boxes of this, and 10 boxes of that, and ten boxes of all of these different species – squid, scup, whiting, flounders –and then go in, because there's all these small little quotas on them where they're already shut down. So now the only thing left wide open is, let's say, mackerel or loligo, but once that quota's caught now it's shut down. Now once all of those quotas are caught, now everybody jumps into mackerel fishing provided they're within reach of the existing fleet, ok. And so here this carrying capacity thing comes to bear.

RES: What do you mean?

INT: Remember how I told you my smaller boat can only carry 50 tons-100 tons? 100 tons, that was awash; 50 pounds, I had a little freeboard, ok. Well now these boats if it's wintertime are now playing with this weather game, you know. They'll go out, and if the weather's right, and if they can find the mackerel, they'll run in with them. They'll fill whatever they can get – 30 tons/40 tons – and come in with it provided it's within reach. When it's within 50 miles, it's within reach. If they're more than 100 miles, it's not within reach. Plus now, suddenly, weather's a big factor, because you're not going to get in 5 hours. When you hear that the weather's going to sour by midnight, and you've got a big set of fish on the boat by dark, now you know the wind's going to hit you half way home. And, you know, now you've got to make a decision either to dump the fish or take the chance and put up a board and hopefully you get home ok. And I refuse to live with my heart in my throat, and that's why we did this with the boat. So anyway, what happened then in 98 or 2000 with the GRA, it limited us strictly to mackerel. And as long as the mackerel are available, we could go fish.

RES: So no illex...

INT: No, illex is a summertime fishery only, ok. Wintertime loligo squid fishing is a derby thing, and if that quota's caught then there's no fishing for it for until the next seResent opens up – quarters, you understand what I'm saying, it's in quarters.

RES: Ok, so when they're caught up, you're forced to go to mackerel.

INT: Right, and so what we've decided to do then rather than jump between the different fisheries, we try to say ok let's try to make a living on mackerel. So we're throwing all of our eggs in one basket and going to go after mackerel.

RES: Ok, never mind loligo anymore?

INT: never mind loligo, only if it's opportunistic in the fact that let's say we're...see the mackerel nets that we pull, it's a different size cod end. The nets are so large, we never tried to go after the loligo with them. What we can do is we can take a loligo net and go after mackerel, but we're not as efficient.

RES: Why?

INT: The net doesn't catch as many as quickly, ok. Mackerel are so cheap, you know, they've been averaging 10-12 cents a pound, so it's high volume, and therefore, you need a lot of tonnage to make it happen. And until the mackerel hit that 30-40 cents range, it's not really viable for the smaller boats, because they can't carry enough tonnage. So that's where we have our chance to shine. SO what we do then is we concentrate on mackerel.

RES: And when is that?

INT: And that starts now.

RES: And that's been since 2000?

INT: We've chased mackerel full-time, basically, since 1987. We actually chased it before then; we chased it in all of the 80's joint venturing.

RES: 1997?

INT: We started in the 80's joint venturing after mackerel.

RES: Ok, you said we've been fulltime mackerel...

INT: Full time mackerel fishing with these boats, per say, in the wintertime because of the scup regulations, because of the flounder regulations, because of the loligo regulations. We've been going after mackerel pretty much fulltime in the wintertime since 97-98 – fulltime.

RES: So you would attribute your shift into mackerel fishing to regulations?

INT: Yes, and because of the way we were guided between market conditions and upgrading our vessels and then being basically blocked out of the other fisheries because our vessels were too large. A 70-80 foot class vessel can make money on 10,000 pounds; I can only pay my fuel on 10,000 pounds barely. So these small daily trip limits...now if they allow me to combine, you know, I use to be a hardcore scup fisherman. I use to go hardcore at it, and so if I can count my history that I did in the late70's, and all the 80, and right on up to the 90's, you know, I've got a lot a lot of history in scup. So, for instance, if they decide to do some kind of historical thing, I'm in the scup the way it is

right now. And if the prices go up with the upper limit rule, it can be viable for me to go after them. But if they don't up the trip limit, it's not viable for me to go after them. So I say let me, you know, traditionally I use to...let's say I'm free January/February, so there's 8 weeks. Let's say I get 8 trips a year, and so 8 trips on the average is what you would make a year. Well actually, some boats will make several trips a week, you know, go out and get their 10,000 pounds and come in, go out and get your 10000 pounds and come in. But lets say, give me 8. It would give me the ability to combine 10 trips out of the year, so I can come in with one load of scup and make it pay. So I can catch my traditional amount that I normally have caught in years past, but because of these trip limits, I am kept out of the fishery. Whether by design or by accident, I don't know. I tend to wonder sometimes, ok. That would be my way of looking at it; let me combine my traditional ten trips and come in with two trips of scup and, therefore, I can make a weeks pay out of it and pay my gang. But now I don't catch any. What's going to happen, my fear is, that they're going to set some kind of criteria based on these of when there's only been trip limits that are small. And now I have no history.

RES: Which will class out...

INT: Will class me out forever. If they go to some kind of, let's say they give ITQ's, for instance. Now if they let me use my 1980's history, I'm in like Flynn, but if they don't let me use my 80's fishery, but they ousted me because they didn't let me get a trip limit that would work for my boat, you know. So therein lies the problem. So in one case, a lot of the smaller boats have come in and caught up the loligo quota, which these boats were designed to do. They go out for the scup, flounders, and now they go for loligo too, cause they have history in them, you know. But I don't have history in those, you know what I mean, in regards to the flounders and scallops. So these regulations with the Consistency Act, you know, forced us to make the investment in my brother's boat, so both boats are comparable in size. What we learned from this one, we said, we should have made this one bigger right off the bat.

RES: The XXXX?

INT: Yeah, because she's kind of in between. She's too big to be a small boat, and she's really not geared to carry as good as she should unless we do what we're doing right now. But what happen in the 2000 when the Consistency Act finally came in there, our boats got grandfathered in, you know, with this basically oversize.

RES: What do you mean oversize?

INT: Not, what should I say...we have, our vessels are you know, it depends how they word it in regards to carrying capacity and so on and so forth, you know. We carry, we say we carry, a couple of hundred tons frozen, but if we fill our frozen hole with a couple of hundred tons and fill all our (?) (157) now we're over 300 tons. But this boat has existed since before the consistency, so they can't say you can't carry cause it's so many tons. They go by the gross tonnage of the vessel, or they go by the carrying capacity or some kind of tonnage vessel capacity that the vessel's supposed to have. And how they

draw that line, I really don't know, but most of it's based on hp and your overall dimensions. My overall dimensions are here, so this is what I have to work with. Within these dimensions, I can do what I want in regards to my capacity of carrying if you will. I can't change my hp, I can't change my carrying capacity, I can't up it, you know. I can't go up to let's say a 400-foot boat that can carry 2000 tons.

RES: Would you do that if you could?

INT: Looking at it the way it is now? No, nah, because this is why, during 98/99 when they lowered the squid quotas, I was forced to go up to Maine to go out the (?) (165) herring. As I told you before, I lost my shirt. The only silver lining, if you will, in that cloud is that I developed history in the fishery – in the herring fishery. But here again, it's based on market. I went up there and spent a whole summer, several summers, catching...taking 10 days to get 200 tons, and they wanted you to have 500 tons in one of the so called scenarios, plans, that they were going to institute in this herring plan. And it's still up for grabs, cause it went back to the drawing board cause of some issues that the Mid-Atlantic Council has with it that if you don't develop, if you don't land 500 tons – I think they lowered it to 250 tons – in any one year, you are not given a fulltime permit in herring. Now, for me, I'm in, cause I have 400 tons landed during that period of time. My brother was rebuilding his boat, so he don't have that...during that window, but they upped the window to 2001/2002; now he's in.

RES: Ok, so he benefited from that.

INT: They benefited, but guess who lost out? The whole mid-Atlantic coast. All of the little boats that go out and search for mackerel, there's plenty of herring there, but herring are cheap, and mackerel are more expensive. If they can't find the mackerel, they come in with herring, so with this plan the way it sits, they're only going to get 25 tons or not even. They're only allowed to land I think 3 or 4 tons of herring. And during the mackerel fishery, if they can't find any to pay their expenses – they load up with 30 or 40 tons of herring and run in – well with the plan the way it's written, if it goes through the way it's written, it'll cut them out of the area where they traditionally fished for 20 years.

RES: DO you think it's going to go through like that?

INT: I hope not, or I think it's going to be a great big fight in front of the law man, you know, in front of the judge. Rather than go to the council process, It'll go to the courts. That's not a way to do fishery...

RES: No, that doesn't help anybody.

INT: Are you ready...

Tape cuts out for a minute 180

INT: 15 minutes if you wanted to stay, but if you've got places you've got to be...

RES: No, I'm here if you're willing to...

Tapes cuts for a second again 181

INT: We didn't cover them.

RES: Well a couple are more general like about how the community itself has changed, or how you found like the importance...we ask about the importance of commercial fishing to Cape May as a community. Has that changed over your experience, or has that change in say (?) (183)?

INT: Well, it's changed. Commercial fishing, if it wasn't for commercial fishing... Cape May's a tourist town albeit it does have the fishing year round.

RES: Commercial fishing?

INT: Commercial fishing. You could land quite a lot of tonnage here in Cape May. I'm not sure where we are on the statistics, but...

RES: Top 5 anyway.

INT: Yep, so if you take that away, yeah, Cape May would fall. It really would be a...the people here wouldn't know what to do with themselves if (?mumbling) (190), you know. During the tourist season (?mumbling) (191). When I was a kid, they always said the small towns are 7-10,000, and then it goes to 40-50,000. These little town basically (?) (192) tourists, but I guess it's the same way up your way too.

RES: Yeah. New England, I think, anyone on the coast.

INT: I don't know how to answer your question in fact, but to us it's very important. You know, to the plant, you know, the owners of the dock, it's very important to them and all the support fisheries. And of course, you know, we sometimes get this whole... round here and the whole system kind of revolves around it.

RES: Do you think there's the same # of fishing families as there use to be?

INT: Not quite, but there's a change that's occurring right now, you know, with the small boat fishing with the scallops. And that has blossomed tremendously.

RES: What do you mean?

INT: #'s of boats have really shown up on scene doing this day scalloping. That never occurred 5 or 6 years ago.

RES: What do you think about that?

INT: I've got no problem with it. I think it's great. It takes a little pressure maybe off of the other fisheries- some of the guys that don't have anything to do on the bigger boats, per say, or maybe can't go out fishing anymore because their days are used up, they can go out and do that day scalloping thing. It won't last long. I'm sure the government's going to do their best to put the squash on it, but to me I'm not in it, so it really doesn't bother me one way or another. I think it's great for the guys that are in it, and I hope they can keep up the good work. To me, I'm all for it. I saw how the different fishing cycles did as a kid, you know, before regulations, and after regulations, I honestly can't say that the fishing has improved as far as the stocks are concerned one way or another. I know the fish are out there more abundantly than what the #'s say. I also have noticed that there is still declines in certain fisheries, and in my opinion, I think the # counters are refusing to look at it, because it's contentious issues.

RES: What do you mean?

INT: Take the inshore fisheries, for instance. When the ASMFS got their teeth, you know, where they could declare a state out of compliance and, therefore, sanction that state and (?mumbling)(209) the people (?)(209) to catch that particular sport fish, if you will, or any species at (?risk)(209) they can cause that state to not be allowed to participate in that fishery, cause they haven't done their share in cutting back. Well the first...the way NJ, in regards to trout, took care of compliance with their cutbacks is they took it away from the commercial fishermen – right off the bat, bam. Our traditional time of fishing was, like I said, September, October, the beginning of the summer, maybe May/June. It would be a little low when the fish were way up inside and then come out again in bulk. Well, they made it illegal to land any commercial fish until late October, you know, October when the fish have already left. Go catch em boys. Ok, well we've go to go down to Carolina to get them now –that kind of thing. Now, finally, the rec community is seeing some strong cutbacks in their quotas in their, what do they call that, size limits. And they're now encountering what we encountered way way back, and they don't like it, so now they're up in arms about it. But the root of the problem is why aren't the fish there, ok, an everybody dances around the issues of why aren't the bluefish there? We catch bluefish out in 100 fathoms. I was told back in the mid-90's that bluefish don't swim out in 100 fathom, and yet I took pictures out of my briefcase where I had illex squid on the deck and swordfish sticking out of a 5000 pile of bluefish. Oh that's just an anomaly, and yet I can prove that time and time again, but oh that's just an anomaly. So why are those fish now swimming offshore? If they never went outside the 20 fathom edge before, why are they now swimming in 100 fathoms? The same thing was stated about striped bass. Striped bass, oh they're strictly an inshore fish. (whispering)Well, we can't talk about striped bass – in NJ it's all political. No commercial fishing; no striped bass allowed, ok. They protected that species so much, in my personal opinion, that is the reason why the other species of fish aren't here.

RES: What do you mean, because there's so many stripers around they force everything else...

INT: The stripers are very voracious eaters, as well as bluefish, but when it comes to eating anything and everything, stripers do it. And they have protected that species, and I have watched how those schools have exponentiated out of the edge, so they are no longer swimming in the traditional 10-15 miles off the beach. I see them 50-60 miles off the beach ok. And does that allow me to bring them in? No, cause I can't land them in the state of NJ, cause it's game fish status only, and yet it's a huge resource.

RES: You can't land them somewhere else?

INT: Nope...ah they have tags I think in Virginia where you can land them, but that's strictly based on history. All of my fish in landed in NJ, so I can't go anywhere else and land them anyhow, ok. So but the problem isn't that I can't land them, the problem is that they're allowing that group of fish to outgrow the other schools of fish, so they are depleting the other fish, ok. The other thing I think that has pushed the fish further offshore is the mount point source pollution.

RES: Water quality?

INT: Not necessarily water quality, but you know the sounds have disappeared quite a bit, you know, due to housing being built on them. The other big thing is all the houses like to have their green grass and dumping chemicals on it, and this in turn shoves the fish away. Just a for instance, I know the one fellow that grew up in Florida around the mangrove roots and trees, and he would skip school, take his row boat, take his gill nets, set it down stream of the mangrove roots, go up stream with a gallon of bleach, dump it in the water, and it would drive the fish out from under the roots and into his gill net. He would get his 1500 pounds and go to market with it and he'd have spending money as a kid in school.

RES: An effective way I guess.

INT: An effective way. Now that was just one kid pouring a gallon of bleach under a mangrove root, ok. Think of the millions of people dumping their wash water if you will into the sewer system, and it's going out into the water. That's just bleach, and bleach disappears after a day. It's no different than the chlorine, if you will, that you put in your pool.

RES: Yeah, (?) (242).

INT: Yeah, and then after a while it disappears, you know, the sun will get rid of it, but still that initial shock...there's got to be a residual shock around all of the out falls, if you will, that pushes the fish farther away. So with that occurring, with the stripers really increasing, I think that has really taken it's toll on some of the traditional species that use to be here in vast #'s. The only ones that don't seem to be affected by them that much are the croakers. The croakers are more plentiful now than I have ever seen since I started fishing when I was 18 and I'm 50 now. Now they want to put in a croaker plant, you know, so they're around/available. The other issues that are really going to hurt the

fishermen, I was talking about what happened to the foreigners early on. They basically didn't get kicked out, but they got small regulations put on them, and it choked them out. For instance, they had to pay observer coverage. Observer coverage was 35\$ a day back in the mid-80's, but now has gone to, what they call, sub-contractors supply the observer coverage. Well guess what the sub contractor charges if he were going to charge his full amount? It's up to 150-200\$ a day, and in some cases, when the foreigners were here, it went up to 3-400\$ a day. The poor observer maybe only got his 50-60\$ a day, or less, but the subcontractor got the rest – whether it be the government or the people they sponsored to do the job for them. So this made a huge thing, you know, the foreigner got irate over that. It's costing me more for observer coverage than it is for fuel, and I've got to burn all of the fuel to come over here, I've got to pay the (?)(254), you know, and then they've got to apply, you know, when they come in they get boarded by the health inspectors and all of that from the US. Well they come down and slam this...well you've got to have so many of this kind, you've got to have signs, you've got to have so many trash cans for this, and it has to be cleaned like this, and you have to pay us a 1000\$ for this inspection. And all it was a guy coming down says you've got to have 10 more trash cans on the boat. Things like that, it's just these little things that are going on that's occurring. Now the big push is, for some reason... that I was a little boat; now I'm a big boat, but because of the big(?)(258), they don't know what I'm doing. They don't know what I'm killing out there – ahhh we just don't know really what there doing out there, yet I've landed everything and reported everything allof my life. It hasn't changed, but yet for some reason now I'm suddenly the bad guy. Oh we've got to put observers on the boat, cause we don't know what they're doing.

RES: Where do you think that comes from?

INT: Special interest groups on the land that just are trying to make something out of nothing.

RES: Special interest being who rec...

INT: "Enviroreational" Just for instance, this herring thing that has now occurred.

RES: Herring thing?

INT: Yeah the herring occurring up in the Gulf of Maine. It has had it's spin offs all the way down here in the mid-Atlantic now. And just as a for instance, the whole idea was to cap effort in going after the herring, because we as a fleet recognize that we're coming up near the tonnages that can be maximum sustainable yield. We as a fleet are approaching that in one area – Area 1A. You know what that is?

RES: Um-hum off of NE.

INT: Off NE. And then you've got area 1B, and then you've got area 2 up in here, and area 3 off of George's. Mid-Atlantic to Georges, the tonnages haven't been caught, but the capacity to catch it now is because the shore side people have geared up. And the

boats have always had the capability, it's just they never really had anyplace to put the product. So they want to cap the effort because there's rumors of boats coming over from the west coast jumping in on it, maybe big mother ships coming over albeit American, and these guys are going to jump in the fishery. So under this perception, they want to cap it and then control the growth. In other words, freeze it and open it up so the ones that are in it historically can maintain an even flow instead of taking the (?) (270) what's happened in the loligo fishery in terms of the derby fishery where nobody really gets anything. You work for 2 weeks out of the quarter, or 3 weeks out of the 4 or maybe if weather's really bad, you get one month out of the quarter, and then you're shut down. Well special interest got into it up in NE. The fishermen got fractionalized. No fisherman, a commercial fisherman, should (play?) (273) another commercial fisherman, but that happening up there now because why? These herring boats are up on Georges getting an occasional haddock in with their herring. We're not allowed to catch haddock, but yet you let them catch haddock in with the herring, and they're in the closed area (?) (75) in the closed area. So there's a lot of jealousy driving this, if you will, attitude, but what has happened is now is because the herring boats are making money up there, the ground fish boats aren't making money, because these regulations have got them strangled. In reality, these boats, the ground fish boats, don't realize that I opted out of that fishery. I gave that license up to do the herring fishing. Think of all of the ground fish that I have saved by not fishing there for the past 10 years. The fish that I have not caught for 10 years have been out there swimming and growing.

RES: Or getting caught by somebody else.

INT: Or getting caught by somebody else, but I gave up to do that, ok. But we don't know how many haddock there is, so the ground fishermen are saying we've got to put observers on their boats. They've had observers on those boats and they've got it figured out, and they've already got it recorded on what the actual catch is, but yet the perception is that it is not that way at all, ok. Then you've got special interest groups in there. The rec fishermen feel like the herring depletion...

RES: Localized...

INT: Localized depletion. And yet the particular years that we were up there, I was being blamed for depleting that fishery, and I said that's pretty funny, you know. I says I was 180 miles away depleting your forage fish, and you couldn't catch any blue fin off of Stellwagen because they were fishing up in Nantucket; they weren't up on Stellwagen. But you want to blame me, ok. They joined the bandwagon.

RES: Cause you're a big, as you were saying earlier, a big boat, you're from away, you're visible.

INT: Right, so everybody joined up forces so they could put the squash on something that's occurring over here because of such... you ready to lift it off?

Someone comes in and tape cuts out for a minute 286

INT: ...trying to recoup, and during the time, as it could happen up here, we've been reinvesting going back to the bank to say give us another 400,000\$, give us another 200,000\$ to be able to stay in the fishery.

RES: I mean, how's your profitability been over that time?

INT: How's my what?

RES: Profitability.

INT: It hasn't been.

RES: I mean other than those 4 years or 5 years – whatever it was?

INT: We make the boats for the gang, and then the gang...and then we go out and reinvest it because of what we have found out in what we are lacking.

RES: And is that...I mean the rough %tage of the gang's living (?) (290) put into reinvesting. Is that more or less the same or is it up or down?

INT: We've invested a whole lot more than we should just to try to stay in business but with the idea that maybe when things get right, we'll be able to click along. But with these pending regulations that are coming down the pipe, and the latest one that really bothers me the most is the environmentalists have sued NMFS over the mammal issue. The MMPA, the marine mammal protection act...

RES: Yeah I know; it's been in effect for years.

INT: Right, it's been in effect, but they're holding NMFS's feet to the fire. That's another area where the environmentalists really don't know what's going on out on the edge. I saw how many there were out there with my own eyes 10 years ago.

RES: How many mammals?

INT: Yes. And by hide, they have exponentiated much like the striped bass. But the mammals are the new sacred cow.

RES: Well they're charismatic and they've got the...

INT: Mammals are the Indians sacred cows. The people could be starving all over the world, but don't touch the mammal because (talking at same time?) (298)

RES: Save the whales campaign for 25 years.

INT: But in any case, what they've done now...here's the inequity of it all, they have forced NMFS to get TRT teams in place – take reduction teams. They have to be in place by September. One year from there, there has to be a plan on the boats. That means we have to have fish excluders, mammal excluders, turtle excluders, everything put on. They don't work in a volume fishery, yet if I did this one year it's a lot, ok.

RES: Right, anyway you mean?

INT: Anyway. Down through time and ages, they know that we kill one or two a year. Now when the deer population increases, there's more kills on the road that occur from the deer getting run over by cars. Do they shut down the highway? No, they say oh, more deer got killed, ok. I've watched these #'s increase dramatically at sea, but I haven't watched the PBA count increase.

RES: PBA?

INT: That's the so called take or kill that you're allowed to take in regards to the size of the stock. In other words, I don't know how the #'s crunch down, but I'm going to do a for instance. Let's say there are 10,000 mammals out there now. There was only 1000 mammals 10 years ago. Out of those 1000 mammals, you were allowed to kill 10 a year as a fleet, and the mammals could still exist and grow without being depleted with that tack. Now that there are 10,000, that #'s still at 10, but the interactions are more because there's 10,000 vs. 1000. And the only people the MMPA can regulate are commercial fishermen, yet steamer activity -25 knots, 30 knots, they make. They cruise at 18 knots all day long. A lot of them, I clocked them on my radar, they're making 25 knots. You know, they are what's killing the excess mammals that are out there. Sport boats have increased out on the edge – the big fast ones that do 30-40 knots. Some now do 50, and there was one that almost sunk, because it hit something on the surface going out on the tournament, and had to get emergency hauled out, and had a big crack down it's side.

RES: So they don't know what it was?

INT: Oh no, they don't know what it was (sarcastically). And so but the sport industry have commercial gill nets in Carolinas, and they're taking the white sided dolphin periodically, but they're not allowed to regulate these rec fishermen, because the rec fishermen and the environmentalists teamed up to write the law. And who'd they write the law on?

RES: Commercial guys.

INT: See the inequity. And yet all of this is going to be shoved down my throat, and if I don't put this unit in my net...who cares if it works or not, who cares if I catch fish or not...

RES: You won't have any choice in that though? I mean that's...

INT: If it comes down according to the MMPA, but yet who is telling the people that wrote the MMPA how inequitable this is? Nobody. Maybe you...

INT: And maybe some higher up will read it and say hey wow, this don't make sense.

RES: I hope they read it. I mean that's part of...