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RAYMOND PALOMBO

THE FISHING INDUSTRY IN NEWPORT, RHODE ISLAND, 1930-1987 :

An oral history interview

with Raymond Palombo

Interviewed by

Jennifer Murray

RAYMOND PALOMBO

Raymond Palombo was one of the first lobstermen to realize lobster pots could be utilized successfully offshore on the continental shelf lobster grounds. Because of Newport's close proximity to those grounds, its offshore lobster industry grew quickly during the 1970's. Mr. Palombo was part of that lucrative growing industry.

Raymond Palombo was involved in the fishing industry during all of his working life. He had extensive experience working in inshore and offshore fisheries outside of Boston. His manuscript is filled with descriptions of those fisheries as well as his deep concern about the depletion of most fish stocks. He was extremely knowledgeable about the reasons for depletion and said drastic measures must be taken to give fish stocks a chance to replenish themselves.

Mr. Palombo's stories about his occupation are interspersed with his rich and warm sense of humor and philosophy of life.

Tape I Side I

Biographical Interview
Palombo's father's work in the fishing industry
Raymond Palombo's work in the fishing industry as a young man. Lobstering, dragging, seining. Began work at age 13.
Diving for bait in Lynn, Massachusetts harbor and chronic ear infections caused by pollution
Species abundance before World War II
Species depletion post World War II
- Pollution inshore
- Dragging offshore
- Ecological concerns
- Ineffective conservation measures
- Renewable resource

Drastic measures Palombo feels must be put into effect to give fish stocks a chance to replenish themselves
- Selective alternative fishing methods

Destruction caused by offshore draggers
How the government could subsidize fishermen willing to use selective fishing techniques.
Political ramifications inherent in drastic fisheries conservation programs
Fisheries management organizations and fishermen
Detailed description of pound nets and how they work
Palombo's work with his father seining pogies, mackeral, codfish, flounders, herring, whiting and squid.
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Net making
Palombo's experiences selling his catch at the Boston Fish Exchange when he worked as a dragger
Palombo's role in the development of the offshore lobster industry

Tape I Side II

Negotiations with bank to build an offshore lobster boat. A new idea whose time had not yet come.
Selling fish at the Boston exchange
- How fishermen were cheated
- Things a naive fisherman doesn't know when he's starting out

Grounds Palombo worked as a dragger out of Boston
- Description of Georges Bank and reasons for its richness as a fishing ground
- Species caught

How a skipper of an offshore boat obtained his crew
- New skippers got people no one else wanted.
- Dragging prospective crewmembers out of the Long Bar in Boston.
- Getting drunk crewmembers sobered up to work
- Alcoholic cook Palombo hired for a trip

Length of offshore trips
Hard life of offshore trips
Severe Storms
  Description of 100 mile an hour winds for three days on the Northeast Peak of Georges Bank in January
Fishing as a dangerous occupation
  Fishermen who panic in in severe storms offshore and kill themselves trying to get home
Length of tows, average number of pounds caught per tow
Knowing where to fish from years of experience
Depletion of species which previously existed in abundance

Tape 2 Side I

Palombo's move from Boston to Gloucester, Massachusetts following the market
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Crews available today aren't as good as before.
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Skyrocketing expenses for young men who want to become involved in the fishing industry
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Foreigners on domestic fishing grounds before 200 Mile Limit was established
Palombo's perceptions concerning the 200 Mile Limit
Reasons for decrease in most fish species
  Pollution, domestic draggers, not foreign fishing
Thoughts on selective fishing methods
  How selective fishing methods would improve quality of fish available to consumers.
  Quality of fish caught offshore vs. fish caught inshore using selective fishing methods
Offshore lobster industry
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  Disadvantages and complications of too many pots
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  Newport's proximity to offshore lobster grounds
Length of trips out to the edge of the continental shelf
Palombo's philosophy about excess, wealth, and security
Problems and experiences with Russian fishing trawlers prior to establishment of the 200 Mile Limit
  Gear conflicts
Conveniences on modern fishing boats
Palombo's three children and their work

Tape 2 Side 2

Palombo's heart attack and how it affected his life and work
Jeanne Anne, Kismet
Reasons for choosing fishing as an occupation
Negative aspects of fishing as an occupation
Sayings, beliefs, superstitions
Future of the fishing industry in Newport
Future of the offshore lobster industry
Perceptions of occupation

Interview with Raymond Palombo for the Newport Historical Society, Oral History of the Fishing Industry in Newport, Rhode Island, by Jennifer Murray, May 19, 1987.

MURRAY: This is Jennifer Murray. It's May 19, 1987. I'm interviewing Mr. Raymond Palombo for the Newport Historical Society's Oral History of the Fishing Industry in Newport, Rhode Island. Is it all right with you if I tape this, Mr. Palombo?

PALOMBO: Oh yes, sure, no problem.

JM: Let's start out with where you were born.

RP: I was born in Nahant, Massachusetts.

JM: How about your parents?

RP: My father came from Gaeta, Italy, and my mother came from Gaeta, Italy.

JM: How did they happen to come over to Nahant?

RP: Well, it's kind of unique. The last name, Palombo -- you can tell it's where the people migrated from. When they used to come into Ellis Island, they'd ask you what your name was. If you couldn't spell, they would phonetically write down your name; they would have to phonetically assume the person's name. So when anyone says Palombo, it's Palumbo. The name is derived from the male dove, palombo, and palomba is the female dove. But when they spelled it -- they spelled it for those that couldn't read or write -- when the immigration officer spelled it, he spelled it phonetically -- Palumbo. You can almost tell -- the Sicilians are all Palumbo -- when you see

somebody spell it with a U. There wasn't that many immigrants from the part of Italy that my father came from. They [father's family] were in the mercantile sailing ships, delivering goods along the Italian coast. Also, they were fish buyers. They used to dry fish and sell it; I guess that's how they started. Then the trains came in. They could ship so much cheaper, they went out of business. In Italy, there's a caste system. If you're in a certain caste, and you go down, you aren't accepted. You're no longer accepted with the people that you've been living with, so you're forced into either moving or doing something. You couldn't do like you do in this country -- can be rich one day and poor the next. So my father's father, never having worked, and he had five or six kids, moved to Marseille, France. My mother's father, from the shock of losing his business, died, and my mother had to go into a convent. Over in Italy, at that time, a girl either went to prostitution or a convent. She didn't go out and work. There was two choices. Of course, there was no choice, so she went [to the convent]. While she was in there, she taught embroidery in the convent school. Her aunt lived over here, and they were quite successful. They had three daughters growing up, and they needed a dowry. So they sent for her in Italy. She come over with the promise that she could stay. So she

came over here. And then -- this is kind of a weird story, but nevertheless, true -- my father had to go to work on the docks as a longshoreman. Well, there was a fellow that had control of who worked, and you had to give him a certain percentage of your pay. He was also in control of all the illegal stuff that went on in the port of Marseilles. It was quite a tough place. So my father went to work, and he didn't feel that he should give this guy anything after he had broke his back working. Right? He's a pimp anyway. So when my father went by and didn't pay him, he says, "Hey, come here." He says, "Aren't you forgetting something?" He had a knife in his hand, and he was whittling. He says to my father, "Where's my split?" And my father says, "Go get it off of one of the women you're selling." And he says, "Oh, you know a lot about women? How do you like this?" He stabbed him; he cut his leg wide open. He pushed down on it and made quite a cut. There was a bottle that my father had been drinking coffee out of. He took and smashed it and shoved it in his throat and killed him. Well, in France, at that time, the police, the Mafia and everything was all one. You couldn't go to the police and say, "This guy attacked me." If you hung around, then the gangs would kill you, because they couldn't let you supercede this guy's authority. It happened there was a couple of fishermen in the port of

Marseilles, selling their fish. They knew my father, they had sold fish to his father, and they grabbed him and stuck him under the net. The police and the sheriff, walked over the top of him. They were suspicious that these guys had him. So they took him back to Gaeta, because they were going back to the port of Gaeta. Then these people that he did know in Italy -- he had a sister still left there that was married (married well). She advised him to come to this country to get away, because they would follow him over there. When he came to this country, he started out -- they used to hire the people, find them a home, find them a job. What was left was nothing. They stuck him on a railroad going up to Maine. He had fished in Italy and France, so he [went fishing] -- in between working as a longshoreman when he could get a site, because he was still a stranger. He was only nineteen years old. Well, they stuck him up working for the railroad. Of course, the only one that made any money out of it was the guy that they used to call the boss. So he said, "The heck with this." So he went down to Nahant, and he was talking with some people there. They were telling him about the fishing. He decided he would go fishing there. He could play the guitar, also; he used to play in weddings. He met my mother at a wedding, they got married in this country, and lived in Nahant.

Anyhow, that's how they got there.

JM: Is that where you grew up?

RP: Yes. It was very, very difficult. There was only three people of Italian lineage in the town at the time. The school principal said that he was making sure he would get the guineas out of Nahant. You could have no idea of the abuses you were put to. But as time went on, it all melted down.

JM: What was the main nationality in Nahant?

RP: It was more or less what Newport is to New York. You've got to remember, the only means of transportation were trains or boats. There was no automobiles or anything like that. It was a summer resort for the wealthy of Boston. The regular citizens of the town worked in a servile capacity to these rich people. And they would leave them derelict in the winter. I think they were pretty threatened by anybody of any other nationality coming in, because they had their own clique, and this gave them a sense of security. The biggest part of it was Irish or English. But after awhile, things started to blend better. People became more friendly and we became pretty well established in the town.

JM: Did you have brothers and sisters?

RP: Yes.

JM: How many?

RP: There was three boys and three girls. One of my

sisters that is still living is retired now. She was the head of the language department in Newton High School. She had twin sisters. One was an executive secretary. The other one studied music. She teaches music down in Florida, still. My older brother was a tugboat skipper. My younger brother was in business -- did very well in business. We all managed to survive somehow.

JM: Did your mother and father speak Italian at home?

RP: Spoke Italian at home, yes. I speak it. She had said something that I thought was quite impressive. You know the Statue of Liberty? Everybody -- it was a big thing, you know. She was telling me one day, she says, "Raymond, when I came into the New York Harbor and I saw that, it was just the same as somebody took a yoke and lifted it off my shoulders. I just felt so relieved. I knew that this was the land of opportunity." Boy, I'll tell you, did she ever try to impress us with that!

JM: What a story.

RP: We made our living mostly from fishing. My father went lobstering first, then line trawling.

JM: Line trawling where?

RP: Right in Massachusetts Bay, not way offshore. As I grew older, I started lobstering. My brother was lobstering for a few years. Then he got a chance to work as a skipper on a boat down the Cape, and he was down there for a few years. Then he became a

skipper on a tug in New York. He did well with that. Then I started dragging and seining and moved up into Gloucester and did my biggest part of my fishing out of Gloucester.

JM: Where did you go to school, growing up?

RP: I went to school in Nahant Junior High School, Nahant Grade School. We had to go to Lynn to high school because Nahant was too small a community. It didn't have a high school, and they still don't. All my brothers and sisters went to college, but I was too lazy. [Laughs]

JM: When did you start working? Did you start at an early age?

RP: I would say that, probably when I was -- it was always work, though. When I was thirteen or fourteen, I had my own lobster gear. Summers and nights, after school and stuff.

JM: Pots.

RP: Yes. And I worked for my father. There's an awful lot of work to do in the fishing industry. I mean, you never get caught up.

JM: Did you go to Gloucester before the War or after?

RP: It was right directly after. I didn't get in the service. I couldn't get in the service. I had two perforated eardrums. The reason I got the perforated eardrums was that -- who ever knew about pollution? Well, Lynn Harbor -- they dumped the sewerage into these long pipes to the big outlet.

The water, when the tide went out, would drain into the main channel, and there'd be flats there. When the tide went out, all the flounders that used to feed on the worms in the flats went into this channel, and the channel was probably fourteen, fifteen feet deep. I used to have to dive for my father's bait. I'd have a stone that would take me down fast. I'd stab a few flounders and come up and put them in a basket. I had to get a basket of bait a day. Unbeknown to me, I'm diving in all this polluted water. I used to have tremendous trouble with my ear, terrible trouble every winter. I didn't know until later years -- just the last ten years that they found that out -- they took a culture and found out what was making it chronic -- and they dried it up. Consequently, not going to the war, I went fishing.

JM: There were a lot more fish around then.

RP: Oh. I tried to explain to you that -- [before the interview].

JM: Would you tell that again? That's quite a story.

RP: When we were kids, every spring when they got the herring runs, you'd also have the whiting run. All these predators that would come to feed off of these herring would chase the herring up on the shore. There was so much of it that there would be windrows of herring. It got so bad, that all the shores had them all over the place. They used to bulldoze it

to cover it up to stop the smell. The market could never handle all the fish that nature was producing at the time. Like I said, I got three quarters of a cent for line trawled haddock -- a pound. I had to thank the guy for taking them to boot.

JM: You caught that inshore?

RP: No. I caught that with a line trawl as I got older. But they used to bring in three and four hundred thousand [pounds] in some of the boats. They had what they called the college fleet in Boston. It was so productive, it was unbelievable. The markets couldn't hold them. Well, what happened -- you had a double barreled problem there. The advent of pollution was after the War. Everybody built houses, and of course, all the sewerage ran into the sea. That was a tremendous influx, and an impulsive influx. It was all at once. It just killed everything in the shoreline because of the lack of oxygen -- everything that needed oxygen. The fermentation of all this sewerage used up all the oxygen. The big fish could swim all right in it, but the little fry couldn't. There was nothing for them to feed on, because the smallest stuff -- the plankton and everything -- was disturbed by it also. Consequently, the only fish that could reproduce was the fish that reproduced offshore. And it isn't conducive to them doing it [now]. They want a certain temperature and everything else. It isn't

only the salmon that comes back to its place of origin to reproduce. She comes in and lays the spawn, and he comes in and fertilizes it after. So he's got to know where to go; he's got to go to a certain place to go looking for it. If she's got to lay her spawn down, she's going to lay her spawn in a place where it isn't going to be disturbed, where it has a chance to feed. This is why she goes to that place. She tries to make a nice little spot. Now along comes a big dragger and plows all that up, and she ain't going to throw the spawn. She's going to go someplace else and try to -- when she can't hold it any longer, the spawn is wasted because there's no male to spermatize it. He can't find it to spermatize it. He doesn't know where she threw it. She's been driven from the place where she originally went. So it ain't long before you kill the cycle. Dragging is one of the most efficient ways to catch fish, but it's also the most destructive. And so they've tried all kinds of foolish stuff like change the mesh size [for conservation]. If they'd been dragging any length of time -- it's got to be that somebody that makes the laws has never been dragging. Because the first few fish that block that cod end, from then on you're going to catch every little thing that's in the water. So it's a joke. Yes, it'll stop them from going through the mesh. I suppose they can get

out when they get up, but it's not practical. In order to bring that back as a natural resource and a renewable resource they would need to stop dragging. They are doing a good job on pollution right at this point in time, as much as I suppose the economy will allow. When they clean up the pollution, the cycle will feed and give itself a rebirth in the shore. Then if they put a moratorium on dragging and only do selective fishing, such as gill netting, line trawling, trapping--like these fellows do out here--you see these traps--there's just all kinds of ways of catching fish without doing the destructive work of a dragger. You've got to figure they've kept getting more and bigger horsepower. You've got the big doors. It's like running a bulldozer. How much could you grow in a certain piece of land if once every two or three days we ran all over it with a bulldozer? Nothing would grow. You'd keep disturbing it. It has to have a certain chance to grow. If you did selective fishing that didn't disturb the bottom, that would be the other side of the coin that would allow it to throw the spawns or regenerate itself. The government seems to find reasons for subsidizing milk, subsidizing farms, subsidizing everything else. If they put a moratorium on dragging and subsidized the changeover from dragging on these boats to gillnetting or line trawling and then subsidized them for five years --

For instance, suppose a guy said, "Okay, how many trips did you make last year?" And the guy says, "Forty." "Okay, how much did you gross?" "Three hundred thousand." Divide the forty by the three hundred thousand -- that much for each trip. If you could show that you went out, then what you were short for that amount of money you could get for that trip for a period of five years. All this time you'd let them go gillnetting. Well, it's foolish to think that they'd go out when there isn't any fish and catch much gillnetting, not the first two or three years. You would have to subsidize them, as I said, to make up the difference that they wouldn't catch by comparison to what they were doing in the good years--enough to survive. You wouldn't be destroying the fleet. You'd be setting up something new. When the thing was through, at the end of the five years, there'd be no more need to subsidize them, because they would bring that quota up to where they wanted it. Okay? So now you've got a resource that they have to hire trucks for, they have to put in boxes, and they have to put plastic containers on. They have to hire places to do all this. So in short order, it wouldn't be like spending the money. It would be an investment. It would be coming back in taxes. Do you see what I'm saying?

JM: Yes.

RP: A renewable resource. But nobody wants to make the move. It's politically dynamite. They're afraid to come out and say, "Stop the dragging." Everybody would picture, right off the bat, what are these poor people going to do? Instead of fooling around with something that they don't know anything about, such as the net sizes, where the fish come from, and when they're there. They study and study and study, and they find they don't know any more than before. Not that I'm against studying. Education in an intelligent man's hands is a tremendous tool. Knowledge is a tremendous tool if it is the correct knowledge. Until you get all the bases covered, you want to keep away from making legislation, because you don't know enough about it. It takes a lot of time. It would be a period of fifty years before they were out there under all the conditions, and then they could make an analysis. In the meantime, they can do it just by not being destructive.

JM: Do they listen to fishermen?

RP: Never. Take a look at all your National Marine Fishermen organizations. They might put a token fisherman in there, and in a couple of minutes they're using words that the guy don't even understand. They're not speaking in the language that he understands. He's a little bit humbled. He backs down. He says, "Hey, I'm fighting a losing battle here. Why don't I just shut up." Right? If

you say anything to them, and when you talk to them, they're patronizing you. One guy's over sleeping. Another guy's got his -- They're not listening to you. They figure you're stupid to be in such a business that you work so hard in. So if you're that stupid, what are you going to do telling us? You destroyed the industry. Now you want us to save it is their attitude. Whereas, you didn't. I tell you, it was an efficient way. When there was an abundance of fish, they caught a lot of fish, and they made a lot of money.

JM: The draggers?

RP: Oh yes. They stopped it on the lakes and brought the fish back on the lakes, you know.

JM: Tell me what fisheries your father was involved in.

RP: He worked at trapping -- what they call pounds or traps.

JM: Was that like the fish trap industry here?

RP: Yes. Can I use a piece of your paper -- this here?

JM: Sure.

RP: It's a simple but very, very efficient thing. This is what they call a leader. You've got to picture this net up in the air probably up to the surface of the water, down to the bottom. The fish comes up here. The fish is going in this direction. There's what you call a heart here, and it looks just like a heart. Different people call them different things. This is the first bag, and this is the second run.

This is a box. But that's the heart, and this is what they call the bag in here. There's a door here. This is open -- open all the way to the bottom. This is all twine. Now the bag is just like a bag would be, and it has a door here. It has a door in here that they can either lift or drop. They go in here with a boat, and they lift this door and seal the fish off. What happens, the fish comes in here, and he comes swimming in here, and you say, "Why can't he swim out?" Well, he'll come over here till he sees the twine. He'll run that twine, and he'll run that, and that'll send him back in. He'll do figure eights until he finally sees this. And this is the same way. And he'll do figure eights all night long. If you can stand up above him, you can see him do it. The same principle is the seine. A seine is hung and made so that when you set it -- You see a school of fish here. You take the boat, and you set a weight here, and you set the net way around them like that. But you've got an opening here. And it's hung and made so it does this. And this looks, in the water, like a rubber tire, like a big automobile tire. They can't go down, and they can't go up, so they run that twine. And for three or four minutes or ten minutes you can keep them in that twine. Then this has all got a purse. This is the purse string here that comes up to the boat. They pull on this purse string, close the bottom,

and they got the net. It's not that simple, but that's the basic [explanation].

JM: Were you or your father seining for mackerel?

RP: We seined for pogies, for trash fish.

JM: Menhaden.

RP: Menhaden, yes, right.

JM: How about the pound nets?

RP: We worked with the pounds for years.

JM: For what fish?

RP: You won't believe it. For mackerel, codfish, flounders, herrings, whiting, squids. At the time, like I say, there was such a glut of fish. You couldn't sell all the fish you could catch. We used to go into this bag and take a seine boat--a forty foot seine boat--fill it up, take it out, and dump it until we only had enough left there to take like thirty mackerel barrels. You wouldn't sell any more than thirty mackerel barrels, because the market -- you'd still get the same amount of money if you brought thirty or sixty, because they'd cut the price on you. And all the rest was thrown away. But it would have gone on forever if the cycle hadn't been disturbed.

JM: Who made the nets?

RP: Well, we used to buy the webbing and then cut it and make it and join them together. And that in itself is another trade. The fellow you want to ask about that is John Murphy. He's good at it. He's done it

for years. He's quite a nice guy to talk to. I don't know if you know him. Ronnie Fatulli could introduce you to him. He would be worth your while to talk to, because he is right from here. And he's been dragging, lobstering, doing the whole works. He's a nice guy.

JM: Where did you sell your fish?

RP: We used to sell them most of the time to a commission man in Boston. He would get eight percent of whatever he sold for you. When I was dragging, we sold in at the Exchange. We'd go in, and they'd bid on them. All those different dealers would bid on it. Then you'd come to your boat. They'd take off your fish, they'd weigh them, and you'd get paid accordingly.

JM: Were they pretty honest then? [Sarcastic laughter]

RP: Unbelievable. Unbelievable. The first time I went up, I had been doing trapping, seining and everything else. I had never been dragging. I built an eighty footer, and I was going to start --

JM: You built it yourself?

RP: Yes. And I was going to start offshore lobstering because I couldn't follow a school of lobsters. I used to follow the lobsters from Dorchester Bay and Quincy Bay all the way up to the Isle of Shoals. But I couldn't keep up with them, because the boat was too small. I'd have to move four hundred traps a day and move them about a mile or a mile and a

half. By the time you ran them back and forth, it would be night and you couldn't see them anymore. It was frustrating. You knew you were losing them. So I says, "Ah, I'll build a boat. I'll build a boat that I can put one big 500 pot trawl on, haul that 500 pot trawl at night. I don't care where. I'm setting by the ranges. I'll set them all at night, and then the next day I'll haul them again." Because you had to move that fast. So I built the boat. Then I wanted to go offshore lobstering. It was 1957. Nobody proved it at the time, but it was just obvious that when these [lobsters] went out, where did they go? And different years there were different influxes. And you could follow along.

[End of side one, tape one]

I went to the bank to borrow the money. I built the boat -- had the hull and honed it all and everything like that. I had a small dragger. I had my boat rigged in the winter for dragging for flounders. What I knew about dragging was sketchy. So I built the boat, and I went to the bank, and they said, "No. It's too new an idea, too new an industry. We don't want to risk it. We'll let you have the money for dragging." "Gees," I said, "I don't want to go dragging." So this friend of mine who took me into the bank to introduce me stepped on my toe, and he says, "Of course you know how to drag." And I says,

"Yes, I guess I know how to drag." So I took the money, and I had to go dragging. I figured I'd drag for awhile until I could get the boat all set, and then I'd use the boat for lobstering offshore. So now I finally get dragging, and I'm going to Boston to sell. Jesus, I was naive beyond anything you can imagine, because I had never dealt with dealers. I had always gone through a commission man, and he did all the dickering and everything. God knows what he was doing, too. But that was beside the point. I don't know what he was getting for a kickback. They all played it. So the first time I sold, I went up to this, I'll never forget, his name was Vito Coselio. He was the buyer for Great Atlantic Fish, which was one of the big buyers of Boston. He, at this time, wanted flounder, so I gave him all my flounders. When he got through, he said, "Okay, Ray, what do I owe you?" And to me it was a hodge podge. People I didn't know had taken fish from me. I was standing, and I was saying, "Oh gee, why didn't I get a commission man?" But you couldn't. You had to do it on a board. This was a whole change. So I says, "Oh, this is awful." I looked at my slips and I added them up, and I says, "$3,500." He says, "Ray, are you sure?" And I says, "No, I guess I ain't." "Oh," he says, "You know, it's criminal." He says, "It's really criminal. I don't feel like taking candy away from a baby. You are so dumb it

ain't even funny." So by now he's got me shaking. I says, "Well, all right, smart guy. What did I earn?" He says, "$7,000. I'm not supposed to tell you that. Ray, you know what my job is up here?" I says, "No." He says, "My job is to steal my week's pay every day." He says, "If I don't, Ray" -- You say, "You're telling me that?" He says, "But if I don't, Ray, there'll be somebody here worse than me doing it. They'll do it. It ain't going to stop if I go. I'm just telling you once. I'll tell you once, but I'll never tell you again. Remember what my job is. I want you to remember that." And I says, "No, you got to do better than that, Vito. We're going up in your office. I'm going to go buy a bottle. We're going to stick the bottle on the table, and before I leave tonight I'm going to know all of this." So I stayed. He says, "All right." And he stayed up there with me, oh, probably till eleven o'clock at night. And he's telling me the different things that I had to watch. Well, I wrote them down, but it took me the longest while before reality took over. But I never forgot that guy. He was really a basically honest guy to tell me. "Ray," he says, "It's criminal to take it from you. It's too easy." Oh boy, I'll tell you, I felt like a hero. I felt like walking off the boat and leaving everything. Right? But after awhile, you got onto all the different tricks that they had.

JM: How old were you then?

RP: Twenty-six, twenty-seven. I thought I was smarter than I was. But you know, that's an industry that's been doing that for years and years and years. I guess that's much better now. They have better control over it. They had all kinds of tricks.

JM: How do you know? You don't know when you're starting out.

RP: For instance, say you had a big load of fish? You put it on the board and you expected fifteen cents a pound, because that's all they paid then. You look at the board, and this guy is offering twenty-five cents for your fish. You'd grab it, wouldn't you?

JM: Yes.

RP: Wrong. Don't take it. Because he's already paid the inspector fifty bucks. Now picture this. You're out on the water. You're there for the fourth day, fifth day, sixth day, seventh day, eighth day, ninth day. From the fifth day on you're tired. Right? You're out there, every three hours you're hauling back, and you're getting waked up. You come back. Now you're going to clean these fish. Do you look at each fish and see if there's no livers in it?

JM: Not at that point.

RP: Bang, bang, bang. There's some . . . [indicates checking fish for livers]. These people have been fishing. They know that you are not going to have every fish without a liver. So he's paid . . . He

tells his foreman to be ready. The inspector is no where near you. He's away. He's been paid. He's watching somebody else. This foreman goes down, and he's got a right to look over the fish that he's buying. So he's watching, and when he sees one dumped in, he picks it up. This one over here, he picks it up and throws it over here. By and by he's got a bunch in that box that's nothing but livers. Then he'll say,

"Stop the trip."

I say, "What's the matter?"

"They're all livers."

"Yes, but that's no different than any . . ."

"Hey, are these all livers here?"

"Yes."

"Are there supposed to be livers?"

"Well, I guess not."

Anyway, the inspector comes over and inspects. He said, "Stop the trip." He's already been paid. So now, don't forget, the morning has gone on, the fish have all been bid for, everybody's got their fish. So now you've got a boatload of fish that they stopped the trip on. All right. Now what they do, they blow the whistle, and it's a resale. They're going to resell them. Now everybody, when they hear that whistle, they know that this is ripe pickings, and they come up, and they won't even offer you four cents for them. So the guy that had the twenty-five

cents up there was a phoney. You gotta stay within the normal range -- one or two or three cents. But you don't get excited over that. It's just one set up.

JM: How long were you a dragger?

RP: Six or seven years.

JM: And was that out of Nahant or Gloucester?

RP: No. That was out of Boston at that time.

JM: On what kind of boats?

RP: A big one -- eighty foot. You know those black boats that Ronnie [Ronald Fatulli] has down here?

JM: Yes.

RP: More or less that style.

JM: Was that your own boat or someone else's?

RP: Mine.

JM: And where did you go?

RP: Dragging?

JM: Yes.

RP: On Georges, all the way up from the Northeast Peak all the way down to the Lightship, all of the Gulf of Maine. You got any idea where Georges [Bank] is?

JM: Yes.

RP: Say you drained all the water out of the ocean, and you took Cape Cod and extended it in a long circle until you got to Nova Scotia--it's this ridge. That's what Georges is. There's a channel in between they call the Great South Channel where all the water dumps out. The Florida Current goes up

this way. The Labrador Current comes back down this way and goes in that channel. It's all cold water. At the edge of the cold water, there's a lot of plankton and a lot of fish, and it's very productive. [We towed on] Nantucket Shoals, we towed on Georges, Gulf of Maine, all up around Tobins -- right up to Newfoundland. I fished one winter up in the Bay of Fundy.

JM: Did you ever go to Quereau [Banquereau] or the Grand Banks?

RP: We never got as far as Quereau. Browns is the farthest we went. No need to. We could catch what we wanted to catch in the area we were working. That's a lot of square miles, I'm telling you. That's all the way from Nova Scotia down practically to Montauk, New York.

JM: What mostly were you going after on those trips?

RP: Groundfish -- haddock, cod, flounder, some hake. It was mostly haddock and cod.

JM: What was life like on those boats then?

RP: You worked on shares. And you had a cook. [Chuckles] You've got to picture this. When I first went dragging, I needed a crew. Now, let's face it, there's anybody that needs a good crew, it's a new skipper. But you know he ain't going to have a good crew. He's going to get all the derelicts that everybody else don't want, because he is not a good skipper--yet. Right? Which come

first, the chicken or the egg, the skipper or the crew? So how do you get a crew? You don't get them. You'll get the ones, as I said, that everybody else doesn't want. So, I'm ashamed to tell you, but I used to go to the Long Bar in Boston. Well, these people lived this cycle of life. They would go out fishing, get enough money to get drunk until all their money was spent. Now, they don't have any money for rent or food or anything, do they? So the next thing to do is to go fishing again -- get cleaned up, get straightened out, get a couple of bucks and go through the cycle again, right? Well, when they were on the drunk, they didn't think about fishing, so nobody wanted these guys--only in desperation. Well, I was continually in desperation. So I used to go down and watch the guys. I'd be sitting in the bar. I'd have a phoney glass of beer or gingerale because you can't be drunk yourself. So I was standing there watching and would see some guy and , I'd say to the bartender, "Give him a drink." He'd give him a drink. He'd fall down, I'd grab him and pick him up. I actually shanghaied my crew. But the trouble was, some of them guys could drink more than you thought they could. So I'd put them aboard the boat. Now, I needed four to leave. So I got the first one, and I put him in the bunk. I'd say, "Okay, there's one." You always had one guy that was

a nucleus and always stuck with you anyway, because you couldn't lift these guys alone. Sometimes you used the gilson to lift them up, it was so bad. That's no kidding. You'd get them down, drag them with their heels bouncing on the cobblestones, one guy under each arm, bring them to the boat, and put them on the boat. But then, before we got the fourth guy, the first guy got sobered up and was gone. You had to go get him again because you've already got an investment in him. Hopefully he went to the Long Bar again and didn't go to some other barroom. Then you'd get them out. The first day you'd have to lay. You couldn't do anything. They were sick. One guy was so bad, he got up and said,

"Where are we?"

I said, "You're in a boat . . ."

"What boat am I on?"

"The Valiant."

"How long are we out for?"

"Nine days."

He goes, "Ooo . . ."

I says, "Come on. You've got to go on deck."

So he says to me, "Wait a minute, Cap. I've got to have a cup of coffee."

I says, "Who was your mother last? Go get it. It's over there."

So he says, "Cap, I can't pour that."

I said, "Okay." So I pour the coffee for him

and I pass it to him, and he's shaking so bad he shakes it all out of the cup. He says, "Cap, I can't go up unless I can get a cup of coffee." So I fill the coffee, grab his hair and pour it in his mouth. He says, "Ahhh." Now, I'm waiting. I say, "Okay, let's go on deck." And he says, "I can't climb that ladder, Cap." I had to get under him with my shoulders and shove him up forward. But in a couple of days the guy was a good worker. [Chuckles]

JM: Isn't that something. What was the name of the boat?

RP: The Valiant.

JM: Where did you get that name?

RP: Because it was such an effort to make it.

So anyway, there was one guy -- this was a skipper in Gloucester told me, "Ray, look, you having trouble with the crew? Get a good cook, and you've got it made." He says, "They'll come with you anywhere." So I said, "I guess so." So I'm looking around. So this guy tells me,

"Do you want a good cook?"

I said, "Do I want a good cook? Do we want the sun to rise in the morning? Of course I want a good cook."

So he says, "Take this guy, but . . ."

I says, "Oh, oh. I knew it."

He says, "But don't let him get near a bottle. When he does the shopping, go with him."

So I tell the kid, "Hey, look."

"Captain, don't you worry about me. I hear you're a pretty good fellow. I'm going to take care of you. I'm going to show you what a cook is."

And I says, "Look, don't play around. I'm telling you, if you ruin my trip, I'll beat you to death."

He says, "Captain, you ain't got to worry about me."

"Right," I says, "Nevertheless, I'm going shopping with you." So I went shopping with him, and I'm watching him like a hawk. I said, "Boy, I think I've made it. I don't think he's got any booze." He says, "Don't let him have any. If he does, if he gets it, you're done." And I says, "Don't worry. He ain't going to get it. I'll choke him first." So, Geez, I go down. We leave the harbor. What a meal he put out. Jesus, no hotel ever put out a better one. He was right, the guy was a good cook. So it's going along all right. So oh, I'm so happy. I was, "Da, da, dee," -- steering the boat, because you had to steer it out yourself. They were all drunk. You couldn't [let them]. You're supposed to run watches, but who would trust them? They're liable to turn the boat around and go home and get another drink. Right? But I didn't

mind. So now, we get out, in the morning. [I] waited awhile. [I] wake up all the guys. We're going to go out, and we're going to go to work. I go to wake the cook up to cook their breakfast. He's dead. He ain't "dead dead" yet, but he's that far away from it. So I'm shaking him. I'm mad. "I'll kill you. I'll kill you." Finally, I had to cook the breakfast myself. So we laid there and I'm frying [mad]. When he wakes up, I'm going to let him get sober. Then I'm going to punch him within an inch of his life. So he wakes up, and I grab him by the throat, and I lift him up, and he says, "Oh Cap, I ain't got any more, no more, honest, honest. I'll be straight. Honest." I said, "You better, or I'll kill you." And so he sobers up. We give him a lot of stuff and everything, and I figure, "Oh boy." I went around to all the guys. I said, "Who give him the booze? I know he didn't get it. One of you guys gave it to him." "So help me, Captain, we didn't, we didn't. We want to eat too," and all this stuff. So I was thinking, "I wonder where he could have got it. While they're up on deck, I'm looking all over, going through everything. I don't find any booze. I says, "Good. We're all set." Now I go again, go to bed that night. We're laying to. We go to get up in the morning and he's out drunk again, dead drunk. I said, "Jesus, how did he do it?" Oh, I am furious. "It's somebody in this

boat." I said, "I've looked even down in the bilge." I says, "Somebody in this boat is giving him that booze." "No way. We aren't, Captain. We don't know where it is." So I'm looking around, looking around, looking around. Finally I look up, and you know the Quick Quaker Oat boxes, the round ones? They're about that tall.

JM: Sure.

RP: I says, "We haven't had any oats, and I don't ever remember anybody cooking any Quick Quaker Oats on the boat." So I go up, and I get it, and it feels awful heavy. I pick it up, and all the oats are dumped out, and there's two bottles in there. So I wait till he gets sober, I wake him up, I get him by the hair, and I'm breaking the bottle. I says, "I'll kill you. If you open your mouth, I'll kill you." Finally, we got ashore. We made the trip. So when we got ashore, he got off the boat. The next time I saw him--I'll bet you it was 15 years--[he was] stepping on Ronnie's dock down here. And I spotted him. He spotted me and run like a son of a gun up the street.

JM: After all those years.

RP: He never forgot it, because I was chasing him down the dock. Awful. But you asked me the lifestyle, and I don't think I could explain it any better.

JM: Could you get better crews as you got more experience?

RP: As you got more experience, yes. Then I got some real good guys. They were very very good. In fact, they've all got their own boats. They're skippers themselves now.

JM: How long would those trips be?

RP: Oh, from dock to dock nine days, ten days. It's a hard life. It's a real hard life, you know. Weather -- you gotta lay through everything. You can't run in and out unless you're a day boat.

JM: Were you in bad storms out there at that time?

RP: Oh sure.

JM: Where you thought you wouldn't make it?

RP: I guess so. I told one guy, "I think this is going to be the one. If you feel that you're going to meet your Maker, you better do something about it." He says, "I don't think so." But I says, "Well, I hope you're right." One time it blew a hundred miles an hour for three days.

JM: On Georges Bank?

RP: The Northeast Peak, right up by Nova Scotia.

JM: What time of year was that?

RP: In January. Unreal. You'd have to see it to believe it. But there was a lot of times . . .

JM: You didn't have weather tracking equipment then, did you?

RP: Yes, but they're only fifty percent right. You can't depend on them.

JM: What did you do in a storm like that?

RP: Well, what you do -- That storm that I'm telling you about I was still new at it. And what I had done, I had built the boat myself, and I had built the stability in the design and not cement. Usually what they do, they buy a boat. They give the fellow the specs -- they want the foc'sle to have so many bunks, they want the motor to have so much horsepower. And then the guy builds the boat. And it has to be physically within the limitations of how they can work. Now, how it sets in the water is going to be a different thing. So what they do, they fill it with cement and trim it. All right? Well, you've got to carry that cement around. It costs you money. You've got to carry that cement around, oh, for hours and hours and hours of -- almost years. So consequently, if you could have the stability in the design, you save a lot of fuel. Well, I did that primarily because I wanted a light surface boat. Well, they all told me the thing was going to roll over, because I didn't have any cement. Well, I would have liked to have a ten mile an hour breeze, then a twenty mile an hour breeze, then a thirty. We had three or four forties, fifties that handled all right. Now we get up over the Northeast Peak of Georges. And, Jesus, they come out where the weather was going to blow 80 and gusting. It got up to 90 and gusting. Then they was giving out 100. And so, I really didn't know what

to do. You know, like I said, I wonder if I made the big booboo? So I went alongside one of these old beam trawlers, a guy out of Boston, and I says, "Hey, Cap." I told him exactly what I had done. And he says, "Well, what do you want?" And I says, "Well, what's the right thing to do in a situation like this?" I says, "I've been an inshore fisherman all my life. You know, I've been out thirty, forty, fifty miles, but nothing like this. What do you do?" And he says, "Well, bring her alongside, and let her lay." And I says, "In the trough?" And he says, "Yes, in the trough." And I says, "What do I do?" He says, "Nothing. Just let her lay there." So I let her lay. And I says, "What do I do, shut off the motor?" And he says, "Yes, it might be smart, and you'll save fuel." So I says, "Oh, Jesus, the boat's laying in the trough." He don't say anything for about a half an hour, and I says, "Hey, Cap., did you forget me?" And he says, "No, no. I'm looking out at you." And I says, "Yes, well what do you think?" He says, "You got any cards?" I says, "Yes." He says, "Well, batten everything down, and go down and play cards. She's laying like a duck." Well, I didn't think so, but we did. We rode it out like nothing, just drifting.

JM: What were the seas like?

RP: Oh, picture that building about a half a time as big as it is coming at you. That's pretty big. There

was a kid on watch. It was the first time he was ever out on deep water. I says, "Gees, look what's comin." And it was a big one. He says, "I don't want to look." I says, "Don't you want to see what's going to kill you?" He says, "Get away from me. Don't talk to me will you?" So we got all through it. I says, "Look at that." And it looked like you were looking down Tuckerman's Ravine in New Hampshire. "Gee," I said, "Wow." It seemed to hold and stay with it. It didn't seem to bother it any.

JM: And you went out again after that?

RP: Oh sure. Oh, now I know. Previous to that, believe it or not, when I first had that boat, I never ate a meal I didn't throw up. It was just the nerves -- wondering whether or not it was going to be stable or not. After that, I never did. It never bothered me. I never got seasick again. But I used to be sick all the time. What could you do about it? The boat owns you. You couldn't quit. You couldn't get off.

JM: Did you know many people that didn't make it, that got lost out there?

RP: Well, that trip, three boats got it. They went into Yarmouth, Nova Scotia, and the radars didn't work, and it was snowing, and they went aground, and everybody got lost. They wanted me to go with them, but I thanked God afterwards that I didn't. I knew I couldn't do it. I knew I didn't have the

experience. I wanted the open water. But oh yes. Do you remember that one that they sued the weather forecast a little while ago?

JM: Yes.

RP: We were out in that. A lot of it is seamanship, too. A lot of guys get panicked, and they push the throttle to get home. But what they don't realize is they are so far away. The thing you do is pull back the throttle. Don't break the boat up. Give the boat a chance to get you home. Most of the time -- I don't know if you remember it or not. There was a sailing fleet in England probably seven, eight years ago, got hit with a big storm. They lost a lot of them. The only ones that didn't get lost were the ones that got demasted, and the boat laid and wallowed in the sea. Because what you do when you drive it, you compound the strength of whatever is coming at you, whereas if you stay and lay, it rolls with the punches. It scares you, but --

JM: How long would your tows be in those days?

RP: Three hours.

JM: And about how many pounds?

RP: It varied. It varied. A good fisherman would average fifteen hundred to two thousand pounds. There would be times when he'd get eight thousand. Another time he would get five. But it averaged two thousand pounds.

JM: And the places that you fished, was that all from

experience--knowing where to put the nets down?

RP: Oh yes. There's general areas where certain type fish abound. They feed on certain things. All those places are all gone now. You could tow the net for hours and hours and hours and never see a haddock. They've closed certain areas to haddock. But there's a few codfish around Nantucket Shoals. Because they're there and there's a lot of feed, but not that much, and not in that abundance. And the spring runs aren't enough to supply -- Gee, look. When they're paying two bucks for haddock, man, they got to be some scarce. It's a delicacy now. Of course, everybody thought that when the Catholics stopped eating it, I mean, stopped having it as part of their ritual, that they were going to go broke. But it's turned into a delicacy now. You can't get enough of it. But they could if they did what they were supposed to do. Before, just with these traps, if you went from P-town [Provincetown] to Barnstable -- on that shore -- they used to have double ends on them. And you just had enough room in between them to steer your boat, there was so many of them. Also, from Chatham all the way to Hyannis, was all nothing but traps. Think of the twine business that was in there -- unbelievable. Your mind couldn't cope with it even. Right? And other places too. And there's no more. When we were spotting fish for the pogey fleet, I've seen the whole of Barnstable

Bay, one solid mass of splashing fish, the whole bay. No more.

JM: That's amazing. You never see that now there.

RP: No. And that's what I say. It's all pollution. Of course, I think you'll see that the pelagic fish, the fish that swim in the open sea, come back, because they are cleaning up the pollution. Now whether or not the other fish will come back . . . They're going to have to come back. Economically, I think you'll see these draggers fold up anyway.

JM: That boat, The Valiant, was that a side trawler?

RP: Yes.

JM: Yes. So you fished out of Boston first, and then you went up to Gloucester?

RP: Yes.

JM: How'd that happen?

[End of side two, tape one]

RP: We used to follow the market -- wherever the market was better -- Gloucester or Boston -- whoever paid the best price. We would have rather sold in Gloucester. It was straighter. There wasn't the thievery that you had to contend with in Boston.

JM: Were you married then?

RP: [Raises three fingers to indicate he's been married three times.] It's hard for a woman. It's a hard business.

JM: Yes. Oh, I've heard that.

RP: You know, a fisherman, really, should marry a girl out of the fisherman community. Like my father used to say, "Marry the girls from the same street, the same house if possible." Because this idea, you know, that I want to be different and everything else . . . He says, "You want to see what kind of a wife to pick?" He used to tell me, "Go see their sisters and their brothers and how they react to them, because that's what you're going to be after. If they can relate to them, then they'll relate to you. Right?" To a degree, he's right. Of course, there was a function in the Italian communities. They used to arrange marriages. And boy, of course, I was -- It's tough being the first generation immigrant, because you gotta go home and live with an Italian culture and live on the street with an American culture. You've gotta be Jekyll and Hyde. One of the things I resented was the idea -- I thought it was strictly old-fashioned Italian that they made arrangements. So I rejected the idea. But he used to say to me, "You know, we aren't fraught with all the different veils that come about from you being in love. When we're looking, we're looking for the real McCoy for you." I rejected it. And to a degree, I think, where we were fishing, it might have been better. Although, I'm happily married now. You know, a woman has a child, she has a problem, and she's got to face it alone. There's

nobody there to help her, nobody there to hold the kid while she goes and gets the car or whatever the case may be. When the stove starts to foul up, who's going to fix it? She's got to get it done. So the thing that she dreams about in getting married -- the only thing she does is see a stranger come home once a week. You know, after awhile, that gets to be old hat. And hey, human beings drift. It's not conducive to a good married life. But like I said, in the Gloucester community, they seemed to adjust better, because they saw their fathers and brothers doing it. You take a girl that isn't from a fishing community, she thinks you're deliberately going off to make it hard for her. They [Gloucester women] know that that isn't so. They know that the guy would just as soon be home fathering his children. But it is difficult for a woman. That part of the lifestyle is real, real, tough I think. I don't know, it might be better today, because I don't think the trips are that long. In a way it is, and in a way it isn't. Of course, there's not too many kids that are married that go fishing today. Most of the crews that we got now have deteriorated quite a bit. I'll tell you, I was waving my hand in front of a kid the other day, and his eyes didn't even move. He was right out straight. I said, "When are you coming to work?" "I'm here, ain't I?" I said, "That's questionable."

"Well," he said, "That's my business." I says, "Not when I got to go to sleep and you're on watch. Then you ain't going." But they can go out, and they work. I'm telling you, it's a hard life. There's no way you can make it easy. That's why kids keep changing boats, looking for the easy boat. There is no such thing. Since it's a hard life, you'd think these kids, when they come in, would value the money that they made. They've suffered for it. They spend it all in one night on dope. It seems to be the only type of guy that you can get now, because there are so many good opportunities. You know, the economy is better than it has ever been. The expectations are greater too. When I started fishing with my father, it was during the Depression. There was no expectations at all. Could you eat the next day? That was the important thing. Today a kid expects to go to college, he expects to have a car, he expects to buy a house, all reasonable expectations. The opportunity is there if they want it. Usually the intelligent type of person that you want to work, because he has to be or he ain't going to survive, is not available. The only ones that are available are the guys that have fouled up somewhere along the line. There's just what you've got. It's too bad. On occasion, you meet some kid that's sharp and likes the business. That's the first prerequisite -- that they should like the

business. This almost sounds like a foolish thing, but if they go for the money, which is something that everybody does, they aren't going to be as comfortable in it as they would be if they went because they liked it. But most of these kids that go that are on dope and pot and all that stuff, they need the money, and they need it bad. They're just like that drunk I told you about in Boston. Although mixed in with that there are some pretty sharp kids that really want to get a chance to get some money, get ahead, build their life. But it's awfully expensive to get into it now. My kid bought a boat just this week, just got it this week. The boat cost him $500,000.

JM: Where is he?

RP: He's in Sandwich, Massachusetts. But that's a lot of money to put up front. He didn't put it up front. He's going through a bank and everything, but he had to put up a lot of it.

JM: How much do you think your first boat cost? Do you remember?

RP: My first boat?

JM: Yes.

RP: I built it myself.

JM: Yes.

RP: Maybe $300. My father's cost $200.

JM: I lot has happened in these years.

RP: Oh boy.

JM: Were you dragging for lobsters when you were out in that area groundfishing?

RP: No. It was a by-catch, which I eventually did. I got another loan and went, paid that off, got a loan from the government and went lobstering on my own.

JM: Did you get a lot of big lobsters in the nets?

RP: In the nets? Oh yes. It was a shame to sell them at the time. We used to be on Georges. We have what we call shack. That's money that the boat don't take anything out of. We used to put the lobsters in the shack, and in four tows we'd have twenty-eight hundred pounds of lobsters, the most beautiful things you ever saw. You know what they'd pay us for them? Twenty-five cents. I'd say, "I'm not going to take anymore. It's a shame." They were paying the regular lobster fishermen a buck. Twenty-five cents a pound.

JM: Was it because they thought they were different -- offshore lobsters?

RP: No. They figured they had you. They knew that nobody cared. Nobody really was going to fight with them. It was a chance to really skin somebody.

JM: Before the 200 mile limit, did you see a lot of foreigners out there?

RP: Oh brother. It used to be so bad, it looked like a city. You'd come home, and you'd say, "Gees, I must have navigated wrong." All these lights -- got to be a city. It was awful. But they're there again,

you know.

JM: Yes.

RP: They conned them. That wasn't for us anyway. [200 mile limit] That was for oil and minerals. They were afraid that Russia was going to get that bauxite that's on the West Coast. There's a lot of bauxite on the bottom all ready for aluminum -- that you hardly have to process to get the aluminum. It's in globules. They didn't want Russia to get it, so they figured that they'd be the ones that would try it. That and the oil out on Georges -- they wanted to make sure that nobody else came in and got that oil. But there wasn't oil. I guess it's just gas. But that was the reason they did it. Campbell's Soup and Ralston Purina used to have seine boats that went after tuna -- big multi-million dollar seine boats. The two hundred mile limit wasn't in existence and Peru and Chile had a two hundred mile limit. When they wanted to renew a boat or if an engine blew up or something, they'd bring it into Chilean waters. Chile would confiscate it, and the United States government would pay them back for it because they didn't want to get in conflict with Chile and Peru. Ralston Purina was playing that game for the longest while. So every time anybody would put up for a two hundred mile limit, Ralston Purina would lobby against it and kill it. But now when the oil companies got in

it, they were bigger than Mr. Ralston Purina. They got it.

JM: Did you notice a big decrease in the stocks when the foreigners were out there?

RP: That wasn't the reason for the decrease. We had done it ourselves with the pollution. Let me tell you something. If they changed the dragging and did what I was telling you for about five years, they'd be asking the Russians to come over to catch a few fish to get them off our shore. If they'd end the pollution, you couldn't use the supply. Nature is very, very prolific, you know. Every fish has got a million eggs in it. Right? If a certain square of water will support so many fish, then nature fills that square -- left to its own devices, will fill that square.

JM: Yes.

RP: If they did the selective fishing, a lot of smaller boats could work inshore. You'd get fresher marketable fish rather than going for the nine days and the ten days. The boats, now, in order to make the trip pay, burn expensive oil. The boats are expensive and they've got to stay out for nine or ten days. Well, these fish, in nine or ten days, are pretty well gone by the time they come home. So they haven't got as marketable a product. Whereas if you have selective fishing -- closer to shore -- now when a guy goes out for two days and he brings

home that fish, that fish is a darn-marketable fish. More people would eat it. There's another thing that a lot of people don't think of. You know, the average person who has eaten fresh fish likes fish. The only one that don't like fish is somebody that's eaten old fish. I proved it just a couple of weeks ago. I got some flounders, and I fileted them. My brother-in-law and sister-in-law came up, and he doesn't like fish. I said, "Just try a taste of it. I'll make you anything else you want." I fileted the fish, threw it on the table. He didn't eat anything else. He says, "I wouldn't know that this was fish." I says, "Yes, because it is fish. What you didn't know was the other one wasn't fish."

JM: Did you catch that?

RP: No, I got it from Ronnie -- flounders.

JM: How long did you live in Gloucester?

RP: I didn't live in Gloucester. I worked out of Gloucester.

JM: You fished out of Gloucester.

RP: Yes.

JM: Where did you live when you were doing that?

RP: I lived in Nahant.

JM: And you gradually changed over to using pots for those offshore lobsters?

RP: When we went dragging we saw all these lobsters. We knew there was something there, but it was a whole new industry. We couldn't have done it if they

didn't have this new type of line. If we had to rely on the hemp, it wouldn't be strong enough to pick up the trawl. But since the plastic industry made polyester propylene, and all that other chemically built rope -- they are so far superior in strength, it isn't even funny. That grew with us, and it came at a time when it was quite appropriate for it to be there. It changed the whole picture. You could haul in any depth of water, and you could go in them places. When I was lobstering, the deepest you could haul with any sense at all, was twenty, twenty-two fathoms, twenty-five fathoms tops. Now they're fishing 225.

JM: How many pots did you start out with?

RP: When we first went out?

JM: Yes.

RP: Oh, I think we had seven hundred when we first started. Now there's some guys with 5,000, 3,000. We still stay with 1,200. I think there's a point that your income keeps growing up, and then it just falls off precipitously. When you start to get cluttered up, you've got so much to do, you can't handle it. You start to lose money. You need men ashore and all the other stuff. It starts to change its whole picture. You gotta haul them and set them and haul them and set them. You know, there's two ways of fishing. You can fish each individual trawl, or you can block fish -- put down three

thousand traps and haul them like a son of a gun, put them all close together and get whatever is in that area. If you happen to be in a productive area, you'll do well. If not . . . Pots are pretty expensive right now too.

JM: How long have you been doing that?

RP: Lobstering?

JM: Offshore.

RP: Fifteen years maybe.

JM: How did you happen to come down to Newport?

RP: Because Newport -- the proximity to the edge. See, we fish on the edge of the continental shelf. Newport was the closest. We were going to go to Montauk, but we wouldn't be able to get enough supplies there. We went to Stonington, and that was the same problem. Newport was the closest and best harbor that we could keep and service ourselves with. Plus, Ronnie Fatulli was there, and he looked like a good dealer to sell to. JM: Where did you live when you first came here in Newport?

RP: We drove down and back. After going off the road and falling asleep two or three times, we bought a house in Common Fence Point. We lived there for awhile. Then I built the house I got now, or had it built. I didn't build that.

JM: How long are those trips out to the edge?

RP: Now?

JM: Yes.

RP: Twelve hundred traps. So we leave here say on Monday, and you get there Tuesday morning, Wednesday, Thursday, be back Friday -- probably five full days. But it's only three of them really on the water. Twelve hundred traps, you can do it in three days and fish them right. But like I said, today, most of them got 2,500, 3,000. We don't bother with that. I may be wrong. I don't think I am. I think you can chew an apple a bite at a time, but you can't swallow it whole. I think these guys think they see an opportunity to make money. Make money. It depends on how much you put in this pocket, not how much you handle. And if you fill all your needs, what do you need excess for? How big is the pile in a bank? Do you know?

JM: Yes.

RP: You can only wear one pair of shoes at a time. You fill your needs. What more do you need? Security? Cocoon? Well, there ain't any such thing. Today, tomorrow -- even if you got all the wealth in the world, tomorrow it could change. You can't build a cocoon around yourself and say, 'Well, now I know I'm in luck. I'm going to be riding on this for the rest of my life." I don't think you can. I don't know. Maybe you can.

JM: I don't either. Were there many people doing that when you started out here in Newport?

RP: No. We were the first ones.

JM: What was the name of the first boat you went out on?

RP: The Palombo I.

JM: Didn't you have some trouble with the Russians on that boat?

RP: Yes. [Chuckles] I had just set out my gear. I set out all my gear, right, and I'm measuring the last buoy line. It ain't even in the water yet. I'm measuring it off, and I look up, and there's this big boat coming out of the fog. I said, "Jesus, give me a chance to get it wet." I got really angry. I got in front of the boat. I stopped the motor and sat in front of it. He's blowing his horn, and I sat there. He come right up and almost touched us. I wouldn't move. "What's the matter with you? Crazy?" he said. "Yep," I says. I hollered up to the guy. He said, "I can't understand you." I says, "You can if I come up. Lower the ladder." So I went up on the boat. What I was figuring on was, couple of months before, there was a guy jumped off onto a Coast Guard boat, and they made a national incident out of it. I says, "Jesus, maybe if we make an incident out of this thing, we can get some attention and get something done." As far as I was concerned, he had just ruined three hundred traps on me. And I didn't know how many more were there. So I climbed the ladder, and I figured, I'll grab the first guy that I can get near the edge, jump overboard with him and have my boat

pick me up. Now that's going to cause an incident. So, Jesus, it's funny -- Polish boat under Russian flag, you know. The guy that I walked up to wouldn't fit through that window. [large window] What a monster. And I says, "Oh Jesus, there's going to be some fun dragging him overboard." So I walked up to him, and he says, "Well, what is it you want?" And I told him, "Hey, you're wrecking my gear." I looked behind him, and there's a guy pretty near my size. I says [to myself], "You're it if I do it, but I gotta get around this guy somehow. So I'll be pleasant to him for a minute." So I says, "Jesus, I haven't even wet my gear, and you've gone through it." He says, "Hey, there's three other boats in here." I says, "That's beautiful." He calls the guy, "Stop the boat. I'll call the other two boats and tell them to stop." So now he's being a little congenial. So they called them on the ship. And he says, "We're mid-water trawling. I don't think we've hurt your gear." And I says, "Yes, well what about my buoys? I got to grapple it up. You come through mid-water trawling. The next guy come through bottom trawling. I'm going to lose everything I've got. If nothing else, Christ, if we can't lick you, let me get a chance to get my gear back and get it the heck out of here." So I talked to the mother ship, and they say, "Yes. Okay. We won't do anything until you tell us that you've got

your gear. You'll give us a position where it is, and we won't bother with it." And I says, "Well, the problem is, we got no communication with you guys. We can't even talk to you. For crying out loud, get on the radio where we can talk to you." He said, "We're not allowed to." So he gave me his call numbers so I could call him back. By this time the guy seemed awful congenial, and I says [to myself], "Well, I guess I ain't going to go jumping off into the water." Besides, my boat was quite a ways away. It would have been a son of a gun of a swim. I'm laughing to myself. I says, "Ain't fate fickle." Son of a gun, the guy who walked up to us, oh, I'm telling you, he was big. My hand was like a girl's in his. So anyway, the guy was very congenial. He says, "In Poland, if we meet a fellow we like, we gotta have a drink with him." I'm not much of a drinker. I never was. So I says, "No, I don't want any. I've got to go back on the boat." "I'll be really offended," he says. I says, "Yes, right." So there's the little guy, this guy, and me. He pours a Polish vodka. They take it right down. I think, "It must be kind of mild. Even the little guy [can take it]. And I [drink it] and "Whoo." I thought I was going to die. Oh my God. So he says, "Well, gotta have one more?" Well gees, by this time, already I'm seeing double. "Holy Christ, I gotta get down off the side of this thing." It was

higher than this is (refers to building where interview took place). Right? When I climbed up, I thought, "Oh, you foolish thing you." This boat's rolling. I'm banging against the side. I says, "I'm going to have some fun getting down."

JM: After two of those.

RP: [Chuckles] So I take the second one, and oh boy, I was really plastered. I'm trying to act [sober]. I get down the side of the boat. They're all looking , and they've all got their noses on the rail looking like this. So I told my boat to come up. I'd been up there about an hour and a half now, and they think that I'm going to Russia or something. So they got the ladder over the side, and the guy says, "Here. Take this. This is the best Polish booze you can buy." I said, "I don't want it." So he puts it in my pocket. The little guy was quick too. I don't know if I would have -- Afterwards I thought of that. I said, "I wonder if I could have got that guy." Because before that, the bottle come out of my pocket. Before it hit, he caught it. Anyway, they put it in a string, and they lower it down to the guy. So he grabs it. So now I'm climbing down the ladder, and the boat's rolling. My boat looks like a little toy aside of us there. So I says, "Oh, Raymond, you're crazy. You're never going to make it down there. The boat's going to roll." I said, "You're going to be

in the water anyway. Let go." So I let go, and I got down. Don't you know, I landed right on the roof like I had planned it. Jesus, they were all looking like this. I drove away. When I got on the radio, I started sobering up. And I got all my gear back. Now I says, "Gees, now what I should do is make a claim." Then I thought of it, and I says, "The guy knows he didn't get me, and he was civil enough to stop and everything. Maybe that would be stupid." I said, "I'll tell them the truth. I got it." So I got the gear, and I told him the truth. That was the last of that. But it was funny.

JM: What an experience.

RP: Plus the stories that the kids told after--the kids on the boat--that I climbed up with a knife in my mouth and all that stuff, you know. It wasn't true. I was going to make an incident, though, out of it. I figured if I had to, I would. At least they'd know that you lost it, and you've got a claim.

JM: Sure.

RP: You've got a claim. Why would you do something like that, you know? But it didn't work out that way. I still got my gear back. That's what I was interested in.

JM: Are there a lot more conveniences on the boats now than when you started out?

RP: Oh yes. Our boats are like yachts now.

JM: What do you have on them?

RP: Well, you've got a nice bunk with nice cushions. We have light under each bunk. We have showers, have an electric stove for coffee and whatever, good electric lights, all kind of electronics, and water -- hot water, cold water. It's pretty convenient. The boat my son just got is a real nice one.

JM: How big is that?

RP: Sixty-five feet. Of course, about a third of it is foc'sle. The rest is working area. Inside of three weeks it'll look, everybody will say, "God, that's a junk." But it's a beautiful boat. Everything is beautifully made.

JM: Did your son learn by going out with you?

RP: Yes. Both my sons graduated from the Mass. Maritime Academy.

JM: When?

RP: Oh, twenty years ago, the oldest one. The younger one, probably eight years ago. I didn't want my younger son to go with me. I made him go with his brother when he got out of school. He was pretty good in athletics. He's color blind, and they wouldn't give him his Coast Guard license. So I said, "The heck with them." They used him for four years for athletics. They tell him he's color blind in the fourth year, so I told him, "What do you care? Go fishing." So he did. Now, like I say, he worked for his brother for about seven or eight years. He just bought his own boat. And I've got a

daughter. [She's] a doctor.

[End of side one, tape two]

RP: Yes. My daughter is a doctor, obstetrics and gynecology. She's at Beverly Hospital up in Boston. She could go fishing with me. She's a hot ticket.

JM: Do you ever go on your sons' boats out fishing?

RP: No, no. We're on the radio all the time with each other.

JM: Do you still have the Palombo I?

RP: No. I had a heart attack. The doctor told me he didn't want me to go near the boat. I was in the process of building another one, and I had to stop. We had to borrow quite a bit of money to build this other one, so we had all the bills paid up and everything. It was in September. When I got the heart attack, I figured, if the boat fishes till January, we will be all set. So I get a telephone call, and it says, "We just picked up four men off your boat." I says, "Who is this? What kind of kidding are you doing?." I says, "If I find out who it is and you're kidding, I'll kill you." So the guy says, "This is the Coast Guard," and he gave me the number to call him back, and it was true. I said, "Where'd you pick them up?" He told me that he lost the boat in about twelve minutes. And they got in a life raft, and they drifted in a life raft for two days, and they picked them up. At that time, the doctor told me, "I don't want you to get

nervous. I want you to take it easy." I says to my wife, "How much money you got?" She says, "Fifty bucks." I says, "That's good. We've got no boat, and a heart attack. Where do we go from here?" She says, "I don't know. We'll find a way." But I says, "Yes, I guess we're going to have to." The doctor told me if I did everything he told me to that I could go fishing in the spring. So I contracted to have a steel boat built, because I couldn't finish the one that I was working on. And I finished that other steel boat. Then we started in again in the spring.

JM: Is that what you have now? Is that the Jeanne Anne?

RP: Yes.

JM: Do you mostly use the same crew now, or is it still going and getting people?

RP: Well, I built another boat -- the Kismet. After I got better, or supposedly better, I built a wooden boat -- a sixty-five footer. I built it down at Common Fence Point, the Kismet. And I had a skipper take my Jeanne Anne out. I wanted to take a trip to Italy last fall, so I put a skipper on the Kismet. I couldn't very well bounce him from pillar to post, so he's still on there. But the kid that's taking out the Jeanne Anne now is going to go study law. He wants to quit fishing to become a lawyer. He's a college graduate. He graduated from Colby. So I might go back on it again. I don't know. I'm not

sure.

JM: You're not going out now?

RP: No. [It's a] big dispute. I'm seventy-two years old. I want to go out, and they don't want me to. I'm going. I don't see . . . Like I asked the doctor, I said, "Doctor, can you guarantee me if I stay home that I'm not going to die?" And he says, "No." He says, "You're going to die whenever you're going to die." I says, "That's right. You just answered my question." If you're up to it, why not? Why ain't the last day as important as the first?

JM: That's for sure.

RP: I feel that when you say that it's all over, it ain't. You only live from day to day anyway, don't you? You can't live tomorrow today. You can't live yesterday again today. You're living today. Right? Look at Einstein. Not that I am comparing myself to Einstein, but look what he did with the latter part of his life. I don't know if it's good or bad, but he changed the world.

JM: Yes. I guess we don't have any control over that.

RP: How much do you have control over?

JM: Not much.

RP: I'm a believer . . . That's why I named the boat the Kismet. I believe in that -- not predetermined fate. That's being stupid. I think that circumstantial fate has a lot to do with your living.

JM: What does Kismet mean? I forget.

RP: It's Arabic for fate, destiny. I think you never act; you react. A situation comes up, and you control it. The plans you make for today or tomorrow very rarely work out. Just like you said the other day. You wanted to go last Tuesday, and things turned out differently. You react to a lot of different things. I don't think you actually have that much control. Like I told you, ten years ago I had fifty bucks. I've got two boats now. I've got a house that's almost all paid for. I don't have to go begging for a quarter. I can honestly tell you, I had no control over it. I didn't create any of the circumstances that came up. So what do you do? What's going to happen, happens. You know, when I was laying with a heart attack, I didn't believe that it was me. It just didn't add up. I used to think -- When I thought in terms of a heart attack, I thought that you were done. I thought [you were] devastated. I built another boat. I'm not trying to tell you that so you think I'm a big shot. But the fact is that you don't know. But how many people tell you, "Oh, this guy's going to die, that guy's going to die," and the guy gets buried. Another guy goes on. Nobody knows how much longer we're here.

JM: Do you think that has a lot to do with the kind of work you chose?

RP: Yes, I think so. It's a hell of a thing to say, and it sounds -- I'm not trying to be a big shot when I'm telling you this. I've been afraid, but not scared. Do you know what I mean? I knew I was in a tough situation. I didn't like it. But I never thought that that was going to be the one that was going to do it. I always figured on an alternative. If this happens, I can do this, and if that happens, I can do this. It don't always work out that way. One of the things I think you learn fishing is acceptance. You're caught in a storm. Now there ain't too much you can do about it. Do the best you can. That's all you can do. God give me the grace to accept the things I cannot change, the courage to change the things I can and the wisdom to know the difference. All right? There it is. The wisdom to know the difference. Like with my second marriage, I didn't want to get separated. But you had to accept it. What could you do about it? You can't change a person. You're wasting that now.

JM: No, that's okay. If you want me to turn it off, I will.

RP: No. I was saying you're wasting it. It has nothing to do -- But just from a point of talking, you know, there's not too much that you can -- Can you control somebody? Do you own somebody else? Can you control them, make them see your way? Not unless they want to.

JM: Did the independence appeal to you of that way of life?

RP: Oh yes. Oh yes. I can't work for anybody else. I've told people that when they hired me. I've told people that I'm probably the hardest worker you ever met, but the poorest employee you'll ever see. Because the minute you start . . . I've already made a plan about how I'm going to do it. I'm in the habit of controlling my things. Now you're going to tell me how to do it, and it's not the way I think it should be done. And I'm only going to half heartedly do it, because I think the end result is going to be zero. Of course, along the way, you can't be so stupid that you don't listen. I'm not saying that. But your independence -- you might even be considered hard headed, but you have to be -- a little -- to survive in this. Because a lot of times, it's pretty negative.

JM: What are the most negative parts of it?

RP: Well, I'll explain it to you pretty well. When I was up in Gloucester, there was this family, the Bricleone family. They came from Italy. They had a little forty footer, and he went out, and he was very, very successful. His two sons bought bigger boats and bigger boats, Joseph and Lucius. Now they're very successful. So when I had my boat in Gloucester, my big boat that I built, this guy come down to me, and he says, "Can I come aboard?" --

their father. And I says, "Listen, Mr. Bricleone, if there was a naval architect aside of you and he wanted to come on board and I could let one come on board, you'd be the fellow I'd want, because you've had the experience. You've made a success of it. You know what the end results [should be]. This guy's all theory [the naval architect]. Yes, come aboard: I want you to look my boat over, and I want you to tell me if it's right or it's wrong." He looked it all over, and he says, ["It's beautiful" in Sicilian]. "It's beautiful." No questions. And I said, "Gee, that's good. Am I going to make it?" He says, "Well, I don't know. As a boat, it's top notch. And you, they tell me you've got a lot of courage, so that's good ingredients." I says, "You haven't answered my question. Am I going to make it?" He says, "And I'm avoiding it purposely, because to make it," he says to me in Italian, "You buy good fortune. Without good fortune, you ain't going to make nothing." And I said, "Well, where do I buy that good fortune? Since you use the word buy, I'm going to use the word buy too. Where do you buy this good fortune?" He says, "I don't know. I light candles. You do whatever you want to do." What he was saying, and he told me afterwards to reinforce it, he knew very, very many real hard intelligent, successful [fisherman] -- never made it, never made it. Motor blows up at the wrong

time. Rip the net when there's a bunch of fish. Everything, you know, just so much that it keeps negative, negative, negative, negative, negative, and they go under. So you do have to have a little bit of good fortune in your way. That's like Al Eagles, the lobsterman. Very, very successful, very good. He was doing well, and he was saying how well it was going. I says, "Al, say it with a little humility, because if those lobsters were not there to have, all the knowledge in the world wouldn't do you any good. They were there. That's the part of the thing that's lucky. Now yes, you've got to go get them, and you've done a good job, and it's right to do well, but with humility."

JM: Are there things that people believe in that are lucky and not lucky that you do when you're out?

RP: We had an argument on that the other day. Instead of saying 13, you'll say 12 + 1. That's a lot of bologna. If you can change your luck --
[tape interrupted]

JM: What do you think the future of the fishing industry is here with all the development going on on the waterfront?

RP: Down here?

JM: Yes, in Newport.

RP: Oh boy. You hit a good subject. One of the things we used to resent in Nahant -- it's the same type of community. Nahant, though, is a bedroom for the

General Electric now. When the people used to come into the town, they'd say, "Oh, don't I love this town. It's rustic." All right? They would come down, and of course, the fishermen would have their traps. "Ooo, isn't that wonderful." And the boats would be there. The thing that attracted them once they moved in was the first thing that they wanted to change. Get rid of the smell. So then they would turn around, and they'd pass restrictions so that the rusticness of the town disappeared. It became a bedroom for the GE. And there was no more traps on the wharf, no more fishermen around, nobody drying nets, nobody doing any of the things that attracted them to the town. Then what happened, they became politically involved in town, changed it some more, then got another job and nine times out of ten moved out of town and left you with what they thought the town should look like when you were happy with what it was before. I see the same thing happening here. We had to fight to get a place to put a boat in the state, and that's tenuous.

JM: Are your boats over there? [at the State Pier in Newport]

RP: That's tenuous too.

JM: Where's the second boat kept?

RP: I've got it up in Fairhaven, because there's not all the hassle with all -- you can't get in here, and you can't park there, and you can't put your traps

there, you can't get through the traffic. Well, I suppose money commands. And if there's all this money that can be made with these condominiums and stuff, what's a poor little fisherman going to do? They certainly ain't going to stop what they consider progress. And of course, that has to be evaluated too, right?

JM: [It] sure does. What can be done to keep that pier?

RP: I don't know. You need a lot of money to fight it.

JM: Do you think it'll stay?

RP: It'll stay because there's a few political jobs made out of it. It'll stay because there's obviously no other place to put boats and fishermen. There's absolutely no place to substitute that pier and still have a place that's efficient and safe for the fishermen. So yes, I think it'll stay. But I think you'll see more restrictions.

JM: Like what?

RP: Oh, I think you'll see -- I don't know whether they'll make them, but more condominiums, stuff going up.

JM: Down there.

RP: Boy, they've made some serious money with it. It's pretty hard to fight money, I'll tell you.

JM: Are there fewer boats now in the fleet than there were when you started out here?

RP: I'd say yes. I'd say yes. But I'm wondering whether that's economics or whether it's because of

the restrictions. I don't think you're going to see any money spent down there at the pier. I think that they figure they've made the place, and that's the end of it. But under the circumstances, half a loaf is better than none. It's down there. And it's going to take somebody with some guts to hold onto it. I think there will be a lot of times, a lot of pressure, for people who will want to take it over. There's the other aspect of it, too. One of the economic positives of this is that it is quite an attractive resource.

JM: The fishing industry.

RP: Yes. And I think the biggest attraction, of course, is the sailing and the Tall Ships. But they depend on this. The whole is part of its parts. I think all of it contributes to the economy of Newport itself. I don't think that you can say, okay, we'll wipe out this section. Then it becomes too mechanical, and they might lose a lot of their resort money too.

JM: What about the offshore lobster industry? Do you think that will continue to keep going?

RP: Oh, that will be all right. It'll slow down to a normal pace. There was quite an influx for awhile. It was pretty easy to go out and get in business. Now it's going to get harder. But I think it will be around a long while. That's like when my father was fishing. My father was one of eight licensed

fishermen in Massachusetts Bay. One guy come out with a new boat, and my father says, "It's all done." [Chuckles] Since then there's been thousands.

JM: Yes.

RP: I believed it too. I thought that when my father died, there would be no more lobsters caught, but gees, there's a lot of them caught since.

JM: What would you say you like the best about your work?

RP: What do I like the best about my work? Pretty near all the aspects of it. I suppose the independence. If I really don't like anything, I can always put that boat in gear, get a rudder and go somewhere else. I've done it before. So I suppose that's what it is. But there's a price on it all. It's a lot of hard work. You don't get hands that look like that from nothing, so -- [Chuckles] But it's been good to me. You know, I really can't complain.

JM: What's the hardest part been?

RP: Trying to keep Uncle Sam happy with all the figures. That isn't our thing -- books, figures, stuff like that. Luckily we've turned to the accountants and let them do their job. But that's also expensive. The work isn't hard, because you expect there to be a certain amount of difficulty to it. It's a hard life. So if you accept that, then it isn't hard. But that doesn't bother me. Like I said, the

logistics -- chasing around, getting the stuff. You know, I could build a stairway to the moon if I had enough money -- put a counter balance on the other side of the earth. Right? And everytime it went around, all you had to do was step off. But try making the first step with one dime or a buck. No way. Money does it, you know. And so it's the same thing. How do I go fishing and keep a boat, keep up its value and satisfy the insurance and all of this stuff? The logistics on it is where it is. But fishing itself is -- that's the fun part. But I've got to go. Are you all set?

End of Interview.

NEWPORT HISTORICAL SOCIETY

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I have tape-recorded interviews with the Newport Historical Society, "the Society," and otherwise set forth and related episodes of my memories and reminiscences.

I irrevocably consent to and forever give to the Society, or anyone authorized by it, the absolute and unqualified right to the use of my memories and reminiscences for such scholarly and educational purposes as the Society shall determine.

The Society agrees not to voluntarily play or present in any way the tape-recorded interviews to anyone other than it, except as may be authorized herein.

I hereby release and discharge the Society from any and all claims and demands arising out of or in connection with the use of such memories and reminiscences, including, but not limited to, any and all claims of libel, slander, and invasion of privacy.

DATED: May 19, 1987

Raymond Palombo
Narrator

Bulgarmarsh Rd. Tiverton, R.I.
Address

Jennifer Murray
Interviewer

Newport Historical Society
Address

Use restrictions, if any: ______