

Participant: Mr. Mike Pettis
Interviewer: Ms. Deanna Caracciolo
Date: 8/7/2016
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DC: Cool so I wanted to open up real quick...how did you get into fishing?

MP: Well my father was a boat builder in the community. He built boats here in Newport for 30 years. Growing up around the boats and around his boat shop the people he was doing business with were going fishin, well I was coming through school I was trying to figure out where I was going to fit into the world. It's kind of a little bit of a daunting thing to figure out where your place is and where you belong. I wanted, I wanted to be around boats and the water but I had a little trouble with getting sea sick. Which kinda fly's in the face of working on the ocean. But anyway, so I was working at a fish plant watching the pretty boats coming and going. Beautiful boats would come in with beautiful fish, king salmon, and I was working buying salmon at the time and I was thinking because of the sea sickness I was probably going to end up being a diesel mechanic for the fleet or something like that so I decided I was going to go to college down at OIT. That's Oregon Institute of Technology down in Kalamath Falls. They had a really great diesel program down there. So I started saving money to do that by kind realized that this hourly wage that I was getting at the fish plant, it was going to be pretty tough to go to school on that. So one day one of the boats that was delivering next door to a neighboring fish plant, people that I had known from the church that my church used to bring us to each Sunday, asked me if I wanted to go fishing. And the guys on the boat were making about 3 times what I was making on the dock. So I thought that would be the ticket to getting to the college that I wanted to go to. SO I agreed and we went fishing. I went fishing with him and it was a trawl vessel. I spent probably, well I fished for him for 3 months after high school before freshmen year of college, pretty much sick the whole time. Not to the point of throwing up, but pretty much to the point of death warmed over. So after my freshmen year I come out of college and I look for another boat to get on. And I got on with someone running his boat who didn't have a clue what was going on. So I got off that boat right away and my dad financed me into a small salmon trawler and we went salmon trawling between school years. It's the perfect fit because you're off during the summer months when the salmon was the best. Back then you could keep silvers and chinooks, both cohos and chinook. SO we did actually...I keep saying we...I don't know. These days I have a crew with me but back then it was just me on the little boat. But...So I financed my way through college by salmon trawling with the little boat. Then I married the gal who's name I put on the boat. My girlfriend at the time, Karen Jean. At that point I thought, well we probably aughta get something a little...so I could work in the winter too since I was done with college. I decided that I didn't care if I was sea sick and I was going to fish anyway. So we ended up...she was working at the pulp mill and I was crabbing on another guy's boat. And the pulp mill went on strike and she was in the secretarial pool and they, the plant manager, came into the secretaries and told them that they were going to run the pulp mill, and the strike lasted 6 months and they had the secretaries running the mill. While she was doing that she was making a pretty good chunk of change doing that. Cause they were giving her original secretaries wages for the first 40 hours of the week, which I though was a little inappropriate, but after that she was getting 20 dollars and hour and they were working the 6, 12's a week. They had 1 day off a week, and the 6 12's. And so you can do the math. 6 12's is a lot of hours. 72 hours a week and this was back in '78 when \$20 an hour was good wages. And all of a sudden we found ourselves with capital enough to do something. We had plans for a family and we though we liked to get a house and we liked to get a boat and you know, have our own business and try and make it on our own. I remember thinking that a boat would buy a house. If we bought a boat first we could work with the boat to buy a house. But a house isn't going to buy a boat. SO I kinda lobbied to buy the boat first, and the wife was very supportive and she has been the whole way. And we bought the boat first and this is the boat we are sitting on today. We build this boat, my father and I. This is the last

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commercial fishing boat that he built as a 30-something boat building career. Actually had come to conclusion 2 years earlier. I bought all of his boat building equipment and I rented the shop that he would be renting just so everything would be in place for when I got money enough to afford to borrow the rest and build the boat so we would still have the place to do it. So we built this boat, 43 foot boat in a 45 foot building. It was kinda, kinda cozy, but anyway. So...that's what we did and we have been going up and down with the tide ever since.

DC: What about your sea sickness?

MP: Well I don't get sea sick as much as I used to, but I still have the ability to lose lunch if it gets particularly ornery. But they have, of all the things that I have tried, the Meclizine is the stuff. It was developed for people with vertigo and its pretty serious stuff. But it also tries to put you to sleep. So I don't take it unless it's obvious that you're not going to be doing very well here in a few hours if you don't. Because it really kinda knocks you out a little bit.

DC: So it sounds like you must really love doing this job if you are willing to suffer through that...

MP: Well, I don't know. The boat building for my dad was a struggle. It was, I grew up pretty poor. The problem there was he worked by himself so when the fishing was excellent you could sell 5, 6 bots if you had them. But he could only build 2 boats a year. He was building 38 footers at the time. Just before he retired. And so without, without the ability to stockpile a bunch of boats, when the fishing was poor, nobody wanted a boat. SO he would build a boat on speculation and then the fishing would be terrible and nobody would want a boat. So that was the only time that my dad got to go fishing, was when the fishing was terrible and nobody wanted to buy a boat. So he would go out there and struggle with everybody else. I was looking through some of the records and I have the notebooks that he had from his baot building business, not all of them but some, he actually sold some of the boats for less than what he had in them. So just in in order for us to not be completely broke. And I remember going down here on the water front theres a little mini mart thing down there that used to be one of the local grocery stores. It was Marks Market Basket. Mark Coleson, his sone ended up being mayor, but at the time he ownedm the store and he was the butcher in the back, in the meat market. I remember going with my dad on more than 1 occation back to the meat market in the store where my dad would ask Mr. Coleson if we could get some credit in order to be able to make it until he could sell a boat. And they were always very nice about helping us out becasue dad always...whenever he did get back ahead he would alwasys pay up. But growing up in a very poor family is quite a motivator. So when you find something that you think you can be successful at...feeding your family is pretty critical in this big picture and throwing up isnt . That was what it was all about. I think I can make a living doing this and the sea sickness was just one of the things you put in the negative column if you were adding up your pluses and minuses. But, you had to make it all add up so thats what we did. Thats what we are still doing. I dont go to sea as much as I used to. I'm doing my best to be what I like to call a shoreside facilitator. We have 3 boats now and if something breaks on this one or one of the other 2 boats I get a call and I have parts ready, or I build something that can switch out whatever's broken and they can get back to work right away. I still fish some. I'm going on the next trip on the patriot. So we are training a guy, he's gunna drive the boat for the first time and I'm going mto be there just incase that he gets in a situation that I dont like what he's doing or he dosnt feel confident and he has questions. So I'll be there, but other than that I'm just going to keep my mouth shut as best I can. I'm not real good at that. But I'm just going to let him drive, let him do it, and hopefully he will do well. He's been working ahrd and learning. If he does well we will have a 28 year old guy on a boat thats fairly new. We launched it in

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'13 so between the young boat and the young guy we auta have an income source for a while. It's a pretty good boat. It's got a lot of potential and I think he does too. Between the 2 of them we auta be alright and I should be able to be shore side facilitator for a little while.

DC: Yeah, that sounds a little bit more comfortable than losing your lunch

MP: Well, I've been fishing I think 41 years now so I'm kinda thinking that aughta be enough. But I don't want to get out of the business because it's been god for us and there's still things going on that are positives right now, and there's certainly no reason to no own a boat and have somebody take it fishing. I'm kinda proud of the fact that we have 10 employees and each one of them makes a living wage job. It's not like they have to work 2 jobs to make it work. They make enough working with us to feed their families and put a roof over their head, raise their kids, it makes us feel good. Between the 3 boats we employ quite a few people. People who might not have jobs if we hadn't have built this boat, there wouldn't be anybody working on it. So there's 3 people on this one and on the Jackabee, 3 people over there during the summer months and 4 in December, and on Patriot there 4 year round and 5 in December. There's a lot of people that are making a living based on what we've produced here. So we feel good about that. Part of the reason that we named the boat patriot, because the country was struggling coming out a recession and it wasn't...jobs were down and wages are down and we had some capital in an account that was getting very poor interest and I just though kinda foolish to sit on this money thats getting next to no interest when we could put it to work and put people to work and do our part to get things rolling again around here. So that's what we did.

DC: SO how much is it to build a boat?

MP: Well in 1980 we had 90,000 dollars in this one when it went to sea and it wasn't finished. It just got to the point where it's time to go to work, it's time to quit spending money and time to start making it. Yeah this boat never really did get finished. This wood trim you see around here [points to trim around windows] is supposed to be in here and there's supposed to be wood trip up here and wood trim between all the panels in the overhead, but somehow or another once you put them to work the building is kinda over with. But this has been a great boat for us. It's brought us through some pretty ornery weather. I fished this one myself for the first 25 years, and then we bought in 2000, we bought Heide Sue, and we...I bought that because my son was going to college. He was going to Eastern over in La Grande and he was in the forestry department, but he kinda wanted him to fish, but I encouraged him to go to college because the fishing thing at that point was kind of a tumultuous thing. A lot of the regulators making decisions it seemed like they maybe weren't the best thought out. Anyway I told him, I took him to some council meetings, Pacific Fisheries Council, I took him to some council meetings and had him watch the process how...When I started you put your head down and you just shove and you get where you're going. If you're willing to work and you find somebody who's willing to back you into a boat to start with, it really was about how hard you were willing to work. That was directly related to what your earning potential was. Now you could be the hardest worker there ever was and your fishery that your involved with could just be shut down because of a little species of worm or something that you didn't even know was in trouble. Now all of a sudden - oh my gosh, you guys can't keep doing what you're doing because you're going to hurt that work or whatever it is, a smelt or a yellow eye rockfish or whatever. So I wanted him to, if he was going to go onto fishing, I wanted him to go in with his eyes wide open. That it isn't always how hard you work. That things can go against you in the regulatory process regardless of how hard your willing to work. But he's done really well. But we bought Heidi Sue because in 2000 he came home from college after his first 2 years, I mean I kinda scratch my head a little

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bit, he had a tuition scholarship, and academic scholarship because he had better grades than I ever had, but he walked away from that to go fishing. So we bought Heidi Sue because I bought Jackabe in '94 but the guy who had been running that boat for us for 6 years, by the time 2000 came along he was doing a good job. I see some of these other guys when their children get old enough, somebody that's been working for them years and years one of their boats, they just get let go because now my kids old enough to run the boat, we don't need you anymore. And that's always stuck in my throat a little bit. I didn't think that was a very good way to treat people who had been working for you and helping provide for you for years and so rather than take somebody that has been on the Jacabe running it for 6 years, I went and found another boat. The reason I didn't send him with this one is, this is a good boat, but it's little, it's small, and its shallow draft and if you make a mistake with a big deep draft steel boat like if you're on the bar and you come in when maybe...you make a mistake and you shouldn't have tried the bar and you do and you take a breaker with the boat a big deep draft steel boat that's in good condition probably is going to survive that breaker. A shallow draft 43 foot boat is going to end up upside down scattered around of the beach, and so I didn't want...I knew how close I had come a time or 2 to making the wrong decision and not coming home. And so I just didn't want to put him in the...cause what happens in with young people, they have wide open ambition and they have enthusiasm and they have energy and lets go, let's go. And it needs to be tempered with experience of what can go wrong. And they don't have that - what can go wrong - experience yet. SO myself included, your eager ness and your ambition and your drive overshadows your cautiousness. The cautiousness comes with seeing bad things happen over the years and knowing that sometimes people don't come home. I just didn't wanna send him out there in a situation where if he doesn't make the right decision at a given moment, he doesn't come home. I wanted to put him in a boat that he could make a mistake with and he'd still end up coming home. And that's why we bought a 60 foot steel boat, the Heidi Sue. That's the one he has now The idea was, when we bought the boat, that he would end up with it. We bought it knowing that he was not going to be content being on the deck very long. He's a smart kid and he's a driver, and he's gunna end up owning an operation because he's just...he's a good fisherman. And I had him on my boats working with me and you don't have to see somebody act very long, I mean how he acts with his money, how he...2 people can make the same amount of money at the same job and one guy can invest it and the other guy can buy pickup trucks, and then jack up the pickup truck, and then get big mag wheels, and then get a stereo, and before you know it that one guys driving around in a fancy vehicle mostly broke, and the other guy had got a little nest egg going, and year after year that's sorta attitude happens and before you know it one guys owns a boat and the other guys still driving around in a fancy truck with big payments and owns nothing other than the tuck that's depreciating just about as fast as anything in the world ever was. Anyway I knew he was going to be a boat owner and I just wanted to put him in a boat that was going to bring him home because his mother and I kinda think that's a good idea. So that's why we bought Heidi Sue. We bought it in 2000. He bought half of it in, gosh what was it?... maybe '12, he bought half of it. And this last year he bought the other half. He's...it's all his now. SO it ended up going just the way we thought it would go.

DC: What did your wife think about all of this?

MP: Well she knows that fishing has been good to us and she knows that Tony [son] is a good hunter gatherer if you will. I mean anybody that can put a steelhead on a bank or put an elf on the ground with a bow and arrow year after year is going to be able to go to sea and produce out there as well. They all kinda tie together. If your whiley, you know, if your successful at hunting and gathering and what have you, you're going to be alright. She worries about when the wind blows and the windows are shaking in the house. Your wanting everybody to be home there sitting next to you on the couch. Not out there

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bouncing around when it's blowing 60 and 25 foot waves, but the fishery is really kinda escalated from what it was when I started. When I started, it's bazar to even think about it now. When I started everybody would go out and they would run their crab gear and they would go home. They would go out and pick up their pots and get whatever was in them and they would come home and they would deliver. And they would let their pots sit for a couple days. And we had small buoys and only 2 of them, so when the wind blew it didn't take very much wind to produce quite a bit of current and suck the buoys under. Well the evolution that's taken place is nobody, well the small boats still come home. Boats like this [gesturing to the boat we were on] still come home. But boats like Heidi Sue and like Patriot that we just got done building, they don't come home. If it blows, if the forecast is for it to blow 50, they look at how long it's going to blow 50 and they think well if it's only going to blow 50 for 12 hours or something we'll just dog the back door and hang on for 12 hours and then we'll go back to work. And it's a pretty crazy mind set anymore. It don't have just 2 little buoys, you've got 2 or 3 real big buoys. It's kind of a balancing act. If you put too big of buoys on your pots, when the weather gets rough it literally drags your pots away. So there's a little bit to how much you can put on. So people buy heavier pots and more buoys so the water can be rougher and rougher and rougher and still be able to access their buoys and putt pots and continue to work. But when it gets to the point that you just can't work anymore, now people are just, they just dog the doors and hang on. They just jog until it's time to go fishing again. the big aggressive boats do that and it's a totally different deal then when it was when I started. It's a little bit crazy. But with that said, there's a big carrot hanging out there, you know? Success is there and it's one of those wild west type Olympic derbies that if your willing to do what it takes; you could be hugely successful. So many other industries or jobs, you're going to make your hourly wage times however many hours per week times however many weeks in a year, and that's what your gunna make. But fishing, some of the fisheries are quota share fisheries, but the crab fishery is such that it's a wide open derby and if you're willing to fish tougher weather then the guy next to you, he goes home and is sitting next to his wife on the coach listening to the windows rattle and your still pulling pots, if you live through it you're going to make more money than he does. So it has kinda evolved into a more aggressive fishery than what it was, by far, from when I started. SO the wife gets a little bit concerned about it. You know, he's still our little boy. He's not our little boy, but he's still her son and she cares very much about him. Haven't had as much opportunity to hear him be concerned at all. I did hear him a couple years ago. He called me on the phone. It's the first time I ever really heard concern in his voice. He said it was blowing 60 and it was real, real heavy seas out of the west. Well 60 southerlies is one things, if something on your boat breaks you get blown to the north parallel to the coast line. When it's blowing out of the west 60 and your 6, 7, 8 miles off the beach, if something breaks it's blowing you toward the beach. Toward the breakers, toward the rocks, not good. And when things are the roughest is hen things tend to quit working because any sediment that's in your fuel tanks is getting agitated even more than normal, you know, things are getting thrashed around even more than normal. So yeah, he said it was blowing 60 and they were jogging. Jogging means that your headed into the weather, you're not trying to go anywhere but your trying to keep from getting pushed back. And you just hold position in the weather and it's just gets you're from non-fishing conditions to fishing conditions. You just buy the time and hang on until it...and occasionally people have problems when they're doing that [boat horn in the background]. Boats break down and if you're a long ways from home and that means you might be a long ways from a coast guard station, and the coast guard boats, especially in the really rough weather, they can't go as fast as they can when it's smooth. If it's blowing 60 you could be drifting at 3 knots. So if your 6 miles off the beach, you could be on the beach in 2 hours. It's a major concern. And throwing out your anchor if it's blowing 60 probably just a good opportunity to break your anchor gear. I mean, it's possible they could grab on and hold you, but you better have some pretty serious gear, or it's not going to hold you. It's either going to drag the anchor

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until it hangs on something solid, at which point it either holds you or breaks the cable or rope. And if its dragging along the bottom it might catch on crab pots. If it catches a crab pot then it doesn't work and doesn't plow into the ground like it's supposed to. Then it just - away you go. That was the first time I really saw much in the way of concern on his voice that...and we were real happy when the weather was nicer the next morning and he was still there and they were back working and everything was fine. It's actually easier when your there then when you're at home.

DC: Just hearing this story my blood pressure has gone up, wow

MP: It's... yeah. It's part of fishing.

DC: So going back a little bit. You were seeing some changes from when you started. Are there any other major changes that have occurred in fishing since you started?

MP: Yeah! I think that there's huge changes in how the gear is used. With the idea toward not bringing things to town that we can't sell. When I first started fishing I was a crabber/salmon trawler. And I think it was '84 or '84, we were out trawling salmon and somebody came on the radio and said that they were going to close Coho season on Friday. This is in middle, late summer, something like that and Coho season had always gone to the middle of October and I... the guy was kinda a, wasn't the top quality reliable source so I got on the radio and said "are you sure about this? I'm thinking maybe you might be mistaken." and he says "oh no, no it closes Friday." So anyway when it closed Friday, that for me for the most part was the end of salmon fishing. Because while salmon fishing was a decent income when you could bring Chinooks and Cohos, both, when it went down to just the Chinook fishery, and the fact that they would just [cuts through air with hand onto table] chop it like that, it's over, something that you built a boat on and depended on, and this is my summer income, and oh my gosh what are we going to do now? So we decided that, that we were going to go long line fishing. We were going to go long line fishing for black cod. And I remember the year that we quit salmon fishing to go black cod fishing. Chinook salmon were work 3 dollars a pound and black cod were work 50 cents. So thought, and that was a big black cod, the medium black cods were 35, and the little black cods were 20. And king salmon were 3 bucks. But we left that because I just didn't feel like there was any...you couldn't depend on it. You can't pay for boats and houses and raise families in a fishery where they are just going to drop the axe. So anyway that's what got us into the long line fishery. As far as changes, I remember I was in the long line fishery as oppose to the trawl fishery because when I first went trawling with a guy that made it possible for me to go to college, there were more fish going back over the side dead then what we're coming to town. Maybe 2 or 3 times as much going over the side dead as what was coming to town. I mean the plants had limits on the size of the fish they would buy. So you could have a patrawlie that needed to be 12 inches long to be able to sell him and he's 11 and a half inches long, a perfectly good fish [tosses hands over shoulder] over the side it goes. Now I just, you know, I did it long enough to be able to go to school, but I just wasn't going to buy one of those boats and do that. And so we just, we didn't, we went salmon fishing and we built this boat to salmon and crab and then it ended up going long lining and there's been a lot of changes in the gear since then that have improved things. Like back when I was working drag fishing they had smaller mesh, so they were catching smaller fish. Now they have larger mesh so that the small fish go through. And they make shorter tows, and in the trawl fishery everything they catch comes to town, or if it doesn't come to town, they have a specific bycatch limit boat by boat, by boat. So if you have a bycatch limit of certain species and you catch that limit, you're done. You're done. So people are very careful not to catch bycatch species and they are targeting much more on what they are supposed to be bringing to town and they are evolving the trawl nets to catch

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what they want. They have electronics that helps them identify the fish that they want so that they don't catch the fish that they don't. It's not perfect but it's hugely better than it was. When we bought Jackabe in '94, Jacabe in the past had been a shrimp fishing boat. Well shrimp fishing, they use nets that are like little diamonds this size [holds up fingers for scale]. Little tiny net to catch the pink shrimp that you have on your salad. Well if your mesh is that small, your catching everything bigger than that too. Your catching the juvenile of every species out there, just about. your catching link cod, halibut, rockfish. In the early years they were able to sell those link cod and rock fish, not the halibut. The halibut has always been an internationally managed fishery, by the International Pacific Halibut Commission and they aren't allowed to be brought to town by any other means than hook and line or directed fishery, or now salmon trawl with hooks. So anyway, the shrimpers in the early days, you'd hear about people have 100 halibut in a single tow. Well that's all impressive and everything until you figure out that probably, at least half of them died, and were thrown over. So I had a real struggle when it came time. We bought the Jacaby because the Jacaby had a large sablefish history. It had a million pounds sablefish caught with traps. And I had done some work for the Pacific Fisheries Management Council on some of their councils so I knew kinda the direction that the management was headed and I knew that it was coming to be limited entry and then right behind limited entry was probably going to be some sort of quota share based on your history. And while we had a decent history with this boat, we didn't really start until the mid-80's, so we didn't really learn what was going on for the first few year and didn't get better at it. It's a learning curve to figure out where to put your gear because on the surface all those white caps look the same and you look at the chart and you might see humps and bumps and things and you put your gear on one of those humps and bumps and there fish all over it and you put your gear on the next one and there's nothing. So it take a while to figure out where to put your gear at and for the big ones it's even harder. So we bought the Jackabe because it had a large history of Sable fish deliveries, and we though going forward that's going to be, that's going to provide an opportunity to access those fish at a higher level than this boat had. And so we bought the boat, but then it came time, you know once I had the boat they wouldn't sell the boats history without the boat, so I bought the boat and then you have the decision on whether you actually keep the boat and fish it or whether it's in bad enough shape that you scrap it. We decided to resurrect it and kinda get it back going and put it back together. And so we did that, and as we did that they had the sable fish fishery in the summer time and they had crabbing in the winter, but the sable fish fishery wasn't lasting all summer anymore by then It was down to a couple of months or something and every year it go a little shorter and shorter. So what we ended up doing, we ended up putting shrimp gear back on the boat so that the employees on the boat, the man running it and the crew working on the deck would have a more year round opportunity to make a living. It's very difficult when your earning schedule looks like an EKG and you have got a flat line and then if it goes flat for very long then you get thrown out of your rental house or your own house. So you have to have more consistent heart beats over the course of the year. And there was a hole there and we filled that with shrimping, but I kinda, it bothered me to do that because it's a net fishery that had a lot of bycatch t the time and so, you ask about what's different now then what was back then. One of the things that probably made the biggest difference was they came up with this round excluder grate and it's a ring from 3-5 feet depending on the size of your net that has bars going across it at, originally they started out with 2 inch bars, 2 inch spacing. And the idea was halibut, link cod, anything thicker than 2 inches thick would hit this grate and they left a hole in the net at the top of the grate. So the grates and the net are at an angle so the fish hit it and they slide up the grate and go out the top of the net. The first time I saw that in use where they put a camera down in the net and I watched the halibut going out the top of that hole, I just thought, we have gotta get one of those and we have gotta get one of those right now. And I just thought, finally I can feel good about having a net boat out there. I can feel good about towing nets and not wiping everything out that we

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aren't taking to town. Well the negative side of it, like I said, the shrimpers used to be able to sell link cod, and they used to be able to sell rockfish and that was additional income for them. Well now all those fish go out the hole. But they figured out that the shrimp went through there without any trouble. And you were still catching patrollies and anything narrower than 2 inches so they went to an inch and a half and that seemed to work just fine too. And the state, I've gotta give the state a little bit of credit, well quite a bit of credit, because they did quite a bit of testing. They went to sea with grates of different spacing to test how close together can these grates be, the bars in the grates, before it impacts the amount of shrimp that your catching. Now we are towing grates that are 3/4 of an inch apart. So anything thicker than 3/4 inch goes out the hole. I mean even flounders and stuff, if they are thicker than 3/4 of an inch they go out the hole. So the amount of bycatch in the shrimp fishery has just been hugely decreased. But even at 3/4 inch a little smelt still goes through. And there's a group of smelt out there called Eulachon smelt. Eulachon smelt were threatened. I don't know if it was ocean conditions, or if it was fishermen, shrimpers, whatever. But they were threatened. So we were looking at serious reductions in opportunity to fish with shrimp nets because of Eulachon smelt. And once again scientists at department of fish and wildlife, particularly Bob Hannah and Steve Jones, a couple of guys that sadly retired this year, sad for us good for them, I mean they had it coming. They put a lot of years in. A couple of years before their retirement they were working really hard trying to find ways to exclude the Eulachon smelt from the catch. How could we, I mean we're down to 3/4 of an inch. We can't go any smaller because big shrimp won't even fit through there, what are we going to do? Well they came up with the idea of putting lights on the net in different places. Maybe if we put some illumination down there it will either show the Eulachons the hole above the excluder where they can just swim out, and that didn't work, because the smelt shot right through the grate to get away the lights which put them into the net even worse than what they had the lights. And then they put them along the foot rope of the net, and the foot rope is the part of the net that tickles along the bottom and the head rope is the part where the floats are. So when they put them on the foot rope of the net and they spaced them out along the foot rope, most shrimp boats tow 2 nets, so you can do great test work because you can do all your test stuff on one side and the other side for the constant. This is the way things have always been, and over here is what we are trying. So they can try different things and make it better or worse or whatever. Well when they spaced those lights along the foot rope they realized, I believe it's a 96% reduction in the Eulachons smelt catch. It was just unbelievable how much difference it made. And so there we were on the edge of having Eulachon limits, probably individual boat limits and having observers all the time and either individual limits or overall fleet limits, and either way if you as an individual reach your individual limit then you're done shrimping for the year. And if the overall fleet, if they went fleet limits, if the overall fleet reached their limit for the year then the whole fleets done. Do we are talking millions of dollars would have been lost, and a bunch more Eulachons. So now through the efforts of the guys at ODFW and some local boats that took them out and did the testing, we have the lights on the nets now that not only do they scare the Eulachons away but they scare the little flat fish away. The amount of fish that we interact with on the shrimp boat is way less, less than a quarter of what it used to be, after the greets and before the lights. And the Eulachons, if your lights are in great shape, well they had a net on one side and a net on the other side and they literally counted the Eulachons on each side and it was a 96% reduction on the one side from what the other side was. So those guys deserve their retirement, whatever they are getting. Well sometimes the government people and you think - yeah there just waiting for a check on Friday or whatever, but those 2 boys, they made a huge difference in this fishery. Over the years, both in the grates, and with the lights and if it was for those people, if it wasn't for the advancements that had been made, and some of it was pushed by fishermen as well, Jeff Bordman with the Miss Yivannas, the main boat that they went with, and he was instrumental in suggesting things and helping push this for it as well, but that made a huge difference.

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SO when you're talking about what's different now than what it was, that's a really big one. So that's what, I wouldn't have even built the Patriot if it hadn't have been for the grates. We built the Patriot before the light, but if it hadn't been for the grates, if the nets had still been catching halibut and all this other stuff. I wouldn't even have built it. There would have been too much negative there for me to feel good about doing it. I would have had to either do something else or just kinda, you know, ease into retirement and be satisfied with what we had. So anyway, that's one major change. I supposed the other changes are the electronics that we have now. I mean, it's wild. On the boat we just built there we have sonar so we can look off to the side. It sweeps back and forth in front of us and you can see, gosh I don't know, 1200 fathoms. It's close to a mile in front of you. You're looking at the bottom 1/2 to 3/4 of a mile in front of you and its sweeping around and you can see if there's a pile of rocks in front of you. So your towing along, well shrimp nets do fine in mud and they do fine in sand, but they don't do fine in rocks. So you can just tear stuff up terrible. And you can see the rocks now and you can steer around them and you can actually dodge through them with your shrimp nets and we don't do that, we generally stay out of the area with the rocks are, but if you happen to find yourself in a rocky area you can realize it and either maneuver around them or pick your nets up off the bottom so you don't destroy them. Because they are 10,000 dollars apiece, shrimp nets. You don't want to tear them up. Not to mention once you tear them up they don't catch very good. You've gotta take them to town and have the net lady put them back together, or do it yourself, before you can catch anything with them again. And that's expensive, and that's one huge thing. And we have track plotters, our radar right now, I could be in a fleet of shrimp boats and my radar will track all the boats that are around me, put them on a screen, and leave a colored snail trail behind them on my chart, where they are going, what they are...if they go right down through an area and they stop and turn around and go right back through there, you can pretty much tell that guy caught some shrimp. And that was a good place to be and he went right back through there as appose to if he picks up and runs way over here and then try's it over there. He didn't do very well over there. So I can literally track 12 to 15 boats with my radar on the plotter, and the plotter is, it's just a screen with a chart on it that has me and everybody around me that's being tracked by that radar and I know where everybody's been fishing. The electronics have really moved a long ways. The latest thing that their doing now, some of the shrimp boats here in town have put live feed cameras on one of their nets. So what they're finding is you might tow your net for an hour, and we tow are nets at 2 miles per hour, so 2 miles. What the guys with the cameras are realizing now is even though you towed it for an hour, you caught all those shrimps in a 15 minute stretch. Maybe from 12 minutes in to 32 minutes in, that's where the shrimp were, and the rest of the time you're wasting your time. There's this big cloud of shrimp right there and now they can see that with their camera. 160,000 dollar system they put on there. 150/160 depending on how much cable you have and which camera you choose, but we haven't done that on the new boat yet. I figure I'll let some of the other guys work out some of the bugs. Often times the new technology comes out, it's the most expensive right out of the box and it works the least well. So we are going to give them a little bit to figure it out and maybe the price will come down a little bit. And I imagine most of us will have that. Although when you see the guy with the camera pick up and turn around, you know that's where they are. You need to be over there. That's a little bit disconcerting for him. And there's been some discussions on the radio about "why are you following me around?" Well duhh, you know where the shrimp are, that's why I'm following you around. But anyway, there's been a lot of advancements in the electronic gear for catching. But I think the reduction in the bycatch, the stuff that we have to reduce bycatch has been, probably had the largest impact on our ability to go forward and produce a sustainable product without negatively interacting too much with what else is out there. I mean fishermen get labeled as rapers and pillagers and we just out there a tear stuff up and don't care about anything. I'd be lying if I said there weren't some people that are particularly concerned, but for the

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most part anybody that owns a business, has a million or 2 million or 5 million dollar boats sitting over there that doesn't care about what he's doing to the ocean is a fool because it's his future, it's his sons future and their sons future. So generally speaking there aren't many people around that care more about the health of the ocean than the people that rely on it for their living. And that's us.

DC: Before we move on, are there any other changes to the fleet or the industry that you can think of?

MP: Well like I said the crab fishermen, I don't know if they even fry their meat anymore. They used to eat it raw. Their boats are bigger, tougher, the attitude is just go, go, go. It's, it used to be you could have all the pots you wanted. Now there's pot limits. But even with pot limits the guys that caught the most crabs before are still catching the most crabs because they just are willing to work at it that much harder and like that. I think that pretty well...I'm sure by the time I walk away I'll be like "oh I should have said this" but anyway...

DC: I've heard a lot from other people about rationalization. Do you have anything to say about that whole process?

MP: Well, for instance in the ground fish fishery, rationalization in the ground fish industry. Sometimes it gets pushed by people who are nearing retirement. If you're in a fishery that's a derby you have a piece of equipment to sell. That's what you have. If you have a rationalized quota, you have a right to produce x amount of product a year. And those fishing rights, often times, are worth more than the boat. Way more than the boat. Like this boat here, the permit that this boat earned black cod fishing is worth about, just the black cod, which now allows us about 20,000 pounds of fish a summer to catch. That's it. That permit on the market is worth probably 1 and a half times what the boats worth. Just that one permit. And the crab permit on this boat is probably worth 1 and a half times what the boats worth. So when I started, there's another big change in the fishery, when I started, like I said, it was a matter of how hard you wanted to work. And now...I guess that one guy said it pretty well once. He said that years ago when you went to the bank all the teller windows were open. Meaning when you went to see you could catch whatever you went after. All the teller windows were open. Now you gotta have a ticket to get the teller to open the door for you to be able to access and sell, yeah he says, the guy said "all the money you could ever want is out there, all you gotta do is go get it" That's what he said when I was working at a fish plant. I remember that from 40 something years ago. All the money you could ever want is out there, you just have to go get it. But now most of the teller windows are closed. There aren't very many of them that are still open. And once one teller slaps her doors shut, all the other people line up at the other teller windows, and those windows get over crowded so they get slammed shut. And they get slammed shut, and they get slammed shut. Pretty soon there aren't very many of them that aren't slammed shut. Because the people on the ones that are still open feel vulnerable because if those other fisheries go bad they are going to come running into my fishery. Like tuna fish right now is not limited. Anybody that wants to go tuna fishing can go tuna fishing. So if shrimping gets just horrible, all the shrimp boats will have to go tuna fishing, or do something. If there's no salmon, they are going to go tuna fishing. If there's no anything else, people are going to go tuna fishing. So the tuna fleet feel like, jeeze if tuna goes bad I don't get to coming to your fishery because I don't have a permit for your fishery. So you can see where people, they get kinda, feel like they are boxed into a corner and they don't want their corner to get crowded. So changes in the fishery. When I started, when we built this boat, we got in just underneath the very first limited entry program there was, which was ocean troll salmon. And we built the boat just in time. And since then the ground fish has gone limited entry. And like I said, that was pushed in large part by people who were on the edge of

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retirement and wanted something to sell. They weren't particularly worried about the health of the fishery or the future or anything. They wanted to increase their position. They wanted to make it so they had something to sell. That's what they want. Right, wrong, or otherwise, that drove a lot of it. Now rationalization came about in the sablefish fishery because when we, when I started there were no permits for long lining. You want to go long line just buy some gear and get out there and do it. Let's see, when I started fishing in '80, the black cod fishery was year round. You could fish year round for sablefish. And it wasn't very long, they started cutting it back because other fisheries failing like limits in the trawl fishery, they started seeing fish being in their minds, overfished. So they started putting quotas on and backing things off. So other people went into the fixed gear, fixed gear being pots or long line. And so, and then the big one was when the salmon fishery, when they cut the cohos, I wasn't the only one that left and went long lining. There was quite a number of people that went and did that. So all of a sudden there's quite a few more people and all the fish are getting caught and the quotas were coming down, the overall quota was coming down. So the overall quota was getting smaller and the number of fishing on it gets bigger so the opportunity gets shorter and shorter and shorter. I think the last year that is was open derby fishery, I think it was a 1 week fishery. So your opportunity for the year was a week. And while we did well for that week, pretty tough to make an entire year. And so after that they, it went to the quota share because frankly there were more participants than there was resource. And they had to do something. I was a pretty strong opponent to the limited entry thing in the first place because at that point there was still enough fish and it looked like it was something the people were just trying to position themselves for retirement. But it wasn't long after that it started to become obvious that there aren't enough fish. People continue to come to the fishery because some people are making some money and any time anybody made any money in a fishery there was an influx of effort into the fishery. When a year round fishery turns into a one week fishery, it probably time to do something. Because severe trip limits cause a lot of waste because you set gear out with the goal to catch your limit and then if you catch more than your limit sometimes if your limit is also associated to a time limit, sometimes the remaining fish on the gear don't always get released and you set more gear, or several people set gear and they tangle each other up and lines get cut off and left out there with fish hanging on them. So just straight trip limits is a pretty wasteful thing. So when you rationalize a fishery, in theory you own a part of the resource as a fishermen. So if you are a logical thinker at all you would work harder to take care of that. And make sure that the little ones get release and your careful about it. And if there's a little one that's got a hook way down in its stomach and you know you can't release him then he comes in the boat even if he's not a desired size, he comes on the boat cause you can't save him. So he is going to come into town and somebody is going to eat him and he's not going to be wasted. So it's just a...I'd like to think that I was pretty well conservation type minded to begin with, but there's no question that having personal ownership in a resource makes you a better steward of it. Unless you're not paying attention at all.

DC: Okay, so that's all fantastic. I've been hearing so much about rationalization that I wanted to get you take on it. I'm still trying to wrap my mind around it.

MP: There's some negatives too, I mean, like in Alaska they rationalized the black cod/halibut fishery up there. They rationalized the king crab fishery. And every rationalization that I know of, all of the rewards for catching fish went to the guy that owned the boat. Not the people on the deck that caught the fish. In some instances,...there are people in this community that I know that weren't even on their boat at all during the time that their boats qualified for quota shares that made the multi-millionaires. They had already gone to the shore side facilitator mode, if you will, and somebody else was driving the boat. Somebody else was working on the deck, and they weren't there. But the people that were on

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the deck got nothing. The guy whose name is in the drawer not he document paper got everything. Some people will say "well they didn't have any investment." Well, every now and then one of these boats doesn't come home, and when the boat doesn't come home, that's a pretty big investment. SO I think everybody has an investment. It's difficult, you know, the guy that has the financial investment and provides the jobs needs to have the fish in order to continue to do that and maybe he needs them more than the guy that's working on the deck that might just sell them and go off to do whatever next week. When you buy a boat they can't fire you so your kinda more committed. It makes sense that the boat owners get the line share of it but I always felt a little bit bad for the guys who were on the deck on a lot of these boats got kinda left out.

DC: Yeah, I can see that. So then how does that, going towards ages, how does that change the ability for a young person to get into the fishery.

MP: Well like I said, when I was starting out you needed a piece of equipment and some drive. That's what you needed, that was it. You needed a boat and a willingness to put your head down and shove. Now you need permits. And the permits cost more than the boats do. It's asinine. If you think about, you know I was a young person and we put this boat in the water for 90,000 dollars and we went fishing. Now, the boats now are worth that much more than that right now. And inflation and everything the boats worth a little bit more than that but like I said the crab permits worth time and a half what the boats worth. There was no crab permit back then. I didn't have to buy the right to go crabbing. The black cod permit is worth time and a half what the boat costs. The near shore rock fish permit, it's bazar, I...I don't know if your old enough to remember Kako. Do you remember Kako the killer whale? Well he was living over here in south beach aquarium, Oregon Coast Aquarium. And while they decided they were going to let him go, they wanted to do 2 things. They wanted to teach him out to catch fish and they wanted to catch a bunch of fish to put into the new exhibit they made when they reconfigured his take for other uses. So they hired us as long liners to go catch near shore rock fish. And we'd never done it before. I had cone cabazon fishing which is in that category group but it's not a rockfish, but it is a near shore fish. But we had done very, very little of it. So they hired us to go do that. And it just so happened that the period of time that I was catching rockfish for the aquariums exhibit was the window period for qualifying for a permit for near shore rockfish. I remember going to the council meeting one time and they were talking about ground fish limited entry, and I said "you know this whole limited entry thing is pretty arbitrary and capricious" I think was the word I used. Lawyer words you know. I said - the way you determining who gets it by putting a starting and ending date, my analogy for that was, we are in Yellowstone and there's this immense herd of buffalo, and they are running by and this photographer stops and parks his car and opens his hood and he gets his tripod out and he's setting stuff up and the whole time he's doing that buffalos are running by. And he's getting his light meter and he focusing and he's fooling around. Then he takes a picture. What you guys are doing is your saying that only the buffalos in the picture get a limited entry permit. The ones that did it before, they've already run out of the picture and they get nothing. And the ones that weren't born in time, the young fishermen that weren't born in time who's just on the door step of buying their boat and going fishing, the buffalo that hasn't quite gotten into the picture, gets nothing. The only people that get anything are the buffalos in the picture. I said that's pretty arbitrary how your deciding for the rest of all time that these people in the picture own the resource and everybody else gets nothing. So I had a lot of problems with that, as far as... And I had a son that was of age that had somebody attacked our country they would have been tapping him on the shoulder saying we need you to defend this country. Well why? If I wasn't born with the same rights that my dad was, what am I defending. Really. Because I went to high school in the 70's and I think I recall my draft number was 269, but my best friends draft

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number was 1. His was the first birthday they pulled out of the hat. And the year that we would have been drafted, they ended the draft. They stopped. But that put it right in my mind that any young person could be called on to defend this country but yet they don't have the rights, if you put limited entry on there, they don't have the rights that I was born with. But then you start seeing the decline of some fish stocks, and you start seeing more and more people coming in, and fisheries that used to be year round going to 7 days, and it's obvious that they have to do something. So even though I was very much opposed to it initially, I guess it was somewhat inevitable that it was gonna happen.

DC: So what would the average age of the industry be? Say deck hands, owners, however you want to split it up.

MP: Well I guess it would probably depend on the fishery, by fishery. Owners of shrimp boats. Shrimp boats are a little bigger investment. So those people are...I would think most shrimp boat owners are 40 pulse. And salmon trawler is the easiest entry level to get into now, so boat owner salmon fishing...there's a lot of guys that really like salmon fishing and are kinda sliding into retirement while still fishing. So there's a lot of guys in their 50's, 60's, maybe even older than that salmon fishing and tuna fishing. But I would think that the average owner on a boat like that might be a little bit lower because generally speaking the boats are a bit less expensive and you can gain the capital enough to get into them at a younger age. Deckhands, in the trawl fishery I think they have it figured out so you could stay on the deck a little bit longer and work a little bit...crab fishing for instance, on deck crab fishing, to start crab season I hear people say "oh yeah I had to work overtime last week and I didn't want to do that and blah blah." Well on a crab boat at the start of the season you get your 40 hours in the second day. The second day. And before your second day is over you've got your 40 hours in. Yeah. A lot of hours. Wet, cold, rough, miserable, fast pace, competitive, everybody's, you know it's a derby, it's a race. There's x amount of marbles in that great big salad bowl and everybody's got a spoon and they're dishing them out and the marbles are gone, nobody cares if you got any or not. Except you. So people push pretty hard. They are fishing a lot tougher weather than they used to. SO the average age of the deckhands on a crab boat, pretty young, you know, They are 20's. Some in the 30's. There's been a few guys that have gone into their late 40's and early 50's on deck but not many. Those guys are pretty tough individuals. Most of them are in their 20's and 30's on a crab boat. That's probably the most difficult stretch of the year for these boats. Fishing crabs. Cause the weathers the worst. You know the weathers the worst, the hours are the longest, and it's a race. Nobody cares if you got them but you.

DC: So would you say that a graying of the fleet is happening? An aging of the fleet is happening as a result of these regulations?

MP: Are we talking boats or people?

DC: People first.

MP: Well certainly on the ownership side because when I think about a boat like this. It cost me 90,000 dollars to put it in the water in 1980, but for a young person, first of all for a young person to build one like this, that's almost out of the question because you wouldn't have any permits. You wouldn't have any. I mean we built the Patriot here a few years ago with the idea that we were going to take the crab permit off Jackabe because crab permits can go up 10 feet. patriots 10 feet longer than Jackabee. And we were going to take the crab permit off and put it up there and then we were gonna buy a smaller permit that would go up to fit the Jackabee. Well I offered enough to buy a reasonably nice house to

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people and I couldn't find one to buy at all. We ended up finding one to lease, but I couldn't find one to buy. So the idea of a young person being able to, uncles your dad's name is Warren Buffett, or one of these multi-millionaires, or if your dad is in the fishing business and he already owns a bunch of permits and he already owns a bunch of boats he can say - here drive this one for a while and you can be in the fishery right away. As soon as your old enough. But then for somebody to come from outside the fishery, from outside the industry and get into it, it's just about prohibitive for a young person to come by in. You just about get go to work for somebody running a boat for them, and then if you're of a mind to, start buying into the boat, and you buy a little bit as time goes on and eventually end up with a boat. There is a young person in town that I think, gosh I don't know he's maybe 40, he just bought himself a boat and he's doing really well. I don't know if you've talked to Paul Yeet [?] I don't think he's been around a bunch. I think he's tending in Alaska now. He's extremely high energy and extremely intelligent. He's a kid like my kid. My kid was gonna end up with a boat whether I went out to and found one or not. He was gonna end up with a boat. So there's a few of them around. But his dad was a salmon trawler. His dad was in the industry. And Tony's dad, my son, you know I've been in the industry. So it's a big leg up. For somebody to come from completely outside and get it, it's gonna be difficult. It's gonna be real difficult.

DC: Sounds like quite the change

MP: Yeah, yup. Back when I started with this boat there were, like the coho fishery and the chinook fishery, there were people with dory's which had just basically 20-25-foot utility skiffs that had no cabins on them at all and guys would just go fishing also and they made a lot of money and there was a bunch of them. Dozens if not hundreds or more fishing out of these ports. And they're just gone. Almost entirely gone. Maybe a couple of dory's that fish out of Newport now, but for the most part it's...in order to go out and make living salmon fishing for chinook only, it takes a serious boat. Yeah there's been some changes.

DC: My last couple questions. So I mean as a new person to Newport, Newport seems that there's a strong fish culture here. Would you agree or disagree?

MP: Well certainly, yeah. This fleet puts more income into this community than, I think it's the number 1 industry in this community. Above tourism by a bunch. Now you think - wow there's tourists industry that counts all the motels and all the little gift shops and everything all the way from the north end of Lincoln City down to Yahats is Lincoln County. This dock and the next one over, just these 2 docks, put more money into this county than all the tourist oriented things put together. So yea there's a bunch going on. It's family histories, and it's a way of life.

DC: Do you think there's anything threatening it?

MP: Well certainly, like I said, management. If they hadn't figure out the lights Eulachon smelt would have been threatening the shrimp fishery. And yeah, you never know when somebodies going to discover some little creature that we didn't even know was there that is being impacted negatively and oh my god we have gotta shut all this stuff down to save the little guy. Yeah, other things that are threatening us, something that you may not have thought of is how about wave energy? Wave energy, it fits, if we are talking wind energy, now everybody wants to be green. Everybody wants all these green jobs, and don't get me wrong I want a green planet, because I am a natural resource based individual. That's how we make out living. So I want things, I want the planet to be healthy. But if you got a wind

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farm, I'm not sure if you've been up the Columbia River Gorge and you've seen all the big windmills up there, but you can grow corn right underneath one of those. You can graze cattle right underneath one of those. They take up, I don't know, a 100ft square, that's it. Well if you put a bunch of wave energy buoys out there, you don't fish there anymore. You're done. So if they put wave energy buoys out there and they actually ended up working, which personally I think is a little bit of a long shot because it is a hugely severe environment out there. It is a really nasty environment. The idea that you're going to anchor something to the bottom out there and then have it blow 100 with 40 foot sea, which happen. Not very often, but 30 plus happens every winter. And that it's going to survive that and you're not just going to have a bunch of wreckage on the bottom. Anyway if they figure it out and they make it work, like President Obama, he wants, he's handing out grants right and left for green energy jobs. Well what we see out here are people apply for grants saying that they are going to do this wonderful thing with wave energy and they pay themselves huge salaries while they develop [air quotes with fingers] wave energy. And then 5 years later when the grant runs out. "Well we didn't quite get that figured out." Then there's a new company that starts up over there and they are gonna do great things and they get great big grants, and they get big salaries. So we were hired one time. One of the first guys that put a wave buoy out here was a company called Finavar and they had a buoy that was out there for a while. And we were hired with the Heidi Sue to take some of the investors out the see the buoy and observe the recovery process because they had a big boat that was in and going pick the buoy up and bring it in for the year. Well I'm in a committee that put together locally by Oregon Sea Grant called fishermen involved with natural energy, which is a reactionary group to the wave energy industry. And so anyway, we were kinda in line. Katy Jacobson, actually Katy I don't know what her last name is, it was Jacobson, it was Hillabrant, I don't know who she. She just got married again and I don't know the man's name. But anyway Katy lined us up with this job to take the much mucks from this company out to watch the recovery of this buoy. Well there was a little bit of wind, not very much but a little bit of wind. So they delayed the recover to the next day. Well, all the important people who were in town and they couldn't be in town tomorrow. SO they said - well could you just take us to look at this thing? We'd just like to...just take us out and kinda show it to us and that will fulfill your obligation to us and our contract and we will be happy. And I said fine, whatever you'd like to do. So out there we went. Well-being on the committee I had seen pictures of this buoy and how it was riding in the water and how it was supposed to look and I had driven by it a few times. Well on this day when we went out to view the recover, only the recovery was delayed, when I went out to just give the a tour I looked at this buoy and this buoy wasn't doing well. This buoy was riding very low in the water. Very low in the water. So I went to one of the people who had been talking with us at the meetings and I told her, I said "if it was me, I would get that big rig into here in Newport, out here and pick this buoy up now. Cause this thing looks like it's about ready to sink to me." And so she went to her boss who was somewhat surrounded by the high mucky mucks on our boat and started telling him what I had told her. I was standing not far from her listening to the whole thing. And he shushed her up. It was way more important that the investors didn't hear about any problems with the buoys. No problem. Everything's fine. Shhh. Just quiet. He hushed her right up and that was the end of it. They went out the next day to get their buoy and it was on the bottom. So and it stayed there for over a year. When they picked it up it was in 2 pieces. it was a huge ordeal to get it picked up. But it sank. It sank that night or later that day. I don't know. But they could have picked it up right there and then. I told then. I told them. I've seen this thing before and it's not supposed to look like that. It's sinking, you better come get it. And they didn't because the perception of everything's alright was more important to them then taking the chance that it wouldn't be there into the morning. Which it wasn't.

DC: Wow. They must have spent a fortune getting that thing off the bottom.

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MP: Yeah, so that's some of the threats that we have.

DC: Alright the last thing I have for you...Where do you see the industry going?

MP: Well a lot of years ago when we had all this opportunity, I used to think...When adversity came along and this fishery or that fishery got cut back, I used to think Man how are we going to make it? How's this going to work? How's this going to add up? And somehow or another those that have a little bit of foresight and are able to make the right decisions going ahead. Which you come to a fork in the road and which fork do you take? I chose to go long lining and the long lining thing has worked out pretty well for us. For a lot of years, it provided very well for us. Now it's not as big of a piece of our year because it's, the quotas there have been cut back some as well. but I think people are going to continue to eat seafood products. Seafood products are some of the healthiest food you can eat. It is sustainable. The shrimp fishery has a MSC Certification now because of the grates and the lights and things like that. You know I think it's gonna be fine. I would like to think that my kids, kid's kids will be out there making a living going up and down with the tide. You know it's been great for us. Yeah I get sea sick but that's temporary thing. that's fine. the rest of it. It's been real good to us. We've got no complaints. I think it's gonna, people are gonna continue to eat fish, and people are going to continue to provide it. And hopefully my family will be right in the middle of it.

DC: That's great to hear. So that was my last official question but I wanted to make sure I didn't miss anything. Because I know that you guys know best. So is there anything that I'm missing that you think I should really know that has to go along with aging or changes? Even just the industry itself.

MP: [deep breath] well I don't know that we have missed too much. It will be interesting to see going forward. You talked about the ages of people and how there's...and I talked about how there not as many young people getting into it. It's really hard for the young people to get in. But then fishermen have kids and they get into it. One of my boy's fishes and one of my boys works at the mill and he's happy doing that and he's doing just fine. And so, but it will be interesting to see. I would hate to see; I would hate to see corporate interests take over the whole thing. It would be a lot better for fishermen to be the beneficiary of their time out there. When it comes to the wages for our guys, we try to be as generous as we can. Obviously the business has to be profitable but my wife in particular is always, she's...I did good when I got her. She's a very nice lady and she always wants to be sure that the guys are the ones that are out there that are wet and cold and they need to make a living. I hope that it continues to be an individual type thing and the guys on the docks don't end up being share croppers. I don't think that will happen. But I'd like to think that even though the prices of things are nuts right now. Yeah, an example of the prices being nuts. We bought Jackabe in '94 because it had the black cod history. When we were building the Patriot we started it in '12 well in '13 we were still working on the boat. We hadn't launched it yet. Guy called me up and wanted to buy the permit for sable fish off of Jackabe and he offered me 6 times what we paid for the boat. And I said "No my friends in Seattle say that it's worth 7 times what we payed for the boat. And then I never even really considered selling the permit at that point. I guess I tossed it around a little bit. I go and sit in the gear store every now and then. I have a cup of coffee toward closing time and I had just been thinking out loud how much less I had to borrow if I sold that permit. Anyway, then the guy and I phone conversation ended and I just thought to myself, oh my god did you really just turn down that much money for that permit? Oh my god. And the 2 weeks later he called back and said okay. And said he'd pay it. So I couldn't believe it. that was the first time I ever sold a permit, every. Because having the right to go to work is worth more

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than the boat. You can have a boat but if you don't have a permit to go fishing then you've got nothing. But the number he threw out was just...it was just crazy. And I thought to myself, that fishery had been several years of decline and when you think about the fishery, there are all kinds of factors. Sablefish, black cod is sold mostly in the orient. Japan, Korea. So what else do they eat? What else competes with it? Well there's this fish off of the coast of Chili called the Sea Bass, Chilean Sea Bass. Well they like those too. So if there's a bunch of those then your price goes down. And somewhere in their infinite wisdom the managers as ODFW years ago gave some salmon eggs to those guys down there. And they put them in their streams and now all of a sudden they have salmon down there. So now you've got salmon in Alaska, salmon in Chile, sea bass in Chile they're all competing with your sablefish. And another interesting thing with this is Japan 40 years ago when I first started fishing, they were very traditional people. They ate fish and rice and like that. There weren't any McDonalds in Japan then Well there are now. And the young people over there like herring eggs. Herring eggs used to be a huge. Prices for them used to be enormous. People used to make unspeakable amount of money seining and gillnetting herring. And what they did with them for the most part, some of them went for bait. But most of them went for the eggs. They'd strip the eggs out of them and sell the eggs to the Orientals. And now the young people over there are less focused on herring eggs and more focused on big macs. And so you talk about changes and what things are coming down the pipe...as a owner, as a fishermen, as a business man, as somebody that wants to be competative, you just have to try to keep pace with that is going to happen and try to keep a position in a place that you can be a part of it when it happens. And we've been reasonably succesful doing that and I'm totally confident my kid will do just fine going forward in that. But that will be interesting going forward to see how young people survive in the business and hopefully it wont all turn into corporate owned big business and all that. ANd theres some safety measures in place. Like black cod permits. Nobody that didnt own them before the cut off date can own more than 3. So that was, you know, they dont want one company or one person buying the majority of them and running the whole thing.

[End 1:33:13.8]