

Participant: Mark Saelens

Title: City Councilor, City of Newport

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Location of interview: Newport

Courtney: Just to get started I was hoping that you could introduce yourself and talk about what your position is here in Newport.

Mark: Well, my name is Mark Saelens and we're obviously meeting here at City Hall so I'm talking to you as one of the seven Newport City Councilors. But I also work full time for Lincoln County and I manage their waste and recycling program, coordinating with the haulers, so, another, that's sort of my first indication of my end of career, environmental work. I, uh, I actually spent from 1975 through 2007 working for the Oregon Department Fish and Wildlife and from 1980 on that was right here in South Beach. And I guess you know another thing I'd add is having grown up in Eugene, I'm a native Oregonian. I actually have been coming to Florence and Newport primarily, you know, since I guess I was four months old or something, the first time I hit the beach. So, since 1956. So, yeah, a lot of things have changed in that amount of time.

C: Yeah, sure. How did you first become interested in running for a city government position?

M: Well, it was interesting because although I ...um, when I first came to Lincoln County I actually lived down in Waldport. Then I had a little place in Yachats. And this entire time I'm working in South Beach. Then I lived in Newport in a couple of rental situations. Actually had a home here for a couple of years that I sold. And then I ended up out by Siletz. So, that entire time I couldn't have been a Newport City Councilor because like the times I rented in town I wouldn't have qualified for the minimum, you know, amount of time you have to be a resident. So then when, um, my folks passed away and this was about the time the Great Recession hit, it's like well I live out by Siletz but I've inherited this other house, you know, what's the right financial strategy? And my wife and I decided that we were spending most of our time commuting as much as we liked being out in the country and so we came to Newport, remodeled my folks' house and I was shocked, literally shocked, to have people saying, "Well, how come you aren't running for City Council?" I had never thought of it. It's like, "Well, what do you mean?" "Oh, you'd be perfect for it. All your background in government, this and that and the other thing and I'm like, "What?" So, an opportunity came to be appointed and so I filled an appointment for two years. And the rest is history. So, of course, you know, I thought, "Well, if I don't like it or it takes too much of my time, you know, I make my commitment for a two year appointment and you know, I'm outta here." Well, not so easy. *Laughter* So... like any, you know, politician, every, every Councilor's got their, you know, their following of the types of people in town that they represent and hopefully more than one type but uh, but yeah, that's, whether I'll run again after this term is over, that remains to be seen.

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C: Yeah. Can you tell me more about what it's like to be a City Councilor? What kind of issues do you face?

M: Well, it is very interesting because, although I worked for state government right here, you know, in the home of one of the biggest marine fisheries on the Oregon Coast, most of that time, or a good half of that time, I actually spent as a federal policy advisor scientist researcher, which means I was doing a lot the Pacific Management Council meetings. I was gone so much that if you didn't have a child in boy scouts or sports or in school, you know, I'd say, "Hi," I'd recognize your face but I didn't know who you were. And I, and so I thought it was interesting, I said, "Okay, now I've got this job with the county. That's truly local government." And I didn't start meeting a lot of people through that work, don't get me wrong. But I was, again, absolutely stunned when I became a city councilor because people know that's where they can really make a difference, you know. And that's, you know, you can argue all you want about needing to be involved in federal politics and state politics and everything else but the average person really only has the time realistically to be concerned about their immediate surrounding. Who represents that? Their local city councilors. So that was, that was really interesting. And it's been enjoyable. So, uh, with the only, the only thing being that, uh, so now my wife says, "Well, I don't ever send my husband to the store for a gallon of milk because if I need it, I can't wait an hour." *Laughter.* So, it's that kinda thing. But I, I really enjoy it a lot. Um, both the position and getting to know, you know, the various views of people in Newport.

C: Great. Are there any particularly memorable days you have as a City Councilor? Any, maybe it was a really good day or a really bad day for any reason.

M: Um, I think what's been memorable for me is that, and you'll hear people describe it in different ways. We have a pretty diverse City Council in terms of range of opinions, whether you want to call it from liberal to conservative, or whatev...however you want to describe it. And yet most of the current city councilors have been together long enough that they actually function pretty well in terms of truly bringing in what they hear from, from, you know, the people they hear from. And, I don't know if I'd want to say strictly in the, the spirit of compromise, but there seems to be a rationale to how we get to most, most decisions now. And that's something that I think a lot of past Newport councils, people kinda wondered about that. You know, by past, I mean you can go back as far as you want. But it really seems to be working well. And that's always, to me, a good sign because that means, you know, everyone's getting their say and you know there's a process and at the end of the day we're a democratic society, which brings up the point that an awful lot of things that, that say go to the ballot box in Newport. It's amazing to me how often they're just, you know, a few percentage points off one way or the other. And that really kinda describes to you just how different probably Newport is in 2016 than say it was in 1975 the first time I came to live here. You know, so...

C: Yeah, absolutely. Um, can you tell me a little bit more about the community of Newport? About the people who live here, the economy here...

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M: Well, um, the sad part is that we actually suffer....and I don't want to say suffer because growth is good necessarily just automatically. But really all along the coast we have very, very little flat land. Most of it's already built on. So, you know, it begs the question. You know, you can look at, back over the last five years or ten years or twenty years and you see these little half percent increase in population, you know, two perc...or uh two tenths of a percent decrease. I mean, really pretty stable. And yet at the same time, you know, a community like Bend went from a little town of 18,000 people to whatever they are now, 84,000. So, our substitute for that of course is tourism. But the, I guess the part the I think is um, a little bit problematic, that I find concerns me a bit about Newport is that, you know, if at some point we hit some kind of turning point, say due to you know a warming climate or whatever and our growth really does accelerate, what's that gonna mean for us? You know...um, the whole issue of workforce housing. People who want to start businesses here. People will come here and won't take jobs because they can't find a place to live. You know, I gotta admit. When I built my first custom home way back in the 80s it dawned on me because that was when you know property values were just sky rocketing, how sad it would be that people who grew up here literally couldn't afford to live here. And that's another aspect of what's been becoming true in some of the larger coastal communities. A lot of the service people, even a lot of city staff people cannot afford to live in town. You know, so, so I think I sorta didn't quite answer that one directly so...

C: Yeah, no, I was just asking you to describe your community, so...

M: Yeah. And, but what's exciting about it of course, I mean, everyone is like, you know, the natural beauty. But, um, I think by and large Newport deserves having the sign that says, you know, we're the friendliest. People by and large really are friendly. And when you consider the, the pressure we're under during the summer, that's pretty amazing. I mean, I, I've traveled a lot with my wife. She actually grew up on the East Coast. We traveled back there extensively to see her folks. And it, and, you know, I mean, I'm, I'm not a typical Westerner who thinks that all East Coast people are rude, but, um, but really, you know, I have bumped in to probably more cases in this state or that state, say like Vermont, for instance, where, you know, it's like, "Really? You're in the tourism business and you're that grumpy just because I'm in a rental car that has a plate from New York? I can't help it if my rental car has a plate from New York," you know. And so that sort of thing. So, you know, it's a very friendly town. Obviously the, the environmental beauty is fantastic. And I, I think, um, Newport is still more like a small town. You know, even though, even with the tourists here that core sort of community spirit is here. Um, I work for a number of volunteer organizations. I know a huge number of people who volunteer their time just constantly. Um, you know, it's real, it's just real easy to meet somebody, so...

C: Yeah, great.

M: It's the friendliest. Now, I guess the other thing near and dear to my heart is I think it really is, you know, somewhat unique that you have the kind of mix that we have of tourism as well as an active waterfront. And to a lesser degree, you know, our timber

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industry but at least people get to go out and enjoy the forests we have. So it's almost like that sort of perfect mix of sort of being able to see what real life has to be because people who live here have to work. And yet it's an ideal tourism place. And you can travel all over the place and see examples of where cities have either succeeded at that or totally failed, you know, so... .

C: That's a great segue into my next question actually. I was going to ask about the role of fishing in the economy here.

M: Well, you know, um, I actually go all the way back to, um, when I first got out of college and it pre-dated any of the, um, you know moratoriums on any of the fisheries in terms of number of vessels that could be involved. And so the one, I mean, salmon is an obvious one but the one that I think of the most when I first got out of college was the Pacific shrimp fishery. I graduated after a couple of bumper record years of catches, which have only recently been matched. And watched Coos Bay area, Coos Bay area go from a thriving, huge, you know, just as successful or more so than Newport to a ghost town. And that was the combination of, you know, a lot of fisheries, um, I won't say being over-harvested but certainly weren't at their peak productive potential at the same time. And all the issues with timber started. And, I mean, if there was an example of somebody struggling to maintain themselves as a community during the 1980s and early 90s, Coos Bay/North Bend area certainly was it. Now, I, you know, and I think that... I don't know what exactly made it different than...and it's not that Newport hasn't struggled greatly. We have, I mean, you know, great reductions in the amount of, um, recreational vessels that we have and all those things. But there was sorta just something about the, I think, the diversity of fisheries here that, you know, the fact that we have a, a lot of influence with Alaska vessels that spend part time here, part time in Alaska. Um, you know, home fleet of some of the largest fisheries, uh, Pacific whiting. You know, in the 80s it was widow rock fish. So there were some real, um, and Coos Bay had those things too, um, but I think they weren't quite as blessed as we were here in Newport and, you know, it's easy enough to say we're on the central Oregon coast so, you know, you can go left or right more easily than you can travel all the way from the south coast to wherever the stocks happen to be, so...

C: Yeah. Can you tell me about the role of fishing in the culture or the way of life here in Newport?

M: Well, it's kinda...that's another really interesting one because I actually do not come a fishing background, but, um, my actual blood grandfather on my mother's side, um, my grandmother and he divorced long before I came along. And so the only, uh, grandfather on my Mom's side I ever knew was my step-grandfather and he was one hundred percent Norwegian. He was a fisherman and then a maritime during the war, World War II. And ultimately it ended up that some of the vessels I actually went out and, uh, did surveys on he had actually crewed one when he first came over to the country. So, you know, with that as a background it almost feels like I really was much like somebody who grew up here in a fishing family. Oh, and he also, um, when he retired we used the...he and my grandmother had a property out on the long beach peninsula and he had a, a little small, I

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think it was a 27 footer or something that, for a few years he had a commercial salmon license so we'd go salmon fishing during the summer. But it, it just seemed kinda crazy because, you know, what brought fishing into my blood was actually a relative who I'm not even blood related to, so, yeah. And that, that was always something special. Now the other part of it was, um, in fisheries, you know, virtually everybody starts out with some kind of sampling job. And, you know, fairly early on I loved that work, but then I also was an early adopter of technology so way back in the early 80s I was already writing databases and things, so then you know you start getting a glimmer of what all these numbers really mean. Well, you heard me sort of, uh, complaining, not really complaining, but indicating that an awful lot of my life was absorbed by this travel-heavy federal management process. I brought that on myself because I couldn't stand not knowing how all of that information would actually play out in terms of policy. And, you know, so it was kinda like you ended up seeing all aspects. The field aspect, the data collection processing, the turning that into some kind of management options. You know, running those through the various fishing representatives and advisory bodies. It was like, you know, it made sense. But, you know, it's pretty intense work and I, you'll find, uh, any number of fishermen who've been involved in that or, you know, say the same thing. You know, they probably spend more time at fishery management meetings than they do fishing sometimes. But, um, well from that perspective I think what's also unique about fisheries is what the typical person in the public doesn't realize is largely because, you know, we did our best, we continue to do our best, and yet, you know, what's on the news everyday? You know, 75 percent of the world's fishes are in peril and all that. Having, you know, even with that, that doesn't mean that there weren't people working day and night to try to prevent that from happening. So, I mean, the decisions we were making really could only be as good as the data that we had to use. But that, the aspect I think that's unique in fisheries about that is, what the typical person in the public doesn't know, is just how heavily regulated fishing is. You know, it's not like the old Wild West where you just, you know, head out between the jaws and catch whatever you want and bring it back. And, so, you know, that's a story that constantly has to be told. And that, you know, it's true of virtually every natural resource in one way or another, so...

C: Yeah, sure. You mentioned kinda your own family connection to fishing. Do you see a lot of family-based fishing businesses here in Newport?

M: Well, you do and, you know, I have to be careful here because now I've been here long enough that occasionally when, you know, some of the have been here forever, three or four generations, get rattled off... I almost accidentally find myself thinking like I grew up here with 'em. Well, I didn't. It's just that as I mentioned to you before we started rolling the tape, when I first hit the docks, my very first job was in Astoria, Oregon. And virtually every single vessel operator that I met, I would've been one of the youngest at 60. You know, I mean, these were guys who had been doing this forever. And, so, it was, it was sort of interesting in that for awhile, you know, as those people got older then there was a, a generation of, you know, um, obviously children of some of the fishing families but also people that came here to find work who ultimately found their way on the fishing boats and proved their worth and became captains and then eventually owners. And, so, you know, it's like, in, in my lifetime I've really seen the graying of two fleets, you know,

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two groups of, of vessel owners. And that's, that's actually in itself. I hadn't really thought of it that way until you mentioned it. It's like well, you know, you had to get from the, well, in fact, um, several of the boats that, um, you know, we used to go out on surveys on had already been in operation for forty years, forty five years. You know, and then I head into fisheries management, most of 'em were still around another 10, 15 years. And then of course as you'll hear a lot more about from probably lots of people is, you know, then we started getting into these larger scale fisheries. You know, first it was the joint venture with the Russians and the Whiting. And then we had the, you know, the uh widow rock fish fishery in the early 80s, so, some of those vessels that had been built for that, they were perfect for it. And then of course that eventually led to our own shore side Whiting fishery. So there's, you know, there's a lot of difference between starting out as a young man or woman at, you know, kicking around on the docks when you're eight years old, making your way in a multi-million dollar fishing vessel then there necessarily was, you know, making it up to the size typical trawler for when I first started, so, you know, there wasn't a whole lot of difference in size between a, a small trawler and a, I don't know, mid-size double rigged shrimp vessel at that time.

C: Do you think that there's still an opportunity for young people to get involved? So you mentioned you kinda witnessed two generations come through. Is there another generation that's coming in or?

M: You know, and you mentioned that before it started, and having been away now for ten years my guess is that, you know, the financial risk involved in that being the way you want to go now I think is much higher. There's way more regulation, you know. Insurance costs have gone up. You know, fuel costs, vessel maintenance costs. I mean if I, if I, if I were really talking to somebody who, who knew this I would guess that it's a little tougher to make that decision now than maybe it once was. But, you know, another funny part about that is, is, you know, having grown up in Eugene, I should've probably been a forestry student because, you know, at that time Willamette National Forest was, you know, king of the state in terms of pumping out, I mean, Eugene was full of mills and the reason I didn't do that is it was such a popular, you know, career option. Oregon State and other schools were pumping out, you know, hundreds of students every year. How was I ever gonna get a job? So I chose fisheries and wildlife instead. So the funny part is here I am sixty years later and I've started my own mobile wood milling business. So now I'm back out in the forest cutting wood. *Laughter.* Even though I skipped it as a career. So, you know, and I, I think to some degree that, that speaks to why there's maybe less certainty that somebody in your family is gonna move on to take over your fishing vessel or whatever. But there's still that, you know, that, it's still in your blood. There's still that desire to want to do it if you can. And so that part, I don't know if that'll ever go away. You know, and it's... I mean, it's pretty clear that we've had to adjust to a lot. Fleets are a lot smaller than they used to be and, you know, um, people need to get by on, uh, well, I guess I shouldn't say that the price of seafood hasn't adjusted somewhat. Have you been at the market lately? *Laughter.* So, so, but, you know, I mean there's still money to be made there for, you know, the person that can set themselves up with the right circumstances.

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C: Yeah. You just mentioned that fleets are a lot smaller. Can you tell me more about that and maybe the reasons why?

M: So the first thing that happened is, like in Oregon, the first thing that happened is a moratorium was placed on, um, the salmon fishery and right around that same time the shrimp fishery. So, when I was first outta college and then for several years I actually was, um, managing the shrimp fishery and we had, you know, three hundred and seventy five shrimp vessels. You know, it's like, well that's how many shrimp vessels we had when we landed 57 million pounds. You don't need three hundred and seventy five vessels when you're only landing 24,000 pounds. You know, so these, more or less, these moratoriums really were kind of a cap on the current fleet size with an attrition, you know, so if you didn't renew your license every so often. So, everyone knows that salmon's been regulated like crazy for a long time. Well, then it was the shrimp fishery. Then about that time, um, seems crazy now considering how often we've had El Ninos and the whole warming climate and everything but we used to have these occasional influxes of warm water. And during one of those periods, and that's an oversimplification but, there were actually several fisheries that came about. Squid was one of them. Weathervane scallops. And, the idea there was is because we didn't know a lot about these, there was a developing fisheries policy instituted where you actually set the number of vessels you could have bef...in essence at the same time the fishery started. And most of those fisheries were just kind of niche. You know, they never real... and then, you know, at some point, I can't even remember exactly when, you know, various regulations came down on the crab fleet. Well, then all during the 90s was the struggle for the groundfish fishery. And, ultimately that ended up in, you know, limited, a limited entry program first and then some, um, individual quota programs that have come out of that since. So, you know, you... in some ways it seems like, well, you know, that took 50 years for that to happen. But in other words, in other ways, it seems crazy to me because I... I'll...like I thought of myself as, "Oh, you know, I'm some third or fourth or fifth generation fisheries biologist on the Oregon Coast." Well, then as you get more into your career you realize a number of these fisheries basically started the same year I was born. The pink shrimp, the pink shrimp fishery basically started in 1956. That's when I was born. Groundfish fisheries of course go back further than that. But an awful lot of the fish that we target now, were just, you know, they were just chucked. They were, they were garbage fish. So, in many ways, it's, it's pretty amazing that in, you know, fifty or sixty years, how much things have changed, particularly in the context of the fact that you have fisheries overseas in Europe that have been going on for hundreds of years, you know, so...

C: Yeah. That's really interesting. Can you speak at all to the impact that consolidation has had on the community of Newport?

M: Well.... initially it was all doom and gloom because like anything there's gotta be an adjustment period. And, initially, and these are just as much emotion as any facts I'm gonna drag up for you right now. But a lot of what tended to happen was larger successful operations were more likely to stay in fisheries and in many cases actually ended up buying out smaller operations. Well, it's kinda like, you know, the business ag

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versus the small type of idea. You know, if that goes too far pretty soon there really is no opportunity to get in at the ground level because, you know, where you gonna come up with several million dollars to get started? And so, you know, that, that portion of handing on through a family I think is really critical in terms of a gateway. But for somebody who, you know, I don't know. I grew up in Eastern Oregon and I decided I'm gonna be a commercial fisherman, I mean, come on. How are you gonna do that? *Laughter." You know, so, so, so that aspect of it I think has changed a lot. It is, you know, virtually probably all of the groundfish, uh, captains that I knew when I started, virtually every one of 'em started out in the salmon fishery, You know, and so, that can't necessarily be true, as true anymore because, you know, there's not as many room, not as much room in some of these start up fisheries. And/or, is it gonna be a fishery that you can make enough money to trade up? So, I, I guess I would, I would sort of equate it to, uh, I guess it was in the... early 80s, right, when interest rates got so high. So now we have interest rates down at one and two and four and, you know, I, I can't even remember how long ago it was that I, that I said to myself, "Oh, we'll never ever see home interest rates for a loan that are below seven percent. Who are you kidding?" Well, you know, when I first came to Newport I knew some people that had mortgages that were 18 percent. So, in a way, you know, trying to get in to fishing now is sorta like that. You know, you can still do it, but the, you know, the overhead and the, of course it's not interest but the, you know, the risk involved in trying to do it I think is quite a bit higher.

C: Yeah. So, not to say that the graying is or is not happening here in Newport. Um, but if it were and if there were that documentation over time and it was not just the cyclical trend but maybe more toward a permanent graying of the fleet, um, what do you think the impact would be on the community of Newport?

M: Oh, if we lost fishing?

C: Yeah, if you lost fishing and you didn't have, there were no opportunity for young people...

M: Well, that's one of the, I don't remember exactly now. It's one of the top two or three income generators so it, it would be huge. I mean, the, the, you know, the business aspect. Like in recreational fisheries they used to say for every dollar spent by a tourist here, you know, it's generating two and a half dollars for the local, you know, economy. Well, you take that and scale it up to a much larger vessel that has to be maintained here and is, you know, completely outfitted with food and goods and supplies. And you look around at the number of businesses that serve, that service the fishing industry, and you take all those away? I think you'd be looking at, not as bad as Coos Bay because they didn't really have the kind of tourism reputation that, that Newport has always had. But, um, we could certainly be looking more like Lincoln City, where, you know, virtually all of what we do is tourism-related. Hotels, restaurants. You know, and then it gets really complicated because, because fisheries are still, you know, stable and doing well. We have the entire NOAA fleet here now. You know, well, I doubt that they're gonna be interested in necessarily being home ported here if there's not a fishing fleet. *Laughter.*

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You know, so, so yeah, that would be, that would be huge to lose fishing out of this community.

C: Absolutely. This next question switches gears just a little bit, but I'm curious what are other options for young people in a place like Newport?

M: Well, um, it's, it's... it's a little strange for me to be saying this because I went to college, okay. And I went to college at a time when everyone was supposed to go to college. And they're still talking about everyone going to college. But, I think we're sorta at that point where not everybody can graduate with an MBA and a, you know, a BS degree and a Masters degree and expect to get all these high tech and high paying jobs. And so, you know, even my own sons, particularly my younger son. He's now at Oregon State but I said, you know, it's not that you necessarily have to go to a four year college but you should at least pick a career. You know, so I think there's still, you know, lots of opportunity for the types of service industries that Newport has to have. You know, we gotta have our plumbers. We gotta have our builders. We gotta have our electricians. We have to have all those sorts of things. And although they're not as sexy and as exciting, those people make pretty good money, you know. And it's, it's like the whole world it seems like has, has shifted to everything being, you know, on your phone and high tech and, and... you know, and I've been part of that too. But, at some point it's just as rewarding to go out and work with your hands all day long. You know, so I think that's something that, you know, Newport would struggle to have an opportunity for enough of those types of jobs, again, if fishing and forestry wasn't here. Because, you know, unless we're gonna turn Newport into 50 percent VRDs, you know, how many electricians do you need to service a tourist economy compared to, you know, people living here? So... yeah.

C: Absolutely. Well, is there anything else related to this idea of the graying of the fleet or any other changes that you experienced over your career....

M: Well, you know. It is a little, I've only been away ten years and I certainly have grayed quite a bit more in ten years. Um, and I've noticed that, you know, some of the vessel operators that I actually worked alongside as crewmen on surveys years ago are, are looking a little older now as they operate their vessels. Um, but you know, I also see, you know, if not within the family, I mean there still seems to be at least some, you know, uh, incoming desire to still fish. And, you know, in some ways maybe that's a natural consequence of us having to downsize a little bit. You know, I mean, most, most everything you can think of there's a lag, right? So, first you have not enough boats to take advantage of the resource you have, then you have too many boats and it's really lucrative and, you know, name your fishery that's king for a few years. Everyone wants to get into it. Well now you've got all that infrastructure invested in vessels and fishing plants and companies to service those. And now those have got to downsize along with the fleet so I don't, you know, I'm not a sociologist but I don't know that we have to worry terribly that it's gonna go away tomorrow. Um, but, but the other thing I'll add to this. I mentioned earlier that I traveled back east a lot 'cause my wife is from there. And what I think is sorta remarkable although Newport is much larger scale than what I'm

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gonna mention. There are a number of small towns on the east coast that have, you know, I don't know, 20 fishing boats. And just like Newport those vessels are totally integrated into the character of their community. To the point, I was dumbfounded when I went to, I think it was Chattum. Not Chattum. [See ya, Ralph]. Um, I went to one of the ports and the fish processing plant was on the waterfront. Just up above it was the, you know, the fish store for selling stuff. And I mean there was almost nothing else. I mean this was like sitting outside of town. There was no other reason to drive out there other than this procesing plant and the fish market. You know what they did? They had this walkway up above the processing floor and all the fishermen happily talked with the tourists while they were unloading their catch. I mean you should've seen the tourists eating that up. I mean, you know how much tourists love to go down and wander around our waterfront. Imagine if, and we're, and we're, you know, we're doing some of that. You can go buy fish off a boat and stuff. But this was like ten or fifteen years ago that I saw this. It's like, well yeah, of course I'm gonna head right up, you know, right up to the market and buy some fish. I just saw some of it coming off the boat that probly caught it. You know, so, so, you know, I think Newport would have to really, really, really lose a lot of, a lot of our infrastructure in the fishery, in fishing before we would ever be, you know, quite that desparate. And yet, this little small community was making it work with, you know, 20 vessels. So...so, and it was cool. It was exciting.

C: Yeah, absolutely. Well do you have any other closing thoughts or any questions for me? Those are the end of my questions.

M: Well, as, as a city councilor I guess I couldn't, you know, it's like, "Gee, if there weren't so many tourists maybe we could get some of the fishing business done, but..." *Laughter.* We also have to have our tourists. And, you know, I think, I think, I think that's something too, that, and I don't know this. I mean, I'm sure if I was now trying to do the sampling that I did back in the 1970s on the waterfront I'd be screaming like a maniac trying to get through traffic. But, you know, even back then a good busy weekend it could be difficult. And, you know, I don't know, I get the sense that, um, that the natural resource industries we do have, whether it be fishing or forestry or whatever, we've either given up or we've come to realize that having that tourism component does kinda help balance, you know, whatever weakness we might have in, in the other, in the other economies from time to time. I mean, 'cause alls you have to do is go up and down the Oregon Coast, look at the ports that don't have a fishery. What's there? Not very many of 'em have very much. I mean there's a few that have enough unique character, but pretty much, you know, there's, you know, like say, um, Tillamook. But then, you know, Tillamook's got the whole dairy industry. And they've got their own sorta more remote, um, you know, beuatiful aspect of their coast. But just from the standpoint of driving north to south on the Oregon Coast, pretty much when you see a larger population sign and a little more infrastructure it's there because of fisheries. Sorry, shouldn't have done that, that was another city councilor leaving.

C: That's okay. It was right at the very end, so...

M: So...

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C: Okay.

M: But, um. So the only other thing I can tell is you is actually when I set out to, when I didn't do forestry I was actually gonna be a wildlife major. And I thought I'd live in the Willamette Valley. Well it turns out right after they started pumping out hundreds and hundreds of forestry they started out hundreds and hundreds of wildlife students. So I got my first job in fisheries and I moved to the Oregon Coast and I've been here ever since. So... it's kinda hard to even remember that I originally grew up in the valley.

C: Alright, great. Awesome. Thank you.

M: You bet.

C: Um, that was really great. I appreciate it.

M: You know, it's, um. God, it's amazing when you think about it. You know, I was just thinking of things like, um, so, everything was kind of in, you know, my whole world was fish, you know. And largely, like I said, because I was gone so much, so then what's really funny is I run into a fishermen that I haven't seen for ten years and I was such a part of the community, they'll say, "You know I was thinking the other day of when you, uh, coached Leroy in baseball." "I did?" And it's like, I forgot that part of it. You know, because I, because it was sort of like I was so, even though I didn't feel like I was here very much and only knew people if they were fishing families or boy scouts or in school, it wasn't that, those three things I just mentioned didn't have representatives, you know, from the fishing industry. Of course, in fact, actually my very first scouting trip that I went on, we're down at Camp Baker and my older stepson had, had, you know, he'd been a scout for awhile but we hadn't gone on this particular camp out. So, there were two or three fishing dads there. And none of 'em knew me. And they were just bitching the bluestring about regulation and fish and wildlife and blah, blah, blah. Well, I guess maybe I won't go over and ...that conversation and introduce myself right now.

Laughter.

C: Yeah.