

MARITIME AND SEAFOOD INDUSTRY MUSEUM  
UNIVERSITY OF SOUTHERN MISSISSIPPI

AN INTERVIEW WITH THOMAS SCHULTZ JR.  
FOR THE  
TURTLE EXCLUDER DEVICE ORAL HISTORIES

INTERVIEW CONDUCTED BY  
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BILOXI, MISSISSIPPI  
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TRANSCRIPT BY  
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SSD: This is an interview for the Maritime and Seafood Industry Museum and the University of Southern Mississippi. The interview is with Mr. Tommy Schultz and it is taking place on Monday, April 26, 2010, at 1:00PM in Biloxi, Mississippi. I'm the interviewer, Stephanie Scull-DeArmy. First, I'd like to thank you Mr. Schultz for taking time to talk to me today. I'm going to ask you if you wouldn't mind to state your name for the record.

TS: Thomas Schultz Jr.

SSD:And how do you spell it for the record?

TS: S-C-H-U-L-T-Z

SSD:And would you mind telling us when you were born?

TS: October 22, 1932

SSD:And where were you born?

TS: Biloxi.

SSD:Are you retired now?

TS: I'm retired.

SSD:Before you retired, what was your position?

TS: Well, I fished for forty-five years. Then I went to work for Mississippi State University and I worked for them for twelve years.

SSD:What did you do for the University?

TS: Worked with the coastal research in a seafood processing plant. Experimental seafood processing plant in Pascagoula. We did research work on oysters, crabs, shrimp, on just about any type of seafood.

SSD:We'll just go right into these questions that the museum wanted to have answered. I meant to ask you before we got started how long you have today, to do this?

TS: I got time, whatever. No problem.

SS: [laughter] You're free for the afternoon. Just wanted to make sure you didn't have a deadline. What was your initial opinion of the Turtle Excluder Device itself?

TS: In the very beginning wudnt happy with it at all. Everybody was against the device. 'Cause nobody knew anything about it. The one that was charged with building the device was National Marine Fishery Service. They didn't know anything about it. They was just grabbing at straws.

When they come out with the device to promote that particular device it was a complete disaster. What they were trying to do was put a square device in a round hole. The thing was too heavy. It was just complete total disaster. The commercial fishing industry when they seen they was going to have to deal with this, they went and done they own experiment, and they come up with the one that is accepted right now.

SSD:Which kind did you use at first?

TS: We started off with the NMFS' TED that wudnt no good and everybody knew that from the beginning. Then the first one that I really started fooling with was the, I can't think of the boy's name now.

SSD:Was it Noah Saunders?

TS: No, Noah come way late in the game.

SSD:Was it Sinky Boone?

TS: Sinky Boone, yeah. Sinky Boone had the first one. And it wasn't a Turtle Excluder Device. It was to exclude jellyfish. Cannonball, what we called cannonballs. It was made to exclude cannonballs and when this turtle issue come up well then, they adapted them to being a turtle excluder.

What happened with this whole situation, we got to go and make some trips to Washington and testify about the turtles that was being killed. Well now you get these hallways up there and you could find all kind of people that had information on how many turtles was being killed by a commercial fishing industry. These people had no idea what a turtle was. They didn't have any idea the number of turtles that was killed but they knew that there was turtles being killed because that's what they was told.

What it was, they was dragging nets in the Cape Canaveral Channel, ship channel. That's a haven for turtles. So, they'd go drag in this channel and they'd pick up, and they'd have six, seven turtles on a drag. 'Cause I did summer research work there. You'd have six, seven turtles on a drag and we'd tag them and release them. We hardly ever caught the same turtle twice. We'd take the turtles and run way off and drop them. Then come back in. But turtles like crabs. The ship channels is a good place were crabs congregate. So, any place you get a narrow where they got a lot of crabs, you'd have turtles. Same thing out here.

SSD:Do you know if turtles eat shrimp?

TS: Turtles eat just about anything [laughter] that they can catch and I'm sure they eat a lot of shrimp. We've cut them open and looked at them and most of what we've found in them is crabs. Starfish. Anything that's on the bottom. They eat jellyfish, we know that, 'cause we seen them eat jellyfish before.

SSD:Can you just tell us a little bit about what that TED looked like?

TS: Well a TED, the original one was square and it was just a cage. It looked similar to a crab trap—only bigger, a lot bigger. It was made out of webbing, wrapped around it, and it had a trap door on it for the turtle to get out of it. Well everything that they had started off experimenting in the beginning, was bottom opening TED. The hole was in the bottom of the TED to let the turtle get out. We learned that the best TED they have was top opening. Because most of the junk went to the bottom. The shrimp stayed up on the top part in the column of the net, so you wouldn't lose very many shrimp. They estimated it was ten percent. You lose ten percent.

SSD:What kind of junk would you pick up in a trawl net?

SSD:Anything that was on the bottom. I mean cans, buckets, tires, and that is what cause some of the problems. Problems with loss production. Is when you get a bucket, a big bucket, a barrel, a tire and it would get wedged in that door. That TED it hold it open so everything would go out of it. And the way the grid was in the TED the shoot shoot the turtles out. It was on a forty-five-degree angle. So, anything hit that thing just run down until it jammed and plugged it up. As long as you didn't get it plugged up you could probably keep that loss at ten percent. But there's so much traffic in this Gulf. There's so much going on in the Gulf. There's always stuff on the bottom out there. Always.

SSD:People throw things overboard?

TS: You wouldn't imagine what you can catch out there.

SSD:That's terrible.

TS: Bathtubs, showers, TVs, refrigerators, freezers.

SSD:Do you think they throw things overboard or are those things carried out by hurricanes?

TS: Some of the stuff after hurricanes is carried by the hurricanes and we clean that up in a hurry. But a lot of the stuff was put out there by recreational fisherman to make them snap from [inaudible]. Well, they think that when they take that thing and throw it overboard it goes to the bottom and it stays there. Well it don't. The tide and the waves, and the wind action rolls that stuff and it goes for miles so they might put it here and might wind up way over there.

SSD:So, they're trying to create sort of an artificial reef that they can go back and fish at that location but really happens is the they go back to that location and that thing is probably gone from there.

TS: The worse thing, about the worse thing to catch is a freezer. Air conditioners are bad. Commodes are bad. Anything that's got pods and ends to where the webbing can hook to the TED. What'll happen, it'll get back and get to that TED and it will pull that TED down to the bottom. In the bottom, the TED will start digging up the mud and [inaudible] pull it back in off the net.

SSD:Do you have to lift that stuff up and empty it out on your deck?

TS: Yeah. When you pick up you pick up and then you'll get another whip line outside of where it's at and hook the net and then pull the net to the side of the boat and pick it up. Most of the time we need to cut it out of the net.

SSD:So, what happens it goes back in the water? Then you have to repair the hole.

TS: What you do is get it on deck, pull it off on the side and save it and go put it by known hang, where we know there's something there. We know there's something there, if there's not nothing hanging they will just hold it on deck until we get into dock and bring it in.

SSD:Get rid of it.

TS: And somebody else will pick it up and bring it back out there.

SSD:And take it back out dump it again?

TS: Yeah. [laughter] It's just the industry. The way industry is. You know, one don't think about the other one.

SSD:How long did you have to use the NMFS TED before you could switch over to Sinky Boone's?

TS: Well, the NMFS TED come in before the regulations that really started. The regulation was implemented but it was never –. At the very beginning, it was supposed to be NMFS enforced. Well, NMFS didn't have enforcement people. They didn't have enforcement cop capabilities so then it was transferred to Coast Guard. Well, then the Coast Guard had to supposedly train these people to see what kind of device you had; if it looks right, if it wasn't tampered with, and all this. So, all this took time.

In the meantime, well then Sinky Boone's TED come down here. We modified it. We made a bunch of changes and it what made it out of stainless steel instead of galvanized rods. We made it out of stainless-steel pipe. We beefed up the webbing on it, made it stronger. Made it bigger and that was one the things we learned that the bigger TED was better than what the smaller TED was. We thought, the thinking was keep it small. We learned that the bigger it is the less trouble it is. So instead of having a three-foot TED, six-foot TED is bigger. And it's no more trouble than a three-foot TED.

SSD:What was the advantage to the bigger one? It let more shrimp in? It let more turtles out?

TS: It wasn't as ample. It wasn't as apt to plugging up the debris, the first thing. It stayed open. It kept good water flow across your grid. And bigger, you had more room to let that stuff go through. And, the only requirement was you had a full inch ball on the half, all the way across it. You see and that's all you had to do is maintain that ball.

SSD:What size boat were you on? The Reba Rose. And Rose is your wife's name?

TS: Reba is my daughter's name, and Rose is.

SSD:And it was a seventy-eight-foot boat?

TS: Uhm.

SSD:Did you go farther than the barrier islands? Or did you mostly stay in the Sound?

TS: Went all the way into Mexico. All the way up to, well, all the way up to Cape San Blas, up on the East Coast.

SSD:Wow, now Cape San Blas, what state is that?

TS: I said Cape San Blas. Not Cape San Blas, Cape Hatteras, North Carolina.

SSD:How many shrimp could it hold if it was filled up?

TS: This boat, this past year, it had 898 boxes of shrimp on it.

SSD:How many pounds to a box?

TS: A hundred pounds.

SSD:That's like almost 90,000 pounds of shrimp. Wow. Now, when did you get the Reba Rose?

TS: I had it built and the boat come out in November of 1973.

SSD:Is it a wooden hull boat?

TS: Steel.

SSD:It's steel. Who made it?

TS: It was built It was made in Biloxi by Carposovich Shipyard.

SSD:Okay, and, who has it now?

TS: A friend of mine got it in Pascagoula, name is Steve [Bolsavich].

SSD:And he's using it to shrimp?

TS: Yeah, he still shrimps in the boat.

SSD:That's amazing, wow.

TS: And it looks like the day it was built. He's very good at maintaining stuff.

SSD:When did you sell it?

TS: Sold it in '97, I think it was. '97, '98.

SSD:Had you retired before that? Or was that -?

TS: No, I just got off the boat and I had somebody else running it. And I just went to working for the State part-time, I guess you'd say. I did a lot of research work for the State with the boat. We did work on all kind of -. We worked on different types of propellers. We worked on gear research because fuel monitors. That boat had the first fuel monitor on it that was in the Gulf. And now they all got them.

SSD:Was that, you were doing research on it?

TS: Research, yeah. Find an outfit, what they knew is when you left when you come back it take X number of gallons to fill the tanks. But you didn't know what you burn running. What you burn on anchor. What you burn dragging. So, this fuel monitor the way it was set up it would keep track when you was anchored. When you was running light, and when you was dragging. So that they categorized what everything that was going on.

SSD:How long would you stay out on the boat?

TS: We'd stay anywhere from twelve to forty days, depending.

SSD:Good grief. Wow. So, did you have freezers on it or did you have to use ice?

TS: When I started I had ice. But it's all freezers now.

SSD:How much ice would you take with you?

TS: Most of the time we take 150 blocks which is 300-pound block. We'd carry 20,000 gallons of fuel. Five thousand gallons of water. We had a lot of capacity.

SSD:How many deckhands did you have?

TS: Two.

SSD:Did you have sleeping berths for everybody?

TS: Yeah.

SSD:For three?

TS: For four.

SSD:For four. So, you had an extra.

TS: Yes. In the summertime you generally bring an extra man. In the winter time the decks are cold, and the water's cold, and the weather's cold and your product don't lay there as long and you got a little extra time. But in the summertime, them decks get hot and you got to, before you pick up your nets and dock [inaudible], what you want to do is run the hose on them a while and cool them down. So that way you can keep from having bad shrimp. 'Cause you dump your shrimp on a hot deck—not good for them.

SSD:Practically cooks them doesn't it?

TS: Yeah.

SSD:Where does the water for the hoses come from? Is it sea water?

TS: Sea water.

SSD:So, it's just recirculated.

TS: Yeah, we been picking it up from twelve foot down.

SSD:Where it's cooler down there?

TS: Yeah.

SSD:What size nets were you pulling?

TS: When I got off the boat I was pulling four forty-five-foot nets. Now he's pulling four fifty-five-foot nets. He upped the power in the boat. It's the same engine but he turbo charged it and have to cool it. You gotta button up 200 horsepower out of this so he pulled bigger nets.

SSD:Now, would you pick up more than one net at a time?

TS: Yeah, they all come at one time.

SSD:All four at one time. If you emptied your nets and you had two deckhands, about how long would it take you to sort out your catch?

TS: Well that depends on the size of the shrimp, and whether you was heading them or not. If you was putting them down head on, there's a lot of variables in it.

SSD:Why would you head them?



TS: Getting more money for heading them. You could stay longer. The product holds up better 'cause less acid in the body of that shrimp, what it is in the head of it, you see. And the head of the shrimp is where it starts turning on you before the rest of it.

SSD: So why would you decide not to head?

TS: Well sometimes you catching too many and you can't keep up. 'Cause you and the best man that the best size shrimp heads twenty-six/thirty down to count. A twenty-six/thirty count you can head a hundred pound an hour; for the first eighteen to twenty hours you working. After that you start slowing down. Your hands just, your hands give out on you.

SSD: You do it with your hands?

TS: Yeah.

SSD: You don't use a knife

TS: No, you just pop the heads off of them. And, like I said, for the first few hours you can do pretty good but after that you'll start falling off because your hands give out on you.

SSD: Are you wearing gloves to protect your skin?

TS: Yeah, rubber gloves.

SSD: But just the muscles and the joints of your hands start to complain.

TS: You see you're constantly hitting the deck when you're picking. You don't always just stop before he hits the deck. Most of the time if you in a real, real busy spell, from your fingers hitting the deck, your fingernails all turn black.

SSD: Wow, like they're bruised.

TS: Yeah, that [inaudible] is, they bruise up and then sometimes your fingernails come off.

SSD: That's gotta be painful.

TS: You don't notice it right then but over a period of days you can [inaudible]. Some of the guys got pretty good and start picking and stop hitting the deck [inaudible]. Pick like this. So, they're not hitting the deck, they're straight on.

SSD: So, if you do it enough and you practice do you slide along the deck? And there's not as much of a –

TS: Well, not so much as slide. 'Cause you don't want your fingers in that stuff no more than what you've got because there's a lot of sea lice, and catfish, and crabs, and all this stuff. And all

that is getting at your fingers. So, you want to be careful what you're doing. Mostly with sea lice, and with the catfish, that the big, big problem.

SSD:What are sea lice?

TS: Let's see what they call them. The technical name for them is -. I can't think of the technical name for them.

SSD:What do they look like? How big are they?

TS: They look something similar to a shrimp. Only they fold up like that and they crawl and they got a soft [shell], the head is kind of square like that and it's got a bunch of stickers on it. And all you got to do is touch him and he'll kick and this reflex. He'll kick and what it does it's gonna stick in you somewhere.

SSD:Even through the gloves?

TS: Oh yeah, oh yeah.

SSD:Are they venomous?

TS: No. Uh-uh.

SSD:Now what do the catfish do that hurts you?

TS: They stick in your fingers and sometimes they break off and you gotta dig them out.

SSD:Do catfish have stingers?

TS: They got stones on them.

SSD:What are they called?

TS: We call them, they're not stones.

SSD:Spurs? They call them spurs?

TS: No. I can't think of what the name is, what the name is for them. [inaudible] they got one on each side and one on the top.

SSD:Oh, like a barb.

TS: Yeah, right. Like a barb. And, they'll get you pretty good. Especially, the ones this big, small ones like that. Those big ones will get you too. But the worse ones is little ones 'cause a lot of times you can't see them and you know and you pick and you get that in your hands pretty good.

SSD:What's that about four inches?

TS: About six inches, five inches.

SSD:Six inches. Yeah, those little catfish.

TS: Can't remember what the heck they call the –

SSD:The sea lice?

TS: Sea lice, yeah.

SSD:I grew up in Gulfport, I've never even heard of them.

TS: Never heard of them?

SS: [laughter] No.

TS: I was reading an article in yesterday's paper. I think it was Sunday's paper, yeah. About Kat Bergeron. You ever follow her articles?

SSD:Yeah, I think she's an artist too, isn't she?

TS: Yeah. She started working her way to college working on deck on a shrimp boat. Then when she got out of college she went to work for the Sun Herald and she just retired with them. She could handle herself pretty good on a boat. She real good.

SSD:Good, yeah. No reason that she wouldn't be. Well, when the TEDs requirement was first enacted, what was your opinion of the TEDs requirement?

TS: I thought, I really thought it was just something that was just being shoved down our throats by the environmentalist group. It wasn't. People didn't understand the whole [ish] of it. The way people, my way of looking at it, the way the environmentalist was looking at things, and the way these groups that's up and down to the coastal areas, is like we were killing all the turtles out there. It wasn't true. We weren't catching five or six turtles in a drag. You might catch a turtle every trip, something like that, you see weren't that many there. But when you go to Rancho in the way of Old Mexico, that's where the turtles nest and it's about eight or ten miles of beach there and they get out there as thick as they can be.

What's happened down there is times have gotten hard. Turtle is meat. Turtle is something to eat. The eggs is in that nest, they can get them eggs and they can –. They got deals so they take them to Mexico City, they could make a month's wage off of a few eggs. So, it makes them attractive for them to do it. So, what they did they put the Mexican Homer down there to guard them. That's like not having nothing. Never could, wudnt no enforcement. The guys had a job, they sitting out there on the beach in a little old shack with a fishing tent on top of it. More than that

getting paid. They didn't care whether he got them eggs or not. He said that somebody came they'd make a little effort to chase them. But he [inaudible] down horses and he got these guys out there and on dirt bikes and big baskets on the front.

SSD: The horses couldn't keep up.

TS: No. They'd make a fool out of him, them dirt bikes going.

SSD: So, not only were the turtles being caught in nets but the unborn turtles were being eaten and plus the turtles that came ashore to lay eggs might be –

TS: They were being eaten.

SSD: – butchered also.

TS: Yeah, they was being butchered. 'Cause I worked in the, I worked down in [inaudible] for a while on a research project. We just had a little place up there. I can't remember the name of that little coastal town. San something or another. Anyhow, they had a business there of catching turtles. They had a bunch of sand beaches there and the men would go out and get the turtles and bring them in and then put 'em in pens. They'd make a pen out of chicle trees. You know what they make gum out of?

SSD: The [chicles], yeah.

TS: So, they take a little fold about this big and they'd make a little lattice work fence, prettiest fence you ever want to see. And they'd put them in there and when they got enough to go to the market, they'd load them up and it would have to take them about forty miles. It was all inside buyers and they'd take them up to Bluefield, the name of the place. Bluefield was a little town. They'd take them up there and butcher them then take them into Managua.

SSD: So, it was not illegal for them to harvest and market the turtles.

TS: It was illegal if there was trade agreement between this country and those countries down there. If there was some official that was around at the time it was illegal. If you got caught, you could go to jail. With the minute you, they left.

SSD: Problem was with enforcement.

TS: Yup, government payoffs, money, politics.

SSD: Yeah, the turtles had other pressures on them besides shrimp boats.

TS: These hit a long line of caught turtles in the Gulf.

SSD: Oh yeah. That's right. Just for the record can you define what a longliner is?

TS: Well, it started off in '60s. The Japanese was out there bigtime. Longlining and for tuna fish and what it is; it's a twenty-five, thirty-mile-long line and about every hundred feet they got a hook on it. And they put these things on and they catching yellowfin tuna. Well here comes this turtle swimming along and the fish hanging in the water, a squid, or whatever might have the bait, well he's going to get it. So that caused problems.

SSD:Now, how long do those lines stay out? Is it long enough for a turtle to drown?

TS: Oh, yeah. They'd run that line, I think they run them like every -. By they time they got the line set, they'd turn around and run back to the other end of it and start running it. But the bad part about it was they couldn't get that turtle up. They didn't want to lose that bunch of line. You see, so they wound up getting him up as close as they could. Then off of the main line, was a thirty-foot drop. They'd try to get to that thirty-foot drop and cut in this line and go with it. Well he's got that hook in him so he's going to carry it back with him.

SSD:Not going to live probably very long.

TS: It's probably going to get to him after a while.

SSD:Right. The line might get caught up on something.

TS: Or wrapped around him a certain way and something. You know.

SSD:Yeah. So, it's probably a death sentence to the turtle. Yeah. Why didn't they want to bring the turtle all the way up?

TS: Well they heavy. It's time consuming. And once they start running that line, they on a straight tack going down that line. They don't want to -. They can't back up and all that because they get that line in the wheel. You see. They want to keep going the same speed. Well, they can't go but so far 'cause they got another hook coming. Well then, it'll all jam up together. So, they want to get away from it quick as they can.

SSD:Did your opinion of the Turtle Excluder Devices change over time?

TS: Not really. Not really, it was just something that was forced on us that could have been done another way. It could have been done with a little bit more reasoning and understanding. A lot of understanding could have went into that. There was no understanding at all used in this. And I'll tell you this, and it could be on the record, or off the record.

What happened, NMFS in Pascagoula was running out of money and they was fixing to have to shut it down. This was in the '50s, '60s. In the '60s, about '65 to '70, I'd say, they run out of money so they had to do something to generate money. If they didn't, they was all going to lose their job. So, a bunch of the big shots went to Washington, testified all this horror stories about the turtles that was being killed in the Gulf. That's what they shouldn't have done. They could have of told the truth.

They could have took care of this simply. They could have closed some areas for dragging at certain times of the year, and that type of stuff. But TEDs is very, very expensive. You going to take and put a TED in a boat and a net now. When I was doing it, \$200. I could rig that TED up for \$200. Do all the work myself. Now, them guys are putting in a \$1,000 in a TED.

SSD:Why has it gone up so much?

TS: Stainless steel pipes went up. Webbing went up. These things have gotten bigger. The cost of sewing them has went up. Everything has went up.

SSD:If you're pulling four nets, that's \$4000 dollars. You probably want extra one.

TS: You got to have five, six extras.

SSD:Five or six extras?

TS: Yeah, you tear them up.

SSD:Wow, that's a lot.

TS: And that's coming out of your pocket. That's how [inaudible]. Money there. That, I mean, let's say it could have been done different and but whatever will be'll be. The fishermen adapted to it. It's costing them money. It's costing them in production but we seen that we're gonna have to do it. So, we said well the best thing if we got to do it, we better try to make this thing work as good as what we can. And we did. We the ones, that the fisherman is the one that made the device work.

SSD:Went from the square box to the round grid. And you guys were the ones who suggested that they be installed on top? Is that correct?

TS: On top, yeah. We did all kind of research for NMFS. I did. Some of the things they tried to do is just really ridiculous, but I guess you have to have a starting point to get from here to that. They'd start off on an idea and it would just go all kind of ways before it got to where it was going with it. They changed the webbing that they used in them. That they make them with, they changed that. They changed the weight of the webbing. They changed the length of the webbing. It's a very technical piece of equipment. If it ain't done exactly right, it's exactly wrong, if it ain't right.

SSD:So, they would result I guess in loss of shrimp and getting a ticket maybe if you were.

TS: If it wudnt right, you'd get a ticket, if you [inaudible] it. And that was the next thing, you had people that wasn't trained to understand that thing. Didn't know anything about it. You got kids and these are just young kids on this Coast Guard Cutter. You got kids on there come from Timbuktu. They don't know nothing about the fishing industry. And you like you an adversary in it. We fighting each other. Well, it wasn't fighting each other. He's trying to make a living.

SSD: So, do you feel like sometimes you were judged by an enforcement official who didn't know?

TS: Didn't know. You get one guy come on the boat and I've had this happen to me. And check equipment saying you look good. Two days later you get one come on there—all wrong.

SSD: That must be frustrating.

TS: It is. [inaudible] you lose your temper. In trouble.

SSD: What would you say? Could you say to them somebody else looked at it two days ago?

TS: Don't make no difference. Don't make it any different. I got checked. One day I got checked by Florida Wildlife and Fisheries. I got checked by Customs. I got checked by Coast Guard. All within about a three-day span right there. Well every time they stop you, I seen them drift and flee the boats and wait for you to put overboard in dark. Most of time you'd work at night. And they just drift around. The minute you put overboard, they're gonna come board you. We got to pick up. We going to lose two or three hours for a while begin night tour. Instead of coming in the daytime, say okay, there it is look at it.

SSD: Aww yeah, I see what you mean. Okay. In the daytime when you're not using it it's hanging up on the boat and it would be easy for somebody to check it.

TS: It's there. There it is. What you see hanging there what's going to be in that water tonight. Then they'll say, well, if we wait you're going to put it overboard, and you going to tie it up, or something. You going to do something to it. So, what they got to doing this, they don't know how to tell you and tell you to pick nets up but do not pull the nets in until they get a man on the boat so they can look at the nets and make sure that you hadn't done something to it. Tied the trap up or something else on it, you see. [inaudible] this kills you with time.

SSD: Why did y'all work at night?

TS: Well mostly production's at night. On brown shrimp, especially. White shrimp, if it's bad weather, you catch shrimp both times—night or day.

SSD: So, they like it when the sun's not around.

TS: If it's windy like it is today or it's blustery weather, or if it's real rough it gets the better is for shrimping. The better production.

SSD: That would make for some scary sailing. [laughter] I would think.

TS: When you ride around here it ain't so bad but when you get way off, you getting wet, you get to working. You got to know what the hell you doing.

SSD: I'll bet. Because most boats try to find a safe harbor in bad weather.

TS: Yeah. And we work in bad weather. The next thing to it too is it's having a good deckhand. I had one boy work with me thirty years. And then other guy [channel] they'd come and go [inaudible] but that one guy was with me thirty years. If you got one good man on that stern of that boat looking out when you not looking out, makes all the difference in the world.

SSD: So, while the Captain rests you've got someone who's almost as good as the Captain.

TS: Well not say resting but when you working, say when you set the nets out when you depending on him to tell you when the marks are getting close.

SSD: What's a mark?

TS: The marks in the cable that tells you how much cable to put out. If you change depth, you change the amount of cable that you pull. Thirty fathoms, you pull 150,000. Twenty-five fathoms you pull a hundred. As you can, so, you set out hooked up 'cause you want that net to bust open and spread. When it starts getting close to the time to stop, he'll tell you stop. And you stop [inaudible] the winch off [inaudible] and you take off again. But you gotta have somebody that good judgement back there. And watching your cable. Watching everything. It's easy to get killed on a stern of a boat.

SSD: I'll bet.

TS: There's just so much going on.

SSD: A lot of equipment that's being moved around.

TS: A lot of stuff lying around. And as long as everybody's looking out for you, and you looking out for him, you'll be alright.

SSD: Did y'all ever have a man go overboard?

TS: Yeah.

SSD: Yeah? Tell me about that.

TS: It scared the hell out of me.

SSD: Yeah? Did you go overboard?

TS: No, I didn't, my daddy did. He was on a boat with me. I had another younger guy fall overboard. And you never stand outboard of a net, any of the netting. You never get between the netting and the side of the boat. You always stand on the inside. Well he had got on the outside and the webbing had caught him and flipped him and he went overboard and the only thing that saved him was it was daytime. It was in the evening, it was late, late in the evening and I told the one boss you do not take your eyes off him. We threw him a life ring and we was able to turn



around and make a quick turn and come right back at him. But what happens when you start coming at a man in the water, he starts getting scared, thinking that you going to hit him. So, he tried to get away from me. You see, and it takes a lot of coordination to get up then get a hold of that guy.

SSD:Do you put like a hook out or something that you catch –

TS: Throw him a life ring and he gets that life ring, pull him to the side of the boat and take one of the whip lines off the boat let him put it underneath his arms, put it on a winch and pull him up.

SSD:Wow, sounds pretty scary. Well, Mr. Schultz how do you think TEDs have affected the shrimp industry?

TS: Oh man. It's become very, very expensive. It's made a big difference in when you work. A lot of the bottom out there is salt bottom. A lot of the bottom we've kind of give it up because of these TEDs. As long as you going straight you usually in pretty good shape for keeping that TED off the bottom. But when you make a turn anyhow, anytime you turn them inside nets, these outside nets are turning out. The inside net come back to pivot. If that TED gets down hits the bottom and they get just like a shovel. They'll go to scooping along the bottom and first thing you know it plows into the bottom. Then you tear the back end of the net. Most of the time when that happens, when it pulls that back end off it'll take everything.

Whether you going to lose a bag, you going to lose a TED, plus you going to lose the time to shut down and change gear. And as long as it's purdy and sunshiny and everything is wonderful– it's great. But he's safe. You lose piece of one net out there. You got two nets out there. Well, before you can get the net that's not tore, you got to get the net that is tore and get a holda it. And get it out of the way.

SSD:And if you're working at night it's all in the dark.

TS: Yeah. We have enough lights to kind of light everything up but it still, it's not a good situation to be in.

SSD:How much would it cost to replace a net if it got torn up like that?

TS: Take the backing off with the bag, \$250 for the bag. Twelve, fifteen-hundred dollars for the back end on it again, if he didn't lose none of the front.

SSD:Is that including the TED?

TS: Yeah. Most of that stuff we had what we did we'd have a bag and a TED all sewed together. And if it pulled, if we lost one we could just stick one back on, just square the webbing off where it tore off and 'cause that son of a bitch it'd never ever turn square. It would zigzag in the webbing. Just take it and cut it as square as you could get it and then sew the TED back on. Another thing, if you had to make sure that the top of that TED was dead center to that net

because if you didn't, if you sewed that TED on and it was a little off center, this much, that much, whatever. That TED would want to turn and it would want to roll. Well it would roll and once it would get to a certain point it would flip. And when it would flip, everything that you catch was going to plug off right there. What nothing going to go in the bag. So, you had to be careful to make sure that you sewed those TEDs on straight.

SSD:So, it's really not caught until it goes into the bag.

TS: Right.

SSD:Okay.

TS: Right ahead of the TED is about a thirty-mesh piece of straight webbing. And that's so you can match up with the TED. It's a 150 meshes on the TED. So, we have a 150-mesh piece there about four foot long. And that way if you got to trim a little bit you can trim and it's all square and you can go back in a hurry. Because everything ahead of that funnel, they call it. Everything ahead of the funnel is tapered. It's cut just like you pants is cut, you know, is [cuttin'].

SSD:You think mostly TEDs have had a negative affect on the shrimp industry?

TS: Yeah. Well, it's just the cost. Just the cost of these things. Before we got these things perfected down to what they are now. There's no telling how much it costs. It's gotten better. They fixing to come with some more TED's requirements. I have a friend of mine that was in Australia doing some work in Australia and he said they are pulling TEDs out there that you can put a Volkswagen in. And he said oddly enough, he said they didn't foul up that much as far as the two TEDs. You are pulling two nets on each side. Well, when you get them things together like that. They start bumping like that. Sometimes the one runs under the other one like that. He said they didn't have that much trouble with it but I can imagine what that TED would cost. It probably cost \$2500, \$3000 dollars for that TED. But that's what's going to come because now they coming with this regulation on leatherbacks. And leatherbacks are a lot bigger turtle than the Kemp's ridley is.

SSD:Does leatherbacks, they're the one's that get the biggest?

TS: Yeah.

SSD:For the record can you just give us an estimate what a big leatherback would be wide? Maybe what would the –

TS: Maybe four and a half foot wide and probably five-foot-long, six foot long. I had some pictures my daughter, lost them in a storm, of her standing on, she's seven year's old and she was standing on him and he was crawling on the deck of the boat. You could see the difference in the size of her and the size of; he probably weighed nine-hundred pounds, thousand pounds.

SSD:Did he come up in your net?

TS: Yeah. And we brought him in.

SSD:Wow, amazing. Now you were, you're a member of Southern Shrimp Alliance?

TS: Yeah.

SSD:Is that right? And how long have you been a member?

TS: Since we organized it.

SSD:Okay, when was that?

TS: Gee whiz, you ask me a question two probably '02, '01.

SSD:Okay. What's the purpose of Southern Shrimp Alliance?

TS: What we've been fighting with is a lot to do with imports. That's what started it. Started the thing. What it is all of these countries are importing shrimp. They importing like ninety-four percent of the shrimp that comes into the country. That's consumed in the country is import. I think eighty-four percent is imported. Everybody goes to like Walmart and all these supermarkets and look at these shrimp in a package we can see 'em and the shrimp and little rows and they packed in boxes and in rows and they say this is beautiful shrimp, this is really something. It's pure crap. Because most of that stuff is treated, it's given all kinda antibiotics to make it grow. Plenty of shrimp in a small pond fast.

You can't keep ahead of the Chinese, and the Vietnamese and the chemical. Every time you get a banned chemical, they'll switch to another one. You see. So that's the reason we started this was to put tariffs on these imports. That coming from eight countries. And the eight countries were the world's worse. There was China, got into it later but they was bad. Vietnam. The worse was India, Pakistan; man, you oughta see some of the stuff that come out of there. Out of India. And the conditions that it was packed, now they would show you this plant and it was all white marble floors with people with hairnets on and them in white and all this; that was just showboating. If you go see what is really being done and how it was being done it would really shock you.

SSD:These are wild caught shrimp?

TS: These are farm raised but the wild is mixed in with the pond and vice a versa. Vietnam, I think it was. Vietnam is most of these shrimp that are raised on farm raised. Is raised in the Mekong Delta. The Mekong Delta was one of most heavily sprayed with Agent Orange out of all that area. Well Agent Orange does not go away. That goes in the mud and then stays there. Catfish are bottom feeders. Shrimp are bottom feeders. Crab's a bottom feeder. You can pick this up and look at it, oh this is beautiful but that stuff is in that product.

SSD:If you did a chemical analysis of it you'd find some things in there that aren't good to eat.

TS: If you wouldn't want to be tied up with, no. And you see the next thing about it was one of the things we were trying to do with this organization is to limit the amount of sodium bisulfite you can use.

SSD:And what is that for?

TS: Sodium bisulfite basically what it is a food grade of cow bone dish soap. What that does they can take and, it works better on clean peeled shrimp than it does on head on tails. It will work on tails but not as well. They take and put, they'll take hundred pounds. Make it easy, make it five pounds. Five pounds of shrimp. They'll take that five-pound box and they'll put four pounds eight ounces in it. They'll take them shrimp and they'll soak them overnight in sodium and they help put them in a tank, put ice in it, slush, stick them in a cooler overnight and pack them the next day. They'll get four ounces for every pound they put in they have gained four ounces on that five-pound box. Well that's cash, pure cash.

SSD:But it's just water, right?

TS: Yeah, it's just water.

SSD:What you paid for.

TS: What that sodium does it makes that shrimp soak up water. I know you've seen it. You take a shrimp, you go to the stores and buy these shrimps and you put them in a colander and then turn the water on and watch them they'll foam up like that. That's sodium bisulfite. Now you take that shrimp and you put it in grease and in water and about start cooking it and you watch it it'll go from this big, it'll shrink right on up to nothing. That's sodium. That's what the sodium does. So, they selling you water.

Now there's been a big uproar here recently just to buy salt added in product. And I bet these packers around here are squirming like blood and murder, thinking if they come with a ban on sodium in products like they doing, that's going to stop that. What would be good about it the consumer get a decent shrimp to eat.

SSD:Most people have no idea that these additives are in their shrimp.

TS: They don't have the foggiest idea because they put it in chicken. They put it in ham. It's put in about every kind of product you want to name. They said it enhances it. Enhances the weight is what it enhances.

SSD:It enhances their pocketbook. [laughter] Now, during the times of the TEDs, you didn't have the Southern Shrimp Alliance around but did the shrimpers have an alliance?

TS: We had an organization.

SSD:Tell me about that.

TS: Most everybody around here on these big boats like this belong to the Louisiana Shrimp Association. Then Biloxi we had an association here. It was the Mississippi Shrimp Association.

SSD:Where you active as a leader in that?

TS: I was on the Mississippi Association. I was on the Board, Board of Directors. On the Louisiana, I was just a member.

SSD:What was your role during the early days of TEDs and the Mississippi Shrimp Association?

TS: Back when we first started with the TEDs the one man that started telling us about we better get our eyes open was Charles Lyle. Well, Charlie Lyle worked for the Gulf Coast Research Lab. He didn't have a doctorate but this guy was sharp and he told us he had worked on the staff at GME's clinic some of these other guys back in the old days. What he told us, he said, "Y'all better start getting on top of this issue here with these turtles." He said, "This thing is coming at y'all big time." Everyone of us said, never happen. You're never going to see this coming. Next year would come to the meeting and get to talking about the problems this, that, and other. He said, "I'm tellin' ya, y'all got one shot at doing something right now." He said, "Y'all want to do it, they ain't gonna do nothing with that."

That ain't the happiest of bunch of quacks of their howling. Exactly what he said was going to happen is what happened to us. So, he had the foresight to seeing in the know.

SSD:And he was working for NMFS?

TS: No, he worked for Gulf Coast Research Labs.

SSD:Oh Gulf. Oh, I should know that. That's the University of Southern Mississippi, Gulf Coast Research Labs.

TS: He was a very, very knowledgeable man. I think he was either the President or the Vice-President of Mississippi Shrimp Association. Can't remember which one of [inaudible]. George Brumfield was the Treasurer, I remember that.

SSD:Once the TEDs were starting to be introduced, and you kind of could see the writing on the wall that we're going to have to use these, did you work with the Mississippi Shrimp Association at all?

TS: No. We didn't. We tried to keep that even. Strictly with issues that pertained to Mississippi and what went on within the state. We didn't think that with that police TEDs in the Sound around here. Back inside the barrier island. We figured it was going to be in the Gulf. Most of the local guys in them days was all small boats, there wasn't no big boats

SSD:But you were out on the Federal Waters I guess is what their called at that time weren't you?

TS: Yeah.

SSD:But most of the other guys weren't going to be affected by the TEDs Regs because they were in the Sound, the Mississippi Sound which is state water and TEDs weren't required for them at first.

TS: What they didn't stop and think about is a lot of the funding that come to the state that went to the Bureau of Marine Resources and now was federal money. A lot of it take up the phone and say listen if you don't [inaudible] we're gonna pull this money. If they pull the money they are going to collapse. Nobody thought about that.

SSD:Is that what happened with that?

TS: That's what happened. Yeah.

SSD:Do you have an idea just a ballpark figure of how long it was from the time you had to use the TEDs in federal waters till they came about using them in state waters? Was it a year? A couple of years?

TS: It was a couple of years. It was a couple of years 'cause I remember Louisiana was coming late on it. Texas went with the law early because Texas didn't have that much inside fisheries. They had from shoreline out. There again, they had Texas over a barrel too because Texas was claiming [215] fathoms which was in some areas some down there was twenty-five miles. Well it knocked them back to three miles you see.

SSD:Well Mr. Schultz that covers the questions that the museum wanted to have answered. I work at the Center for Oral History at the university and we have some questions that we'd like for you consider if you have time.

TS: Okay.

SSD:We'd like to get on the record a little bit about the way Biloxi looked when you were growing up and what it was like for you to grow up in Biloxi in the '30s and '40s.

TS: Biloxi was a great place to be. It was a great town. Your whole life revolved around the fishing industry. You know, all of our lives did. Biloxi in them days, this Rodenberg Avenue, that was the city limits. I lived, this is outside the city limits when I bought this house. Your whole world was like it was just compacted. You look at it today you know you slowing down. Lived in this little bitty area here. Everybody knew everybody in the fishing industry. You know, we knew the guys in Gulfport and the town of [Panfish Pan]. We knew the guys in Pascagoula. Didn't know too much else for but what went on.

SSD:Was your father a shrimper?

TS: Yeah. My father, my grandfather.

SSD:Three generations.

TS: Yeah.

SSD:Did any of your children become shrimpers?

TS: No.

SSD:Did you want them to?

TS: Uh, I had three girls and a boy and none of them was interested. They wanted to go to college. They wanted to go to school. I quit school in the eighth grade.

SSD:Is that when you started working on your father's boat full time?

TS: Uhm.

SSD:Somebody told me that when there were processing plants for seafood in Biloxi, there were whistles that would blow in the morning.

TS: Yeah.

SSD:Do you remember that?

TS: Sure.

SSD:What was that all about?

TS: Well, they had, there must have been fifteen plants in Biloxi in them days. I could tell you exact number, I can't. I'm just making a guess at the number of 'em now. But each one of those plants when they had work in the morning they had a whistle blow. Each one of them had a little different kind of whistle. There's a boy here in Biloxi that's got all the whistles that he was able to accumulate. Some of them are little whistles. Some of them are big around and tall. But each one of them whistles, the guy that was blowing it, steam whistles, he'd make his own sound. Well everybody around that worked at that plant knew when they heard that whistling on to head work, go to work.

SSD:Tell me about a typical day or maybe if you can think of the best day that you had as a child on your grandfather and your father's boat. What would that be like from the time you got up and started working?

TS: When you'd get up in the morning. Very few families had cars. You'd walk to boat, wudnt very far. Will live, most of the fishing families live from Oak Street down to the point. You walk down to the boat. You mapped out what you had to do for the day. And got started on it. When dinner time come you'd walk home, get a sandwich or whatever it was and go back. My mother worked in the factory. My grandmother took care of the kids and grandkids, everybody helped.

SSD:How many children were in your family?

TS: I had two sisters. In my immediate family there's two, two sisters.

SSD:You were the only boy?

TS: Yeah.

SSD:Yeah, okay.

TS: I'm trying to think of who else in the bunch that was around then. My wife her family the same way. They was in, her daddy was a boat captain. Very well known. He was the same way, he had three girls.

SSD:Just couldn't get enough boys in there to keep the boats going [laughter].

TS: There's a lot of them families had eight, nine, ten boys.

SSD:Right. I'll bet that was a wooden hull boat.

TS: Yeah, all wooden boats. The steel hull boats didn't come in until '50. The first one was built in '50. Right around '50 was the first one, was the Colonel O'Keefe and then from about '55 on you started seeing [inaudible] come.

SSD:Do you remember very much about your grandfather? Would you know if his family was, did they move here from somewhere else? Or does your family –

TS: They come from, my grandfather come from Denmark. He jumped ship in Mobile, him and his brother. They just retired and raised their families down in there.

SSD:How did he get from Mobile to Biloxi?

TS: They move here in 1926, '28, something like that. They come to Biloxi because there's more over here than what it was over there. So, they come up here to work in these factories.

SSD:Do you know when he got his first boat?

TS: No, I don't remember when he got. I remember when my daddy got his first boat.

SSD:When was that?

TS: His own privately-owned boat was 1945 or '46, right there, somewhere.

SSD:What happened to that boat, do you know?



TS: Katrina got it.

SSD:Katrina got your dad's boat? Where was it at that time?

TS: It was up the river here by Wilkes Bridge.

SSD:Did you still own it?

TS: No, he had sold it.

SSD:That's too bad.

TS: It was a nice little neat little boat.

SSD:How big was it?

TS: Forty-five foot.

SSD:Forty-five foot. Did you guys have 1945, or '46, would you've had a motor on it or was it a sail?

TS: Motor.

SSD:Where there winches on it too?

TS: Yeah.

SSD:Everything was mechanical.

TS: Mechanical, yeah. Now my daddy when he started, when he come to Biloxi he worked on boats they was sailing.

SSD:Right.

TS: They used a seine for shrimp.

SSD:Tell us what a seine is for the record.

TS: A seine is a big net, it probably 200, 300 yards long. Fifteen foot deep. They just go out and look for shrimp. In them days there was lot and lot of shrimp here. So, they'd go out and hunt shrimp. When they get them shrimp located like they wanted it put that seine around the whole school of shrimp.

SSD:What was the shape of the seine?

TS: It was just like a roll of paper towels. I could pull it off it was fifteen-foot-deep, twelve-foot, ten foot, whatever the size it was. They'd be two, three hundred yards long. They just make a big circle.

SSD:So, would it unroll while they were making the circle?

TS: No, they just had it, they had to have a big pile and it had to be just so such the lead line was on this side and the cork line was on this side.

SSD:So, there was the lead to make it sink and the cork to make it float?

TS: Yeah. Then they had a purse line on the bottom of it. What they'd do after they'd get it set in they'd get the two ends to come together. Then they'd the ends and start pulling the net. They had a hunk of lead on each side of it. They had to hold it in place. They'd start pursing it, stacking the net as it comes in at first. When it get it in to where the shrimps started getting tight in it, well they getting nets and start throwing the nets and hand picking the shrimp right on the table put them on deck.

SSD:What was it a cast net?

TS: A reel net.

SSD:Now what is that?

TS: That's one instead of a cast net the leads is all the way around the bottom of it and it's got a bag on it. These things was just, it's a piece of webbing, it's like the cast net and they had brills in it. Which a brill is like eight strings that goes from the top to the bottom of the handline. So, when you pull the handline in, pull the bottom cinches tight so it make like a bag out of it, a sack.

SSD:Kind of like a lady's purse that you pull the strings and it closes it off.

TS: Yeah.

SSD:Or like a drawstring skirt even does the same thing. All of that was done by hand?

TS: All by hand.

SSD:No winches.

TS: When they get 'em down so far then they have big scoop nets with big handles, about that big around. About fifteen-foot long. They run that scoop net down there and get a scoop full. You had to be a pretty good man to handle that.

SSD:To pick up one of those scoop nets.

TS: All of these guys are pretty good. They wudnt big but they was wiry and they was strong. My daddy was 6'2", 6'3". He probably weighed 150, 160.

SSD:All muscle. Do you remember being on that boat and seeing them do that?

TS: Not the seining, no.

SSD:He told you about it, is that how?

TS: I was too young for that. I remember the boats. I remember them in the summer time they wudnt any shrimping them days. What they'd do, they'd take all the sailboats and ride at the foot of Oak Street right where the Grand Casino is now. They had an area out there and they'd anchor them all up. They put their sails up every day or so and let 'em dry, keep 'em from rotting. I don't know why they do that to because they take the sails down and they put them in oak barrels and put salt in them. They'd salt the sails down and that stop 'em from rotting.

SSD:Maybe it only works so long and then you had to air it out for a while.

TS: I remember they had this old sail will just flop around in the wind. [laughter] We've said we'd swim out to the boats and go from boat to boat.

SSD:Well the coast must have looked different when you were a kid. Was there a beach?

TS: There wudnt any beach.

SSD:Because our beach here is manmade. It's dredged.

TS: This was all put in the '50s.

SSD:So, what did you look like when you went down to the water's edge?

TS: Went down there it was the sea wall. You walk down the steps of the sea wall and when you got to the bottom most of the time it was about a four-foot step there. You could get down, you just had to be careful not to scratch yourself on the barnacles and stuff.

SSD:So, you could go right off of the sea wall into the water to swim out to the boats. Did the piers come up to the seawall?

TS: Most of them did. Just about all of them did. There was a lot of piers in them days. 'Cause every house on that beach had a pier, just about.

SSD:Right, they went down from the houses. Boy, it must have been really beautiful.

TS: You see there was no highway there then. It wudnt nothing but a brick road then.

SSD:Was it brick?

TS: Yeah, it was a brick road and then between the brick road and the seawall it was about 150, 200 feet space they have nothing but bushes and old end of bushes different people had planted.

SSD:Big oak trees out there?

TS: Yeah.

SSD:At that time?

TS: Yeah.

SSD:So, did they put Highway 90 over that brick road?

TS: Took it up. They pulled it up. There's a couple of little spots that there's still some of it existing. But for the most part, right in front of the yacht club, the Biloxi Yacht Club coming back a little bit there's some of it left. But I think they put black top over it. But the majority of it from there coming all the way up the beach, well they took it up. That was done at the beginning of the Second World War, when they started building Keesler Field. They wanted more access, fast access into Keesler Fields so that's when they started. They put the full lane road down from the lighthouse going down.

SSD:The Biloxi Lighthouse?

TS: Yeah.

SSD:Just for the record, Keesler is an Airforce base that's in Biloxi. What about oyster shells when you were a kid?

TS: Oh man there used to be the big playhouse there. It was hard to imagine how big them shell piles would be. But they would have huge shell piles. I mean they went up real good and I think about this now. We had to be crazy. We'd get a sheet of tin and bend the front up it up a little bit and get up on top of the shell pile and get on that sheet of tin and ride it to the bottom. [laughter] Every once and a while somebody fall off and get all skin up, you know.

SSD:Sure, cut by the tin and the shells.

TS: We'd get that sheet of tin, go back up again. Barefooted.

SSD:It was like snow sledding but it was oyster shells sledding.

TS: Barefooted and [inaudible]

SSD:Barefooted. You guys had some tough feet by the end of the summer. Did they use those shells for roads?

TS: Built roads. Built most of these every road around here that's what it was. The actual bed of the road is oyster shell.

SSD: Why do you think they started paving instead of using oyster shells?

TS: I guess the case of politics a lot of it. Oyster shells become valuable.

SSD: Okay. What are they used for?

TS: They used to be they'd take, I forget what the ratio was, but for every barrel of oyster that you entered your factory you had to turn so many in to go put back on the reef. To keep the reef filled up.

SSD: I see, okay.

TS: When the shell got to be so valuable, then they'd sell them to the county and they'd get so much for a truckload. Well, that got to be big, big money. So instead of having a truckload, like a big pile on a truck, well they're selling them by the yard so they kept cutting the yard down. The trucks stayed the same size but they was getting paid. Politics, you know, they're paying them. Instead of having twenty yard; you know, you'd get paid for twenty yards but there wouldn't be but ten yards on a truck.

SSD: Little slight of hand. Is there anything else about growing up that you remember that you'd like to put on the record?

TS: It was a great time to be young and be in Biloxi. Great time.

SSD: Did you guys spend a lot of time fishing and bringing fish home to eat?

TS: Yeah. We all had us a little side line, we used to go catch crabs on the sea wall in the morning. Put them in a wheelbarrow and go peddling. Get ten cents a dozen. Make spending money. That was big money.

SSD: I'll bet.

TS: The first job I had when I was in school was I worked in the Ellzey's bakery. The big baker shop on the corner. I worked there and I made fourteen dollars a week. Man, that was like, that was big money.

SSD: What did you do at Ellzey's bakery?

TS: One of my jobs was filling pie shells with the filling. With apples, and pineapples, and cherries. Bagging bread. My uncle was the baker at that time. Just whatever they tell you to do though you look at, you know, pay you to do it.

SSD: How old were you when you were doing that?

TS: Fourteen.

SSD:Fourteen. Now when you were getting ten cents for a dozen crabs, how many crabs could y'all catch in the morning?

TS: Oh man, you could, in two, or three hours' time, you could catch a wheelbarrow full of crabs. I mean all you could stack in a wheelbarrow.

SSD:How did you keep them from dying in the wheelbarrow?

TS: Once you went up the street with them you'd sell them. It wouldn't take you long.

SSD:Did y'all put water in the barrow with them?

TS: They'd keep most of the day. What we would do is wet a sack. Get an old burlap sack and wet it and throw it on top of them. They'd keep. They'd keep good.

SSD:How exactly did you catch them?

TS: Use the bone, a chicken neck, any kind of old bait. There was so many crabs I tell you, you wouldn't believe. It didn't take long to catch 'em.

SSD:Did you have a round net that you tied the bait in? Or, –

TS: No, you just [inaudible] 'em. You get a bone, get you whatever kind of bone there was and tie a string around it, knot it real good. And try to go through the bone. In the butcher shop most of time they'd let you root through them, you know.

SSD:And get them for nothing?

TS: Yeah. Just throw it out there on a string and let it sit a little while and you go to pulling it in slow and that ole crab he's gonna hold on to the bait. You pull him right up close, take a scoop and scoop him.

SSD:With a line and a scoop then you caught him.

TS: Uhm. That was a simple, simple life. Very simple, nobody had a car. You went to town, you'd ride to town for a nickel.

SSD:On what, a streetcar?

TS: On a streetcar. It didn't take you a bunch of money to live. A big night was to go to the theater. The Buck theater was the cheapest theater in town at the time. It was all western movies. B-rated stuff, you know. It was walk up town, go to the Buck and then come out of there and get a hot dog and then walk down the seawall and go home.

SSD:What did it cost to get into the Buck?

TS: I'm thinking about ten cents.

SSD:Ten cents. What did a hot dog cost?

TS: Can't remember. I can't remember what they was. A nickel or a dime probably.

SSD:So, what else did you do with your money you earned from crabs?

TS: There was always some little something. We needed BBs for your BB gun. It was always some little something and you parents didn't have nothing to give you. 'Cause it was strictly hard to get by.

SSD:That was the Great Depression wasn't it that you grew up in.

TS: Yeah. I remember Daddy said that if it wouldn't have been for family he said we don't know what we would have did. What happened if somebody in the family had something everybody shared in. Whatever it was. Everybody shared.

SSD:Did y'all have a garden that you ate out of so you could get your protein meat from the sea?

TS: We had chickens.

SSD:Did you keep chickens?

TS: Back in them days we had chickens. We had pigs. We had a couple goats. We had some rabbits. We had a pretty good size of width. It was 250 foot by 150 foot on Oak Street.

SSD:Your lot was?

TS: Yeah. And it was wild and wooly back in them days. It wudnt no street, wudnt but oyster shells and the trolley track was running past the front the house. You'd get out there and I often think about that. The trolley track. If you caught the trolley going down to the factories, well, he'd slow up enough for you to jump on the trolley then would have done, he was taking cans and stuff down to the factories and bringing can goods back out to the railroad track. To the junction. He'd slow down let you ride.

SSD:That's great, jump on, get a free ride.

TS: Well my grandfather, actually he was a ship's carpenter. When he'd come here that's what his job was and they'd come into Mobile and picked up a load of timber. They'd throw a stick of timber overboard, him and his brother, and they went ashore right where Gulf Shores is now. That's a little settlement there. There was the Schultzes, the Steiners, and the Swifts. Was three big families down in that part of the country.

SSD: Now when you say that they threw a piece of timber over, was that to float on?

TS: Yeah. They didn't know where the hell they was going to wind up at. [laughter] They just come, he said they was about halfway down the bay and they threwed this stick of timber overboard. Well hell you could have went in the Gulf.

SSD: That's when they jumped ship.

TS: Yeah.

SSD: So, they could have just as easily drowned out in the Gulf of Mexico somewhere.

TS: He married an Indian. She was from Meridian. She was a Cherokee Indian.

SSD: So, you are Danish and Cherokee?

TS: Uhm. I remember her, man she lived to be in the nineties. My grandfather lived to be ninety-seven.

SSD: From eating all that fish.

TS: I can remember that ole woman was clean and had a bunch of kids. There was nine or ten of them in that family. The floor in the house was pine floor and wudnt no paint on it but it was white from being scrubbed and brushed, you know. You didn't go in that house less you cleaned your feet and you didn't go in there with shoes on. [laughter] You stayed outside.

SSD: That's a good way to do it.

TS: We didn't run back and forth like kids now. My grandkids come in the door, and out the door, in the door, out the door. There they didn't. Wudnt that way.

SSD: Kids really kept in line back in those days. We're pretty permissive these days with kids.

TS: I remember she had a -, they used to make a thing, they take a palmetto and they'd take that palmetto and they'd slit it. Slit all the leaves on the palmetto and they would have a handle. Leave a handle with the stem of the palmetto come up that leave a handle there. They'd hang that thing up let it dry. They'd sit out there and they eaten and they used them to keep the mosquitos [knocked] up there. [Little eggs] with the show. Then if you passed by and you didn't do something right, [shoo sound]. [laughter] Slapped the hell out of you. That little ole squaw woman very good cook. Evidently, she was good at managing because he worked all the time but there never was any amount of money. I remember where our house was where we was raised at on Oak Street when Daddy bought that house. The house and the land was \$5000 dollars. That was like a tremendous amount of money.

SSD: About what year was it, you remember?



TS: 1944, '43, something like that.

SSD:Did he build his house himself?

TS: No, it was already built.

SSD:It was there already.

TS: Just two bedrooms, a living room, a dining room and a kitchen and a bath. But they were small rooms. [inaudible]

SSD:Yeah, they used to build them small back then. 'Cause life was simpler. When did your grandfather go from being a ship's carpenter to being a shrimper?

TS: When he come over to Biloxi. They changed [inaudible].

SSD:Did his brother come with him?

TS: No. He stayed over there. He wound up he died, I think it is scarlet fever, rheumatic fever, one of the things that went on back in them days. They scarred his heart.

SSD:That sound like scarlet fever.

TS: Then he just withered away dead. They say after that he just withered away to nothing.

SSD:That's right. Scarlett fever would go into your kidneys and your heart back then. 'Cause you couldn't get an antibiotic.

TS: And, you see, there was no doctors over there. Daddy said the priest would come about every six months and he'd come over right there where the Causeway Bridge goes across Mobile Bay. He'd get on a wagon there and he'd make all the settlements down to Bon Secour when he got down there it was the end of the road so they would put him on a, they called it a sloop, but it wasn't but an over gown skiff with a little mast in it. They'd sail him back to Mobile. Then they'd sell oysters, they'd bring oysters with them, crabs, and all that. But he said he'd come about every six months he said that priest would make it then he'd baptize kids, marry people and all that.

SSD:Was he Catholic?

TS: Yeah.

SSD:Was there anything else about growing up that you'd like to put on the record?

TS: We had a lot of good friends. All the kids in, every once and while my wife and I go around and drive around just looking. Trying to remember who lived here, who lived there, you know.

And you walked everywhere, and knew everybody. Everybody knew you. You stepped out of line, they just go tell you, ay so and so did this. That was just like him catching you. You had to be on your toes what you did.

SSD: So, everybody's parents kind of kept everybody's kids inline.

TS: Yeah, you just, you know. I think about I used to catch the bus to go to school when I went to Catholic School. I went to Notre Dame. Notre Dame was on the beach right by the lighthouse. Right where the lighthouse is. It started off in the Seventh Grade. It was right on the corner of Porter and Irish hill, right where that grocery store is now. When you left ninth grade, you went to the one over on the beach.

For a nickel, you caught the bus, when up then and got off at the school, right at the school. You had ten cents for dinner, for a sandwich and a cold drink. Then you get a pass to get back home in the evening. For fifteen cents you went to school every day. In the two years and I can remember that 'cause I was telling the kids about it and they made fun of me. [laughter] Was sixty dollars a year.

SSD: That's great. But that was a lot of money then.

TS: It was. That was the Jesuit Brothers was teachers in there.

SSD: The Jesuits are real smart, aren't they?

TS: Yeah. But very strict.

SSD: Good teachers?

TS: Yeah. Very strict. You'd have to name your own poison. If you want to sass him, he'd come back at you. If you want to poke him. He'd poke back harder than you poked him. [laughter]

SSD: Those Brothers weren't afraid of their students.

TS: No. He said this one Brother that the Principal told me that he was in India when the Japanese took over there. He said that he would save them. He said he was in good physical shape 'cause he rode a bicycle all the time. He said he's in good physical shape so he said the Japanese couldn't kill him, we damn sure couldn't. [laughter]

SSD: That's right, he was right about that. Why did you choose to go into shrimping as a career? I just loved it. I just loved shrimping. I loved the people that people that I worked with. I liked the harder you work, the more you made. It was a sense of satisfaction that you get out of producing and being a big producing. And probably I was around here at the time I probably the first or second every year. In production. What it was is that everybody we all tried to outdo the other ones. So, that made you get better. There was a lot of competition for being a Shrimp King one year.

SSD:Now what is that, Shrimp King?

TS: Well, that's the industry and civic leaders pick you out to represent the industry. And that was a big deal back in them days. 'Cause eventually the boats head in. It's not like that anymore. But this boat right there that boat put four kids through college. They had a really nice life. Not a extravagant life but a nice life.

SSD:Well I have noticed that shrimpers are an independent group of people.

TS: You learn to. Once you get on that boat and you leave that dock you gotta call all the shots. You gotta make all the moves. If you go, if you travelling with boats, it a little better situation but I soon as just go. You wouldn't see a boat for weeks at a time. You had to be able to take care of yourself. You had to pay close attention to your equipment.

SSD:Did you get your boat blessed when there had blessing of the fleet? Tell me about that, what was that like?

TS: I was pretty neat. It started back when we were young. The blessing of the fleet was a big, big thing then. Because there's such a bit fleet of boats here. And there again, it was a lot of competition between the different factories. Who would produce the best? What factories produced the best? What factories had the best-looking boats? The best kept boats? They had boat races from here to Ship Island and back.

SSD:Shrimp boat races?

TS: Yeah. A couple of boats were fairly fast. Which they're not built to be fast. They're built to pull nets. So, you sacrifice speed for pulling power. There was beauty pageants. There was swimming contests. At one time they'd swim from Biloxi to Ship Island for races to swim out there and back.

SSD:How far is that?

TS: Twelve miles.

SSD:Good grief.

TS: There was swimming races. They'd swim from right there where the boulevard is. They used to call it Walking Fields Pier. They'd swim from there to Ship Island.

SSD:I bet they took a boat home. [laughter]

TS: That's a pretty good little swim.

SSD:Oh, my goodness, yeah. That's about twelve miles. What can you just kind of paint us a picture for somebody who might be listening this a hundred years or two hundred years from now. What was your best day on your boat?

TS: The best day was probably. Do you mean the amount of shrimp?

SSD: Just that you remember as a real good day that you enjoyed.

TS: Thus far from production and catching shrimp, I can remember some days that we went Texas, working in the lower Texas Coast down there close to the Rio Grande. Is that, I don't remember how many damn shrimps we caught that day. We caught, we was getting like thirty baskets every couple hours. And a basket is seventy pounds and we were getting thirty baskets every couple hours. We did that for two days until we just, all four of us just finally just collapsed. And said that's it, we can't go on anymore.

SSD: You guys didn't rest? You didn't sleep?

TS: No. Didn't sleep, didn't get a minute's sleep, or nothing, and so we anchored up, we had to anchor up and we got the last drag cleaned out and that took about three times as long as normal.

SSD: Why did it, just 'cause you were so tired?

TS: Just worked out. Just couldn't get it. Just couldn't get functioning. You know, you just couldn't go. We took a bath and went to lay down. I said don't nobody call me. Whenever I get up I'll call y'all. The boy that with me a long time, he's is laying there in the bunk and he said I can't sleep. You know that if you ever get the were you just been up so long, you just can't sleep. You just can't fall asleep. I said well if you can't sleep, I can't asleep either. So, we get up. So, we got up me and him and we sit at the table, the kitchen table, and he fix coffee, we sit there and talk. We went to sleep at the table. [laughter] Of course them other boys, they didn't ever budge. [laughter]

So, we finally got out of there and another boat come up to us, he thought there was something with us. So, he come up to us and said if y'all have troubles. Said no, we just got up. Well, he said, there's still a few shrimp around so we went ahead and put over and went to dragging again.

Then we had some whaler come up and then it got real, real bad. This was like on a Saturday night and everybody in that fleet of boats and there was a big fleet. They was catching the same amount of shrimp. The guy from the dock called us and told us, he said, it's gonna be Thursday before I can get you all unloaded. This is Saturday night, he's got so many boats at the dock already so I said, hmm, that don't sound good so said I'm going back to Delcambre. I know I can get unloaded at Delcambre. Well Delcambre was fifty hours from there.

So, we took off running. Went to Delcambre but it was rough, man, that son of a gun ship rolled. And the boat was a good boat and she'd roll and she'd stepped over outriggers under the water. She'd roll back the other way. Well, what happened to it that, when you do that so much it just wears you out. 'Cause even sitting down it'll get to hurtin' you. You can't lay down that much 'cause you just sliding in the bunk. You can't stay there in one spot. But when we got in there we

was all just totally whipped down, we slept a day, waited our turn to unload, turned around and come back.

SSD:Came back to Biloxi?

TS: No, went back down.

SSD:Back to Texas?

TS: Texas, yeah.

SSD:Back to Texas, yes. Started shrimping some more?

TS: That was real interesting.

SSD:Yeah. Now when you say the outriggering was going into the water, what do you mean by the outriggering?

TS: Well you see them outriggers how they stick out there?

SSD:The ones that are sticking up like that?

TS: The ones that are sticking off to the side like that.

SSD:Oh, my goodness those were going underwater.

TS: They were going under the water like that when they would go down. When they would go down they would drag in the water.

SSD:Where you taking water on the deck?

TS: Oh yeah, go all over the place. Like I said that boat it don't look that big in that picture but it's a big boat.

SSD:Sure, well there's nothing there to show the scale of it.

TS: Yeah, and it was a good sea boat too. A lot of boats aren't good sea boats. They might be big but they are not good. But that was a good sea boat. You could run into sea and it handled itself good. It run fast and it was a good boat.

SSD:What kind of a keel does have on it?

TS: Steel. It was a one inch thick, twelve-inch-wide plate, steel plate. The frames in all were built up to it. That's the way they was all built like that at the time.

SSD:Very sea worthy craft. Do you remember how much shrimp you sold in Texas after those sleepless nights?

TS: I think that trip right there we had like forty-seven, forty-eight thousand we had on that trip. But we caught them in a hurry. We caught them in about six days. In the left. The thing about it with that boat is that I seen this drag and I had a, in that picture there, and I can't see for it if that skiff's on top of the house. I know it's not up there in that picture. I had a skiff up on top of the boat. An eighteen-foot skiff. It set, see where that ladder goes up to the top of the cabin right there?

SS: Yeah.

TS: Well it sit right up there longways. The sea was coming over the top and filling the skiff up.

SSD:Good grief.

TS: I kept hearing something making noise and what we had were, we some gas cans in the skiff and the gas cans were going back and forth.

SSD:They were floating in the water.

TS: Yeah. They was full but they was still going back and forth like that. Had to get the boys that I can't get 'em.

SSD:Would that eventually tear your skiff apart?

TS: Tear it up, yeah.

SSD:That would not be a great time to be climbing up that ladder. [laughter] If you were in weather like that did you have a lifeline on that you attached to the boat somehow?

TS: No. Just watch the waves and when the waves hit, once the first wave hit run and do whatever you got to do and then get back. I've seen this towing guys one time. They had a fella broke the shaft and I towed him in and broke a tow line. I know three or four times and that's what's really, really scary.

SSD:Really?

TS: Is that that boat is drifting and you get sideways in the sea. So, you got to come up to him and get up to him and back up close enough to get a rope across to him. You just got to make sure that you don't touch. If you touch, you can tear something up—seriously.

SSD:So that boat that needs to be towed has no control.

TS: No control.

SSD:They're just drifting in the water.

TS: And they always gonna get sideways in the sea. It's natural for them to do that. So, you gotta get there, or, you gotta come say you drifting this way, you gotta from this side of him. Come up like that and come past him. When you gotta judge how fast he's moving sideways and how long it's gonna take you to get in that position.

SSD:So, when the tow rope broke, you had to do it over.

TS: All over again. If it's in the daytime, you can see a little bit. You can judge distances but at night time is just all the judge. We towed him all the way from way off shore. It took like twenty hours to come from offshore out here. Like that, I think about that all the time. That old boy he's in bad health that boy that had that boat.

SSD:Is it kind of the law of the sea that if you find someone in trouble like that you're bound to tow them?

TS: Yeah, we got to help each other. You can't leave somebody.

SSD:Does he pay you?

TS: No.

SSD:Or it's just good Samaritan?

TS: Yeah. It's just a rule of the road that I help you, and you help me. Next time it might be you.

SSD:Right, yeah. So, if you were shrimping you'd have to stop shrimping and go ahead and take care of that.

TS: Yeah. And it was we never depended on the Coast Guard for anything. Never ever call the Coast Guard. We had a problem, we took care of it our self. It was a good life. Exciting. Real, real, kept you on your toes.

SSD:Kept you thinking, huh?

TS: I remember one time my daddy was telling me that when he was young he said they was going to the movie. When you think of going to the movie, is going catch the bus, getting in the car, going to the movie. Well they lived in Bon Secour. Well the nearest town was Foley, it was fourteen miles. So, they'd walk up to the main road, on the main road then walked into town and he said he'd hardly ever seen any traffic, you know, seeing anybody that give you a ride to anything. From where they, from his house, where they lived at, it was a, I don't know whether you know what a three-trail road is.

SSD:No.

TS: A three trail road is two trails, like the wagon wheel goes on and the middle trail is where the horse is pulling the wagon on. [Inaudible] they call them a three-trail road.

SSD:Okay.

TS: Daddy said they were going to there and he said that his friend of his. He said they knew when you'd start for town, you'd take your shoes and tie the string together and put them around your neck. 'Cause you didn't want to get your shoes dirty. He said this old buddy of his kicked one of them roots that was in the trail and he said this peeled his big toe nail just completely off. He said man, he said, I'm glad I didn't have my good shoes on. He said I'd have ruined them. He said his toe nail was hanging up on the [inaudible].

SSD:Yikes. Still had to keep walking though.

TS: Oh yeah. He said, so when they got there he said they ate too much and falling out. You could image what it was. [laughter] Back then, ten'10, '15, '18, 1918, '16 somewhere in the back in there.

SSD:That's the year my father was born. '19, I guess '17.

TS: My daddy was born in 1905. He died, he was out of nine, he was the second to the youngest to die. The youngest one died first. Then him. He died, he was seventy-six and his oldest brother was ninety-seven when he died.

SSD:Wow, he was kind of young. Especially considering his parents lived into their nineties.

TS: All the rest of them boys lived to be a pretty good age.

SSD:Did he have an illness, or was it sudden death?

TS: He had cancer.

SSD:Oh, was he a smoker?

TS: No.

SSD:No? What kind of cancer?

TS: Pancreatic.

SSD:Oh, that's, yeah, that's one that gets pretty fast. That's a bad cancer.

TS: He lived about five years. They removed his pancreas and he took chemotherapy and then he got along there good for a while. And [rectly] got sick and he just went fast after that. In fact, we thought he had pneumonia and he didn't it was just the results and that, they said the cancer went to his brain. When it hit his brain, well that was the end of him.



SSD:That's the problem with cancer, it tends to not stay in one place. It likes to travel.

TS: My youngest sister, that's what she died with. Was breast cancer. My sister right under me she had -. What the hell, she had breast cancer? No, can't remember now. But that [inaudible] my mother. That's what killed my mother too. Course, she would never go to the doctor, Momma never, never went to the doctor. You know if she'd went to the doctor maybe -. Course back and them days it was in '73.

SSD:We still don't know, have a lot that we can use against cancer now. And that was, what was that, how many years ago?

TS: Forty years.

SSD:There probably wasn't that much they could have done for her. [pause] Well, Mr. Schultz, I'm going to send you a cd of this interview. Is there anything you want to put on here that your children will be able to listen to, or your grandchildren will be able to listen to, or people in the museum might be able to listen to?

TS: Well my grand, my grandson, I got one grandson that's would be five this month and he wants to get another boat like that one 'cause he didn't get a chance to go on that boat and it's named after his mama. [laughter] So he wants another boat. Nah, but it's been a great life, it really has. I've been fortunate to have four good kids. It's been very interesting. A lot of fun when we was kids. We had a lot to do, that didn't cost nothing to do it. If you wanted a sailboat, you built that son of a gun.

SSD:Yeah? There were enough people around to show you how to do that?

TS: Yeah. To show you how to do it. Some good [inaudible] of friends. And any one of them would help you. If you wanted to build a skiff, a little sailboat, a canoe, whatever. If somebody there to show you what to do.

SSD:Right.

TS: Now it might not come out looking the best in the world, [laughter] but it was yours. Is funny thing, I hung around with some kids that was, had a lot of money, their family had a lot of money. The Williamses, they owned they own packing company. Him and I went to school together. Very, very wealthy. Didn't live any different than what we did.

SSD:How about that.

TS: They lived like eight to ten hours down from us. They were just simple, simple people. His mama was just a simple ole lady. His daddy was, had pretty fair education. Was a professional baseball player at one time. Got into the shrimp business, that was in probably in 1928, '26.

SSD:Was DeJean still here when Camille hit?

TS: Was who?

SSD:The DeJean.

TS: DeJean? Yeah, uhm. It got tore up but they got it back in operation the they had packed a bunch of shrimps. They had new management. The guy that owned, the two brothers that owned the plant. One of them got sick and he couldn't be there anymore. So, the older one that was running the thing he brought his son-in-law in there. Well, his son-in-law was a Captain in the Airforce at Keesler. He had all his ideas of grandeur. He was going to can juices. Going to can fruit. He was going to can this and he was going to can that. He went completely away from the seafood business that they knew something about. Until that business, and then he wound up, he bankrupted the company. I mean this was a big, big company. [pause] Made a lot of money. At one time they probably had twenty-five or thirty of their own boats.

SSD:Wow, that they sent out to shrimp and bring back.

TS: Plus, they bought from other boats. You know.

SSD:Yeah.

TS: So, it was a big operation. They canned oysters in the winter time. There was always something going on around there. [pause] But it seemed liked that somewheres along in the '50s. I went in Navy in 1950, and I was gone four years. Along in that time, all of the guys when I left, there's a bunch of young guys was working on the boats like I was. Working with their daddies. Just about every one of 'em was working with their daddy, or they uncle, or somebody. When I come back, all them boys had went to college. They didn't want nothing to do with the boats. But they didn't have the attachment to the boats, or to the water that I did; I guess.

SSD:You just loved it so much you wanted to stay.

TS: I just wanted to be like my daddy. I though he was great. He was, had an independent thinker. When he made up his mind on something –

SSD:That was it.

TS: That was it. If you was right, you was right. If you was wrong, you was wrong. Was no this grey area. Was no grey. [laughter]

SSD:You can get a lot done like that, can't you?

TS: Yeah.

SSD:Well Mr. Schultz, is there anything we haven't talked about that you want to put on the record?

TS: No. We talked a little bit about the Seafood Industry Museum.

SSD:Right, right, yeah.

TS: I was trying to think of Lydia Warby was another one that was on that Board when we started it. It was Sheva Swetman, Jerry O'Keefe, Steve Mironovich, myself, Lydia Warby, and there was another lady on that; I can't think of her name right now. We sit down there and we talked about it. About what we was wanting to do. And Sheva Swetman's daddy, Glenn. It was Glenn that was on the Board at that time when we started it. He's the one that put up the first hundred dollars to start the little money to get the organization going. [pause] Then this changed.

I was on the board until just a couple two or three years ago. I was on the board I'd been in -. I'd get ideas in my head and I didn't like the way some of the things were going and it was kinda starting to be some clashes. I said, you know, I just let them go the where they want. I could see where they was going wrong.

One of the things that happened there was they kept on dealing with a bunch of people that had family interest, that had been in the business at one time or the other. They had but their grandpa might have been or something like that. Some of these guys was lawyers, doctors, Indian chiefs. They had different ideas about where this thing should go. Every time I'd come up with something that I didn't think was the way we should go or what we should do. They shot me down so I said, don't have to be here. [laughter]

SSD:Well, Katrina washed the museum away didn't it?

TS: Yeah, it tore it up pretty good. I was a shame 'cause a lot of that stuff could have been moved and it was just -. It happened to all of us and what the thought was, oh well, Camille didn't get but so much water here so this ain't going to be any worse than Camille and Camille was always the "bad" storm, you know. Then this thing here come and was a lot worse than Camille was.

SSD:It was like a big Camille. [laughter]

TS: Yeah, it was a big, big difference in it. But they shoulda moved a lot of the stuff. I see there the other day in the paper they did save the lens out of the lighthouse. They had a [inaudible] on.

SSD:That's right, yeah. I think the schooners even though they were damaged they weren't completely lost.

TS: They just got through working on one back at Bill Holland's. That's one of the things got me in a bunch of controversy. What they need to do those schooners is C-Flex 'em.

SSD:What does that mean?

TS: That's fiberglass but it looks just like a plank but they put it on and the C-Flex is glued on it.

What's happening it's costing more every year to keep these boats seaworthy than what we can afford to pay. We can't afford. The only reason we are existing right now is from Tidelands money. Well, everybody wants some of the Tidelands money. Everybody is entitled to an equal shot to the Tidelands money. One year, we got 200 pounds. You can't spend seventy, eighty thousand a year on each boat. And, maintain yourself. People with salaries, big salaries and all the stuff going on there. They got these pictures of grandeur there where they want to have this big museum down on the beach. You just gotta get some of these things out of your head. The city of Biloxi ain't got the money. They ain't got the money to fund the schools much less put money in this museum stuff.

SSD: Things are really tough.

TS: Yeah. I think it'd be great to have a great museum. But can we afford it? No. Can't afford it.

SSD: Well. [pause] We thought when the casinos came in we were going to get a lot of money flowing out of those but I don't know why it hasn't worked out that way.

TS: Well, we did at first. We didn't get a bunch of money but then we went to buildin' these schools like this Biloxi high school across the bay. Now I think schoolin' is great But, they spent more money on volleyball fields, tennis courts, tracks, all this stuff back there. If you'd a just thought down the road a little bit; instead of doing this all at one time, let's do this and then as we go we'll add to it.

SSD: A little at a time.

TS: Well they built that whole complex out there. It took a ton of money and we're broke now.

SSD: Having to layoff teachers.

TS: They boohooing about having to close this Nichols school and a couple of these other schools around here. It's just the facts. These Vietnamese black women that was on TV the other night they showing we think it's terrible, it's racist. Ain't nuttin' about race, it's about money. They spent \$5,000,000 to redo Nichols in a flood zone. And Nichols school, the first school was just a little ole wooden building. It wasn't nothing. Then they built the school, which was a nice school. The hurricane tore it up. It cost \$10,000,000 dollars to build. It cost \$5,000,000 to rebuild it. They can't maintain all of these [inaudible] darn things.

SSD: It probably'll take another hurricane to wipe it out, and I'm sure will have another Katrina sooner or later.

TS: Sooner or later. If we do, it's gonna change the whole atmosphere around. These casinos ain't gonna put that kind of money back into this anymore. They gonna go somewheres else where they don't have this problem.

SSD: That could really change the -. We could go back to being small little towns that are not so much concrete jungles.

TS: I remember that Camille. I had in the winter time and from 1965 to 1970, I think it was, we were trapped in the summer and then the fall. In the winter time right after Christmas, I put my boat on a shipyard and go to work in the morning. I go to work for the police department. I work up there and there wudnt but seventeen policemen. On the Biloxi Police Force. Ten o'clock at night you could go lay in the street there and nobody wouldn't run. [laughter] They might run around you but they wudnt gonna run over you, you know. It just goes to show you how the town has changed, you know, the traffic and everything.

SSD:It has changed a lot. The population's grown by leaps and bounds. But, I think Katrina must have cut the population back.

TS: Purdy good, yeah.

SSD:A bit, huh?

TS: Yeah. I remember when I worked up there. I worked for the city. They had, there was one car that worked from Rodenberg Avenue, a prowl car. From Rodenberg Avenue to Bridge. The other car worked from right here from Rodenberg to the Debuys. Then you had one traffic car. That's all that run at night.

SSD:A lot more than that now, huh?

TS: Oh yeah, there's a hundred cars there now.

SSD:Well the casinos brought in some interesting people. [laughter]

TS: They did.

SSD:They brought in some, um –

TS: They brought this much of this in these apartments back here. Now they hadn't been here in a while but for a while they'd bring in a couple a busloads of Jamaicans to work in the casino. And, then they'd bring a couple of, they'd get them out, and they'd had to get Nicaraguans, Hondurans, Guatemalans, or whatever. And they'd shift. And you could see each culture as they'd come back here what they would do. Some of them were pretty good, lowkey. Some of them, you know, really just disgusting at times. Life goes on.

SSD:Well from here it's a beautiful view. [laughter]

TS: Well she likes it. She likes them woods. We gonna cut some of that stuff down back then and she wants to see the trees back there. We got a nice cook area back here. That we do a lot of cooking and all the kids use this for every party that they got.

SSD:Oh, that's fabulous.

TS: They come here and when they get to cookin' and with they partying and all that. They clean everything up and that's just like it when they come. So, it's not bad.

SSD:It looks like a lot of fun out there.

TS: Oh, it is, it really is.

SSD:Well Mr. Schultz, I want to thank you for giving me your interview today. Your time, and your input.

TS: We covered some of the stuff that you were interested in.

SSD:It was very interesting. I'm gonna go ahead and turn this off.