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DC: SO it's August 22nd, 2016. We are here in Port Orford, and could you just state your name for the recording.

PG: Paul Garratt Junior

DC: Fantastic.

[quick aside about last names]

DC: I'd love to hear about how you got into fishing.

PG: I guess back when I was a sophomore in high school, a friend of the family asked if I wanted to go fishing one day and I said okay. He says "you wanna go fishing and make money? "...okay." So we did and I as a junior in high school was driving a nice brand new pick up. Everyone else was wondering how I did it. Well we had a real phenomenal salmon season that year. And as a deck hand I made like \$16,000 over the summer time. And that was unreal money. SO I bought a pick up. And I basically was hooked then but, you know, there's lots of stories that tied into that old man that brought me into it as far as the, you know, the family history. There was a lot of secondary training that I was getting from this old man versus my dad because my dad had an accident when I was a freshmen in high school and was in a coma for 9 days. So I went from being a carpenter's son to being a fisherman in a roundabout way. And then my dad of course, he came out of it, but it was never the same. Totally different dude. He was in a coma so basically he was unconscious. You know what all of that is about so...

DC: [greeting Paul's wife and inviting her to join the interview]

PG: Well I guess that's what hooked me was a sophomore in high school went fishing.

DC: So money was your main motivation it sounds like?

PG: Uhm. Part of it yeah, I guess. But the trill. I've done everything extreme. I'm a firefighter now. I'm on the fire department. I've been in the army. I logged. I can't work in a building [chuckles] it just doesn't work. She [gesturing to his wife] would prefer it but I can't do it. Just never has worked [chuckles].

DC: So how long have you been fishing?

PG: Well I came back from my military career and my wife and I talked through some odds and ends. Did some logging and then I ended up basically back on a boat. You know, I've had to walk away from it a few times because the monetary there as a deck hand is not great money. I don't care who you're working for. A deck hand doesn't make a glorious amount of money and they never will, and they never have. Especially in these smaller fleets where the boat is so weather dependent. There's a lot of idiosyncrasies of working on these smaller boats versus a big clandestine boat that going to go out and harvest these big, the big drag boats and stuff that has the seasonal regimental income. Now those guys may decent money. But guys like us that develop on these boats, we spend a lot of time waiting for the captain to go to work, and his bills are paid. So we end up with that, he's squared away so...some guys like me, I'm the perfect guy to work for because I just bought my business and I'm still struggling, and

I'm still...I need to make money, so therefore my crew makes money [chuckles]. There's kind of a double edged sword there. If your too wealthy, so to speak, and too in the place then your crew suffers from that due to the fact that you don't have the same motivation to go to work. So it ain't all about the money to be out there. You gotta want to be there and suffer through some of the inglorious days. And that's basically what fishing is, is feast or famine, and you gotta wanna be there.

DC: What fisheries have you been a part of?

PG: Pretty much all of them [smiles]. I've fished from Dutch Harbor Alaska, to Ventura California squid fishing. I've sardine seined. I did that for a decade with the Cat family out of Astoria. I've Dungeness Crab fished a lot of seasons. Black cod fished. I salmon troll, and live fish. I've spot prawn fished, and coon stripe fished. I don't know I think that's about it.

DC: That's a lot

PG: I haven't done many of the big drag boats as far as the big drag boat I worked on in Alaska was, it was a big ship more than a boat. A catcher-processor and I never saw the sunlight. So I was more of a crewman and on the boat below I didn't go fishing really [chuckles] I went and worked on a boat.

DC: You were processing?

PG: Yeah. So it wasn't the same. It wasn't what I thought I was signing up for. Hard work. It was good work but...

DC: Do you have a favorite or a least favorite fishery?

PG: Well my favorite is fishing for salmon. Which we just got back from a trip. And I guess my least favorite fishery would have to be black cod, cause it's just...I don't know...lots of hooks, lots of danger. I don't like that part of it. I like the fun part of it I guess.

DC: What do you like about salmon fishing?

PG: I'm god at it. Not to be egotistical or anything. I'm pretty good at it. But that's what I got started on way, way back in the beginning. To bring up a point, I'm humble also to the fact that all these old timers, I'm always asking them questions and trying to learn from them as best I can.

DC: Have you noticed, this is a very broad question I apologize, overall change to fishing and the industry since you started?

PG: Yeah. It's simple to point one finger at regulations. I'm not saying that they don't have a place and are not...to say it politically correct, have not bettered the fisheries. But there are regulations that obviously a bunch of us would just assume be talked about with some common sense. Which I know you're not the advocacy for that, but the reality of it is it needs to be talked about and the ecological footprint that we put on the environment, via the regulations and the way they word them. And that's what everybody wants to stand on while they are worded this way? Well then change the wording. And use some common sense. I know that's collective, that's a general thought process that we should all share. But when you make me go to the ocean in 3 separate times for a set amount of poundage for what I'm allowed to have, why not let me do it once? I mean common sense. It's all there. The more

fuel, the more time at sea, the more danger, the more this, the more that. So yeah, the fishery has went from, when I first started black coddling it was a derby. Which was go get all you can get boys, your open from here to here and we don't care what the weathers doing, you're going to go fishing. So you saw some seasons where they would open them, and you would almost feel like they would see the storm coming so they are going to open right as soon as the storm hits, and they are going to close it right as soon as it's over. And it has happened that way where it stored for, I think the one season I worked for the Cobbs, it was 18 days in a row it stormed and we had to go fishing 18 days in a row. 25, 30 knot southerlies, in the middle of fall. SO I mean, not even weather that you would anticipate. But that's, you know, I would point to regulations have changed the most and habits have changed due to the regulations. You have more people that have strayed from staying a hard line salmon fishermen, to now they have opened up and have to broaden and have to have all these things, permits to survive. You can't just be a one tool guy anymore. You have to have them all. To bring that to light is like I said, I'm just buying into this business so everything needs to be fixed, everything needs to be worked one, everything costs money. So it's a double, it's in and out. You don't make much money. It's not a glorious way to live. You have to want it in a way. And I'm fortunate, and I said this a million times, I'm fortunate to have a wife that gets me through all this [chuckles] because if I didn't have her, it wouldn't be the same. I'm fortunate for that.

DC: What made you decide to buy into the industry?

PG: The fact that I wasn't going to do anything else. I've been in the industry as a deck hand for so long and I made really good strides as, like I said, the seasonal deckhands that have the good jobs, I finally got one of those. I worked as a deck hand on that same boat, and...but I think the first year, we worked for about 4 months because the season structure was different. I made about \$50,000, it was about \$48,000 bucks. So for us that was like "wow!" that was a huge chunk of money. That was a real eye opener. But I didn't have any employment between, well I did because I supplemented it by working on the smaller boats cause I never stopped working. I'd come home and crab with a guy or something through the winter. So I'd make money all the time, but that big hit of money all of a sudden became what I was living off of. Well I graduated from roughly \$50,000 to the last year I worked we made a little under \$110,000 in 3 months. So it was time to invest or Uncle Sam was going to take a bunch of it. Which he did in a way. It was tricky to get my wife to get on board. She was the hardest one, but once she did, I mean we are in it now so...and we bought our first boat. We bought the Fantasy and a salmon permit for \$20,000. SO we got in easy. But when you started looking at what they were going to do with the salmon regulations, there was no way I was going to be able to continue just salmon fishing. So we went ahead and bought this other business which gives us a crab permit, which came with another secondary salmon permit, live fish permit, and all the other additive fisheries that go with it. So I mean that's 2 boats that I could go black cod. [chuckles] [DC: your favorite [chuckles]] Yeah not really but yeah.

DC: So what's most challenging aspect of your career?

PG: Balancing the financial part of it. Because if it had nothing to do with money and I could just go out there and enjoy myself I'd be a happy dude. But having to be monetarily responsible for so much, and it is a responsibility that is very inglorious because you don't even, well a lot of people say "he's the captain, he should have all the money." Well he should...that's why we don't have any money because we are the captain and we have to pay all the bills, and all the parts, and all the pieces. And then I have friends that have, there's 2 basic people that get into the fishing industry, and they're people who are born into it, usually carry on their fathers, or their mothers equipment or business that's already been

developed, then there's guys like me that buy into the business on a totally overworked piece of equipment that's hand me down, hand me down, hand me down, and my boat, I deck handed on that boat over a decade ago for a guy that just passed away. It was offered to sell that boat to me for \$50,000 with the crab permit, with the live fish permit, with the salmon permit, and this was just like, you know, I, it was too much for my young plate to try and take on. A lot of these guys have had the chance to do what they have done career wise while not raising a family. I've done it raising a family, and that's not easy. And without, I can't say it enough, without Tara's help it wouldn't be possible. Financially, we are not rich [chuckles].

DC: Well you seem to be doing very well.

PG: Thank you! That's her [gestures to wife] not me.

DC: So moving into your family, what has your family's role been? Have your parents been in fishing?...

PG: No, no, I'm the only person in, my grandmother did some ancestral history, and you have to go back to some William the Conqueror, which was related to me and a pirate, before you have anybody that's spent any time on the water. Other than me. Everybody's been land or workers. So, no they really don't. My dad, he would want me to pound nails, he was a carpenter. In her family, they're not fishermen, so no family ties to it, it's just me.

DC: No what about your children?

PG: Well my daughter, she's not so interested in it as she, I think there's a lot of fear in going on the water. Both boys are interested. My son, he, my oldest boy last year started going salmon fishing with me. SO he has been trip fishing with me. And this year he got to go on a tuna trip. And went tuna fishing with us. And then next year, my youngest son, he will be old enough, because there are rules. He will get to go fishing. But he is the one that's really into it. My older son really likes it but he is only in it for the money.

DC: Do yourself encouraging them or discouraging them to go into it?

PG: A little bit of both. I mean, it's really simple to say here and realize that the regulations we are up against and the economic pinch that it has caused. And the federal regulations, it's not cheap to register a boat, the license a boat, to outfit a boat with all the flairs, all the sophisticated equipment that they want you to have, which...I mean I pay \$3,500 for a life raft. I think I'm safety conscious orientated, I don't need to spend the other \$1,800 on all the other garbage. Like I said there's some common sense logic that needs to be talked about which isn't. That's what is hurting the industry the most, is all these industry standards that are in place that are more revenue driven standards. There's a coast guard form, which god bless the Coast Guard, they did an outstanding job twice this year for me. I had to be towed in once, and then I had a fire right in front of Charleston in my engine room and I was able to put that out and drive my own boat in but they still came out to be there. I issued a mayday so they still came out to be there, but I was able to put the fire out and get the boat in. But they still make you fill out all these forms and it's just like, okay. So they need to get their revenue from somewhere because of a form. There again, common sense.

DC: With that in mind, how do you feel about all of this? [gesturing toward wife] [PG: chuckles]

TG: Stressful. Especially when he had a fire on board, my 14-year-old was on board with him.

DC: I heard your very supportive

TG: [chuckling louder] Bad trip...

DC: What were your thoughts when the whole family started getting into the business?

TG: You try not to think about the negative. There is a reality of the industry. Eventually, next year I will have both my sons and my husband on the ocean. So you just try not to think about the negative. It's something he loves to do and he is happy with it. Take it day by day [chuckles]

DC: Did either of you ever expect this?

PG: You mean expect to be where I am at? [DC: Yeah] Yeah or I wouldn't of went through the years...

TG: You kinda see the goal and work higher up and higher up and eventually it was part of the plan. When I first met him he was in the military and that's kinda what we signed up for and then he decided that he didn't want to re-enlist. So then we were like, okay logging, we can do logging. And then he said "oh I want to be a fishermen" and I was like "oh! okay" I get sea sick, I'm afraid to drown, and I will never set foot on the ocean, have fun with that! [chuckling]

PG: Well, to bring up an odd point, when she is at work I don't live on the phone trying to communicate with her. When I'm out there, it's my place and it's where I'm at and she don't burn up the phone trying to call. And vice versa, we don't try and call back and forth. So it's, it gives us that, so to speak, separation that people talk about in relationships where there is, this is mine and this is yours, type of thing. So that has allowed us, not that she is not a huge presence in my business because she has to be, because there's the financial responsibility of writing checks and processing numbers. I just do the fishing. There's even log books that I am supposed to fill out that I work on occasionally.

DC: You guys sound like a great team! So have the attractions to becoming a fishermen changed since you started?

PG: Oh definitely. Definitely. The money has changed as far as the Hollywood aspect of it. When I was a youngster, like I said, when I was a youngster, you could make a lot of money fishing. Ridiculous amount of money. There was urchins, this town was full of money. As far as just a little economy from fishing in this town. We are talking late 80's, early 90's and go back in a little bit, but it's not that far [chuckles]. The town was very fluent with money because of the fishing industry and there was other industries thriving at that time but, that's what we saw as young kids. Was "Wow" you guys are driving nice new trucks, and there was a lot of money. That kinda drew me back. And there was times where, feast or famine. There was times I made good checks and of course once you've lived pay check to pay check, what do you do? You make a big check, you go take the family to town and get new shoes [chuckles] stock the freezer up and... yeah. We went on 2 vacations in 16 years. So we don't do much vacationing, we do more raising kids [chuckles]

DC: I'm sure that's full time.

PG: [chuckles] try having 2 boys in sports, and one of them playing multiple sports, so he is wearing 2 pairs of shoes at the same time and feet growing. Well I don't think we have made it through an entire season without processing through a couple pairs of shoes.

TG: Last year my 14-year-old went through a huge growth spurt and it was right in the middle of soccer and cross country seasons. We had to replace normal shoes, PE shoes, cross country shoes, soccer cleats [chuckles] Run bare foot [chuckles]

PG: [chuckles] yeah right!

DC: So what other changes have you seen? I notice a theme is a lot of the things you are talking about. What are any other changes you have seen since you entered the business?

PG: The generational change. I'm starting to see a lot of the old time fishermen that we use for advice, you know like we just lost Kappy [sp?] we just lost Hard Rock, we just lost, god there was somebody not too long before that, and we lost both the Cobbs here now. It's a...and I'm not talking casualties at sea, I'm talking just the old fishermen advice is slowly going away. We've got a few left but like the mentors like Jeff Miles, he has been a real good developmental help for me. He has always helped me with a lot of stuff. That's going away too. It's a lot more all for me. There isn't as much of the comradery as there used to be. I just set up to go on a salmon trip with a couple other boats and one boat dropped out, the other boat left early. It's not the same as it used to be. At least for me it doesn't seem to be, I seem to see a lot of the older generation getting 'bah-humbug' about everything. Because of the over regulation and the different changes that we are speaking of. And the generational gap is changing too. You've got a lot of the old fishermen that are getting out of it, and I'm a younger guy getting into it and I have motivational things that I'd like to do but at the same time I'm held so far back with all the rules. I mean, I don't know any more to say other than that. It's just over regulated. At places some of the regulations are important. The generational gap is changing as far as a lot of the older, I would say there isn't very many left of the older generation in this community. We are cycling through again. A lot of the younger captains are still, we've got a long ways to go hopefully [chuckles].

DC: What's happening to the businesses in this older generation?

PG: Yeah I see, okay. So 2 of them that I know like Harrison's left town. It got bought out and left. The boat came back, but all the permits and stuff didn't. Some of the businesses are actually getting bought up and they are leaving. And they think there's 2 things to be said for that. One our port is very expensive to be in, very expensive. I can get a monthly in Charleston for almost \$120 or \$130 less than what I get here. And I get the same thing there and I'm in the water. I get electric and the water for less money. So the expenses is pretty astronomical so a lot of people that buy into it, of course if they don't live here it's natural they want to leave because of the expense, very few really live to stay here. When they buy them they are gone. I am fortunate enough, bought to be here. But a lot of them are getting bought and leaving. So that's kinda a unique one that I never really thought of until you asked me. But yeah, most of the bigger ones that are getting sold out, they have all been leaving.

TG: Except some of them have been passed down generational. You know the kids have inherited the boats.

PG: [talking to wife] But like Harrisons left, it got bought out and left, and then the boat came back. Remember? Because they salvaged the boat after it got rolled over. And then Chris Aiello, his boat and permits and all that got sold and went to California.

DC: It's interesting, I was just talking to him and he was saying that they weren't staying.

PG: Yeah, they're not staying here, they are leaving. So once you start making the whole of the fleet smaller, you start changing a lot of the buyers concerns and all the other assets and facets of that particular...because once you...if you have a screaming voice and you have a lot of demand, you get a lot of attention. Once we shrink down to what we shrunk down to they pay us different for our crab, and they claim trucking. They have gotta truck it from all these other ports too. So there's a lot of industry secrets that Port Orford holds and that's one of them. We don't get paid the same on a lot of our products. Because we aren't a big voice. We are not a big supply. For instance, we finished up getting paid like \$3.50 for our crab up in Charleston, 50 miles away, same buyer is buying it for \$4.25. Same crab, 50 miles away, buying it for a different price. So if I was to land my crab here, put them in a truck and drive them there they will buy those same crab for that same price.

DC: Do you normally truck your crab to Charleston?

PG: No, no, but you see what my point is. Is there are some secrets to Port Orford that people don't get the true understanding. We are treated differently [chuckles]

DC: Why do you think that is?

PG: Because we are not allowed voice anymore. We are not a big, large populated port that's pushing a lot of product through. So we don't have the same demand of attention. They could, basically if we want to stay fishing, we have to do this. Or we have to go up there and move our operation up there. And get those prices. To me that's, it's almost become a reality as far as I almost am ready to do that for a lot of different reasons. One the mortgages are cheaper, two, I'm getting partial to crossing a bar now instead of coming into the dock with no sand, actually no water is what I meant to say. Because I have to dredge myself to the dock every once in a while. Right now it's great, there's a hole down there. They just had the dredge in so we have water now, but there's a lot of times, and we will see how long this one lasts. There's a lot of times you have to dredge yourself to the dock to get through all the sand to get in. You look surprised. Yeah, you should really google and do some of the, I think there's some stuff on YouTube of getting into the harbor there in boats. I don't have it on this phone, the catastrophe.

TG: One of the boats most recently came in and hit it at an outgoing tide and almost got beached

PG: He came into the dock and his deck hand missed the piling, so he went to back up with sand and shallow water and surgyness, surged him off the dock. Well surged him off the dock onto a shole and the wave left and ha had no water under him. So the boat sat there on the sand and did this [rockes hand back and forth] with enough water rocking underneath it till we could get him over close to the dock and get him lifted out. So yeah, it's nutty.

TG: The deck hand was about ready to swim to shore.

PG: I had to talk the guys back onto the boat and I was telling them "stay there, stay there, help Ryan out!" First think I told him was its ankle deep water. Think about this. They said "oh the boats going to roll over!" I said it ain't going to roll over and it isn't going to go anywhere. It's done rolling for the moment. Anyways, we got them back, we got the boat back. Yeah, there's a lot of nutty things with being in Port Orford.

DC: How often do they dredge?

PG: When we can afford it. So, we got, see the unfortunate thing is the dredging we got last time, I think it was the dredging we got last time was a great job. You can almost, like 24 hours after they left, we had this huge storm. Filled it all back in.

TG: And the one before that was right before the Japanese tsunami and the surge back from that filled it right back in and it was another couple years before they got it back out here to dredge it again. And they could only go out at high tide. So if they had an opener and they could go out from 8am to 8pm they would have to go out at high tide before to be out on the grounds and ready to fish. So we are spending hundreds of dollars in diesel just for him to float around in the water because he has to be out before the tide goes out. There's been times he has sat out waiting to deliver his product sitting out in the water waiting for the water to come in to have enough water under the boat.

DC: Sounds very dangerous.

PG: It is, it can be. The boats take quite a beating. Deckhands and fingers and everything involved. There's a little bit of yelling and cursing trying to get tied up sometimes. It's a very frustrating time of the day for me. It's the worst time of the day for me is coming not the dock. Or dealing with the tide situation.

DC: What has stopped you from going to Charleston?

PG: I live here. My boats right there. I can work on it right there.

TG: He grew up here...this is his home. Our 2 kids are in school so it's not like we could just up and move to Coos Bay. And I have my career.

PG: That's pretty much it in a nutshell. It's not as easy as it sounds. But it's something we are actually pursuing. And who knows, it might not necessarily be Charleston but the industry is calling for me to go somewhere else to be successful. Other than we have a live fish permit, we have a live fish buyer here. It's one of those fisheries I really don't like [chuckles]. It's very on and off for most of the guys. Some of the guys get really dedicated to it and get really good at it. A lot of them are fishing really small boats and they can move from spot to spot and it doesn't cost them as much to operate. It's a little bit of a different ball game when your rolling out there with a big, giant diesel boat and your expecting to make money cause of the cost is different. But there are guys that do well, and I'll learn a lot more tricks about it but I can go out there and make money at it. It doesn't take a rocket scientist to do it but I just hate it. [chuckles]

DC: So is there a demand for fishing jobs with all of these people leaving?

TG: There's a demand for good hardworking people.

PG: Period. I don't care if you want to be a fisherman, a logger, whatever. This day and age finding good quality hard workers is...I'm not going to say impossible, I've got a good young guy working with me right now. I mean he still has a lot to prove. He just freshly started working with me, but as far as...I mean, there is not the same work force as there has been. And I'm not saying anything that people haven't said before. The generational gap is there, and the respect factor is there, and those fuckin' things are there [gesturing to cell phone]. I mean I had to tell my hand yesterday to get off the phone. Put it away. I never had one of those in my lunch box, ever. So now your competing not only with educating a young guy to do the job right, but now your arguing with his wife too because he has a smart phone. So it's...

TG: Well even just trying to find people, and like he said we are lucky now to have a decent deck hand, but trying to find people who are willing to get up in the morning and go to work, show up to work on time, do the work ethic. Tail wagging required and they are like "well I don't want to lift that, it's heavy." There's a certain, there's definitely a different work ethic [unsure].

DC: Interesting. I wonder why that is.

PG: Bad parenting. Period.

TG: It's just people were raised differently than they were 30 years ago.

PG: We get lots of compliments over our kids and this is something to be really proud of and I am. Because it takes a lot of hard work. We don't just feed our kids mac and cheese and let them play video games. I mean yeah we feed them mac and cheese because we have to and there's a video game machine here but, it just doesn't happen. We are fortunate enough to be both old fashion. Which I think is the biggest thing with fishing in general is if you consider the old fashion way of things and the newer way of things there is the same general consensus in everything is slackers are just everywhere.

DC: So it sounds like there is an opening in the job market but there is not enough people to fill those jobs. Is that what you are indicating? Or are you just finding the wrong people for those jobs?

PG: Let me say this correctly too. I will only let clean people work for me. As far as clean in a lot of ways. I don't like drama, extra stuff that's going to pull you away from work. No hard drugs. Don't show up drunk. So yeah, you start limiting all these facets of what's acceptable and these guys show up at two o'clock from the bar and you're going fishing at 3 o'clock and they are drunk, yeah that's not going to fly. So yeah there's a big demand for the job. Not very many people want to do it I guess. I mean I don't know what else to say about it. You either want the job or you don't, but I guess, I don't know.

DC: It doesn't sound like the most outrageous criteria to me.

TG: [chuckles] no it's not.

PG: No it's pretty simple.

DC: So I have heard a lot about this graying of the fleet matter. Not the boats, that's a whole other project, but the people. Do you think that this is happening?

PG: Explain further.

DC: In terms of aging.

PG: Oh yeah, naturally.

DC: Ageing of the fishermen.

PG: Yeah, no, we just, like I said, we just went through a cycle of dealing with the senior members and their passing and now you have the next class. I mean it's just like high school. You started somewhere and you finish somewhere and I would consider myself still a freshmen. Even though I spent all those years as a deckhand, you move into a different [unsure] being a captain because you move into showing up with your lunch box.

TG: It's like being a freshman in high school to a freshman in college

PG: You show up with your lunch box and just being told what to do, to being the guy that shows up with the plan and has to orchestrate it all through somebody else basically. I suppose I had to reach back to a lot of my military training as far as the developmental skills that have given me that ability. There are guys that just don't, and gals not to fully exclude anybody, that do and don't have the ability to lead or to make quick decisions or to deal with the safety issues that are at hand all the time. Because I have had young guys work for me, they shouldn't have been there. They probably couldn't get out of a wet paper bag once I realized one not muscularly developed they weren't, but how mentally they weren't able to process things.

TG: You either deal with things two ways. You either freeze or you react. You know, when you are on the ocean and you are in the present danger of being in the ocean right in front of you, you have [unsure], you have mechanical issue right in front of you, you have to be able to react.

PG: And she is the one that hears me vent. From all the idiotic things I get to see from individuals and to be a true confession here, I mean I've made my mistakes. We all do, that's how we learn. But some mistakes you've gotta make at 2 miles an hour verses 50. And when you make them slower, a lot of times that triggers the learning to happen verses the hands gone or the fingers gone. And I worked with a young captain, and I say young captain, a very experienced man but only my senior 2 years. And we butted heads like crazy to start with because I had just started becoming a captain before I took this job to go work with him so there was a little bit of that - who could lead better thing. I think. And some of the crew supported my ethics and some of the things I thought. I mean there's was no ever full on mutiny, but there was thought processes that were dealt with by 2 so to speak captains on the boat. And eventually it came to a head and it got dealt with, but I was humbled cause I was not the captain and realized, hey I don't have to wear that hat, this is a lot funner without those responsibilities. Go ahead, you can do it all yourself. So there's some growing that you go through, through all of this. But to get to be where I'm at is not, it's not easy. And it's not easy to stay here. That's for sure.

TG: There's those old guys that are moving out of the industry or passing and they are worn out, they're tired. And then there's the 30 somethings that are coming in now and there is a gap there. It's either they are really old or they are really young.

PG: Yeah there's a gap there. And I see that with a lot of the salmon fleet that I fish with. There's a lot of guys that are my age and there's a lot of senior guys that are about ready to be done. So I mean, yeah. It's a... I would say that it's a moderate aging. It's to be understood. And I think it's, it's by no means going away if that's what we are trying to lead to. I think the industry is still plenty strong. But I think what you're really seeing is your seeing a few more of the younger generations struggle to stay. Due to the financial responsibilities that are being presented with this industry. I mean it's a hell of a ride. You go from having a \$10,000 check in your hands thinking you're rich to, this is what you have to play with once all the bills are payed honey and there ain't nothing there. So it's...

TG: The cost of living has gone up, the cost of operating your business has gone up, but yet the [unsure] stays the same.

PG: And that's true. I mean our diesel fluctuates, especially here in our little port 10-20 cents inside of a month bracket, but the price of crab never changed. Price of oil never changed. The price of bait never changed. Still...

TG: Yeah well the price of crab is less than a gallon of diesel.

DC: Why don't we shift gears to something happy? [chuckles]

All: [laugh]

DC: Do you have any favorite fishing stories?

PG: That's such a tricky one because in my industry I guess the favorite thing I have to say is, the millions of photographs that I get to see that I never get to take. That people will never see. Even my young son, so he was out on the water I think it was this year tuna fishing, or maybe it was last year, but the ocean was just erupting with whales and purposes and everything. All the way around us. I think we were tuna fishing because he was talking about the sense of vertigo when your far enough out there and you look all the way around and there's nothing but water. And we're not talking you can see land as a ribbon strip. There's no land. You can't even fake it. there's no land. And people just go crazy and freak out. Well Ben, he was all "Dad where's land?" and "I don't know look at the machines." So he went up there and he is kinda computer smart and he looked at the thing, "oh okay." So he was fine instantly. Once he put everything together so he had the ability to go okay that's the way towards land. Some people can't. It's just an instant shock. Yea it's an instant shock to some people. I can remember the first time I saw somebody experience it for the first time and it was almost like, well it was a shocking experience for them, but it was almost shocking for us too. It was like oh my god, this guy is really freaking out. But he got over it after about half the day but it's one of those sensations that's pretty nutty.

TG: It was pretty cool for my son to come home and tell me that all these whales and he got to see. Paul always comes and says that he has the best view from his office. You at a city looking out and you see another building. If you have a window.

PG: And my scenery changes every day. The weather changes. The conditions change. The fishery changes from time to time. Just the onset of the next challenge to kinda helps a guy be a little bit driven. Okay this is next, this is next. And you can kinda process it that way as far as going through it. But as far as the stories, like I said, it's, every one of them, it's every opportunity I get to out there is

another story and being able to pass it onto my sons is huge. Watching my son has caught both salmon and tuna on the back of my boats so I'm happy.

TG: Got another son coming up and he is very eager. He wants to be a fisherman when he grows up. He's drawing boats when he was 4 years old. Just daddies little buddy. He's always down there working on the boat and everything else. He tells his brother, "if dad dies you're not getting his boat, it's mine" [laughing]. Like stop thinking about that stuff! It's not if dad dies, it's when dad dies. He's pretty eager about it and I think the day that he gets to actually go on his first fishing trip is gonna be better than his high school graduation [chuckles] give the kid a million dollars and he wouldn't care.

PG: And the other thing too that's been this year, Ben when on his first crabbing, went crabbing. He has live fished too.

TG: he goes out and makes a couple dollars for his pocket.

PG: Yeah, I pay him a day wage so he works for a set amount of wage during the day. I told him in order to pull up a percentage you've gotta be able to all the jobs. Well he's not there yet so he still works for a day wage. Which you know he's a good worker. He has the right temperament for it. He can get sick and keep working. It's a bonus.

TG: Yeah, my kids inherited mamas motion sickness [chuckles]

DC: So last question. Pretty broad, where do you see the industry going in Port Orford?

PG: Well...I see a lot of the industry in Port Orford sustainable due to the fact of the community seems to be sustainable. I mean it's changed and evolved and re-evolved in just the past 5 years as far as, I mean you've seen transformations just like a rubix cube around here.

TG: Seems like the up and coming fishermen have kinda settled in their spots, are working the rebuild the industry and the market.

PG: And the other thing that I can, you know, attest to is there is a sense of, a few of us anyway, not letting the byers manipulate us and own us so much. I have had experiences with buyers that have pretty much told me you can't sell to me now because you sold to this buyer or this or that. Well that has since kinda went away a little bit but it still because some of us stood up and didn't allow it to be that type of thing. Now what they've done is they circumvented all of us and said, well there's rules here in ODFW where you cannot divide your load. In other words, you cannot pull into harbor and sell part of it to one buy and some of it to another buyer. That's a rule in writing that's never been enforced until these guys want to get a little jumpy and start to...so there's an industry in and of itself as the manipulation of buying the product.

[Tara Garrett leaves to go back to work]

PG: But other than that as far as the industry is concerned, going forward I don't see a problem with it. I don't know that it's going to be blossomed and go wild but I see it as sustainable. And I'm sustainable. Not rich, but I still pay my bills barely. So what more can you really go for?

DC: That's good to hear. I really couldn't imagine this place without the fishing.

PG: I don't think there would be anything left, much, without the fishing industry. As far as industry in this town, that's it. I mean I guess there's some shops and tourist but as far as real industry, that's what's left. there's some logging but most of them guys came from somewhere else. Most of the original old loggers are gone. The guys that are here now, they weren't here years ago. They're implants or whatever you call them. Transplants [chuckles].