

Name of Narrator: Herbert McIver (HM)

Interviewer: Yhambria Simmons (YS) and Kimberly Singley (KS) with the permission of Herbert McIver and for the research project “Boat Stories”

Primary Investigator: Dr. Jennifer Sweeney Tookes, Georgia Southern University.

Transcriber: Yhambria Simmons

Others present: No other people were present.

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Place: McIntosh County, Georgia

Duration of the interview: Forty three minutes and forty six seconds (43:46)

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Context for the Interview: Student interviewers sit down with Herbert “Captain Truck” McIver.

General Description of Contents: Herbert “Captain Truck” McIver discusses his history of commercial fishing career. He discusses the work he does for the University of Georgia Marine Extension, as well as how his experiences have helped him understand the ins and outs of the industry.

YS: This is an interview with Herbert McIver on November 13, 2021. The interview is being conducted in Darien, Georgia. It is part of the research project and interview collection titled Boat Stories. The interviewers are Yhambria Simmons and Kim Singley. Mr. McIver, how did it all start in your fishing career?

00: 26

HM: Oh I started out when I was big enough to go out on a boat probably around eight or nine years old, started going out with my dad getting seasick as all get out and I kept going to work every summer with him as I got older. Finally just me and him used to go when I got like 15, 16, 17 during the summer.

YS: What did you all mainly catch?

00:55

HM: Crab back then you could catch crabs, shrimp, whiting, flounder, other different smaller stuff. A lot of different by-catches.

YS: What kind of by-catches?

1:12

HM: What we call sea mammals look like crawdads look more or less like that. Seaweed but you know how dont see any of that no more, sand dollars this a small species of fish you know no croakers, spots, trouts, weakfish. Different different types of that.

YS: So how's the bycatch different today compared to like back when you first started when your in your teen years or even before?

1:59

HM: To me there's not like been eliminated you don't catch as much well you don't get a chance to see much of it anyway because you got [inaudible] than that now so you don't get to see all of what you what you catch anymore. But just looking at what hit the deck and coming off the bottom. It's diminished. I mean quite a bit. I mean, it just aint the same thing anymore. You don't catch crab

especially offshore on the beach anymore. Like you did in the summer you catch crabs all the time you got to hurry up and get the shrimp up before the crabs start chewing on them or cutting them in half. You know destroy 'em you don't see crabs like that no more. there were no problem and suddenly you've got crabs all over crawling all over the place and then back then you could sell the crabs but you don't even have [picking aisles?] and stuff like that no more. You know people used to make a living doing that kind of stuff. Definitely you don't see those you don't see much [bleak fish?]. You don't see the summer trouts out there like you used to. I'm hoping that's because of the bycatch device. That's could be the reason for that. But with the crabs, you should have been seeing more of those and they just not there not even the crabbers not really catching the crab like they used to anymore.

YS: Can you tell us about your current or most recent vessel? And what was the name?

03:32

HM: The last vessel I had was The Babe but the one before that that I own was the Mr. Magoo. I used to matter of fact, I used to tie up right here. Right, right, right here with Charlie. And I worked it for many years and me and his dad, we would he sold me half of Mr. Magoo. And then finally let me have the whole thing you know a boat was mine. And I sold it and I moved on and things got a little rougher and then I got a chance to get another boat tied up down the Darien {?} which you see it's not a dock there anymore, the storm done got rid right at the, And now you seen them tall piles standing up? That used to be a dock with at least 15 boats used to tie up there, same amount used to tie up right here but y'all won't see any, fleet done diminished. But I worked The Babe a long time me and um, Matter of fact, I sold the babe back in 2013. And when I left there, and got rid of it ,that's when I started working for the university. But I traveled from the Mr. Magoo from here offshore, used to work offshore there longlining with it. Catching tilefish, gropers, snappers. It was very versatile boat, went to Alabama with it , Mississippi, Texas. Tall tippers {?} which we call Florida Key West, some other name for it, been a lot of places with it and also with The Babe. Traveled a lot with The Babe.

YS: What areas would you say you caught your greatest catch?

05:30

HM: Right here, and Texas but I will ,take this over right here on the east coast of Georgia

YS: Can you tell us the largest investments you had to make on any of your boats?

05:49

HM: I guess you talking about repairs mostly.

YS: Yeah maintenance.

05:54

HM: Overhaul on the motor is one of the biggest, repairing the transmission which would be the clutch, those high dollar items very high dollar items back then it would cost you like \$16,000 to haul out a motor and a probably about 10,000 to change out the clutch. And I have added large red wheel builds because I almost lost a boat one time because the worms eating on the bottom and it sunk on me and the coast guard had to bring me many pumps. And the bill on the railway was, it was what you say off the chain. You know, it had to put new bows in, replank it and had to pass coast guard inspection and had to clean the boat up, you know from all the damage from the water that was in there that got that got up to being a few dollars, thousands of dollars. But those three things probably was most expensive.

YS: So, and can you explain like how has the profit of your catch declined over the years?

07:05

HM: Oh, yeah, I mean, you probably heard everybody said this, the imports had a lot to do with that, with the price in the United States, they bring in tons of import shrimp and they could of get them cheaper you know, the quality wasn't there, but still they could get it cheaper than American shrimp and that's what they went for. And in the first place we don't produce no more than about it probably down to 20, maybe 19% of shrimp consumption in the US. So that's to tell you the story right there come from other places. But that and fuel prices you know, put a lot of people out of business that's why you don't see as many boats as you see you know what I mean. People just had to go sell them some of them lost boats couldn't keep them up because they wouldn't make no money you know can't spend money you ain't got. All that has to do with it, but the imports really start everything going south you know just couldn't keep up. buyers and contractors and all, It didn't just didn't have to pay us they was getting shrimp. You know we were not 'bout a small piece of the pie as far as distribution.

YS: Do you have a particular boat that was special to you like let's say like a boat that you caught like a really good profit from would you be any of that?

09:02

HM: Mr. Magoo I think you know, cuz I raised my kids and send, two of them to school working that boat [could not understand] school after high school. And we had a lot of fun. We had a little money made, you know, enjoyed ourselves a little bit. So I will take that Mr. Magoo. And I love that. And that was my first one.

KS: You said Mr. Charlie sold you half of the boat

09:31

HM: His dad. Worked out half with him. Yeah.

KS: So how does that work with you? Sold half of the boat? How does that work?

09:36

HM: I used to run I started out running the boat, for Mike Phillips. And what he does is tell you what he want for half of it. And you pay that off you know, you get the money and then you pay him off and then you you got to work you pay it back. Yeah, yeah. it happens all the time.

KS: So it's very common for for y'all to just pay like get half the boat first and then the other half?

10:10

HM: It's not common but if somebody is seeing that you are ambitious they would do that they will take a chance. Yeah

YS: Could you I guess Could you describe your roles on a boat? I guess, you know your role that you started off to all the way up to your highest role.

10:37

HM: Oh, yeah, started off working for my dad and my uncle, worked. That's how I learned on the back deck, as we call it. A striker, better term as a crew man, you know, cutting the shrimp, taking care of the shrimp, heading the shrimp, taking care of shrimp, icing the shrimp. I did that a lot over the years before I got to be captain. And during that time, I learned a lot. I paid attention. And so when the opportunity came, I was ready. That's what I try to tell young people. Might not be today, might not be tomorrow but you take advantage of everything that's coming your way. That way when the opportunity drop, you'll be prepared, you'll be ready for it and then you can move on quicker. But if you don't pay attention and y'all can do make sense of that too.[laughter] Don't get angry at everything and just take it as a go take your time and pay attention pick up on everything with Mrs. Tookes or whoever the advisors are just pick up on it because it'll be useful down the line. Just pay attention and that's what I did. So when they say hey, you think you can do this? Yeah, I'm ready. I've been ready. Did I mess up? Yeah. Yeah. But that's how you learn too, by mistakes you know? And I don't mean just go you start I started on the back deck that don't mean I was gonna stay there and I didnt. But you need to you know need a chance and I took advantage of it. All the places I went and the Gulf like I say, Texas, Alabama and Mississippi and all of those different places I learned something from all those experiences. I kept it in my head. Situations on a boat, it ain't in a textbook. [laughter] You got to act right then whenever you can't go to the book and say well that's what the books say, its not like that. You gotta have a little, like I say you got a paying attention as you came up as you watch the came up and watch other people did certain things in certain situations then you fall back on that like I say its not a textbook not shrimping.

YS: Could you tell us like maybe I guess the biggest mistake he learned from like your whole fishing experience and that improved you?

13:22

HM: I would say, you said the biggest mistake I've ever made?

YS: Or any mistakes.

13:43

HM: I didn't put enough fuel on the boat one time coming from Key West. Just we came in and unload and I said well I don't really know we go into home we come in here right here. I say I think I got enough fuel to make it without buying anything you know getting out of pocket. You don't do that you

know, you don't do that. Not if you got the money and we ran in some weather, boat was light, fuel sloshing back into you know, and nothing happened but you I was scared all the way, that motor would catch air, cuz it wasn't much fuel and it was just scary. That's something I never did. I never did that again. I always kept fuel.

YS

So would you say like, cuz I know the fishers they work with DNR. Like how Has y'all relationship improved? Between like you and the DNR people? Or have you like helped them to benefit fishers In a way?

15:01

HM: Well they make a lot of decision for us and like, you know, a lot of fishermens don't like DNR, they don't like decisions that they making without consulting with with fishermens and they get aggravated sometime but they got a job to do just like anybody else. So best thing for you to do be courteous when they show up you know, not all DNR people are good people either see what I'm saying so they can be it can agitate you a little bit but they are known now, now I think with the regulations they tried to force the regulation and that's what it is so that's what most fishermen or shrimpers get a little upset about the regulation how they enforce the regulation you know, just right to the point you know, no room for error when they check it yourself. That's what upset guys.

YS: And can you explain like the changes over the years like what you see from sea life or in the weather with the water and fishing like any changes.

16:26

HM: Over the years the storms had changed things a lot you know, and we have something called Black Gill and we don't know where that come from and what it is, but it has effect shrimping in so many different ways and so many over the last say 8 or 10 years you know, you don't, they destroy crops I mean, I've seen that that's something I've never seen before. Like that but they said have been around a while but not devastating like it is now. Following the year they just, you don't know you're gonna have

a good crop or not And I think some of that happened this year. I've seen it where you didn't have any fall shrimp up on the kind of black gill, you probably heard that before today or sometime. And we go out on the Bulldog we take a survey y'all saw me do it you know, that's what I was doing just to see what percentage it was and it wasn't, it's not bad now but the water temperature done change. You know, about a month ago, we're going out there like 50, 60% we out there the other day like 10, 15% and that's good. I was talking to a guy today. He has some big, big shrimp. I asked him I said did many of those shrimp had black gill and he said no. So that's one of the main thing that changed over the years is that, that's devastating to the industry. You know you don't, follow the air used to be, say like September through November. That's when we went to the bank that's when you were sure you was going to go deposit some money those was three months you know you was cruise along to land and then you get go to the bank and you know cuz season close at the end of December then you'll be set for the winter you know, put a pretty much you can sit down and do maintenance, fix your boat do different things to the boat and stuff like that. But all of that change, you know with the, like I said the imports and all of that and lack of shrimp, folks didnt have money like I say that what put a lot of people out of business. Like I say you will be surprised back in the day that if you go look at some of the history all of these docks will have 15 to 20 boats all of them going out every day. And it was for fish and shrimp. Would take all the boats now you go out there and might see a shrimp boat here and there, run up a day that's how scattered they are even at Richmond Hill, Wausau, Savannah, Thunderbolt, same thing no that much shrimp boats.

YS: What do you understand about fishing vessels now that you didn't understand when you first started fishing?

19:22

HM: Well, now what they do now compared to pulling two 50 foot nets back in the days they pull four 50 foots four 60 foots lots of power. Bigger boats. Yes. That's that's the difference right there. Yes. Lot of power. Lots of nets. And I've seen a guy tried to pull six 50 foot in Texas way back when I was much younger going that way. They were trying to pull Six nets now they pull for four 45s, four 50s, four 55s. The law inside three miles here is four 55s. You can't pull nothing bigger than that you know on the beach you get out three miles get a little bigger rig, you can't come inside three miles with four 60s, four 70s, that's not allowed.

YS: What kind of boat is like the Mr Magoo or the babe? Is it like fiberglass or wood? Or

20:44

HM: The Mr. Magoo had a 34 [could not understand] in it as far as power three and 65 horse power 61 gear four and a half, one clutch, four and a half one and the babe was fully glass with the same power both of them had 34 Each one has 61 gear the babe had a little bit more about Mr. Magoo, because of the clutch.

YS: The Mr. Magoo type boat, what was the type

21:25

HM: 68 foot diesel sail?

KS: Was it Woodhull?

21:31

HM: Woodhull. and the Babe was a fiberglass, fully fiberglass

YS: Where are both The Babe and Mr. Magoo dock?

21:49

HM:Where did they dock?

YS: Yeah, yeah, where did it-

21:52

HM: The Mr. Magoo dock right here and the Babe docked at Valona. Valona, Georgia not far from here.

KS

Where are they dock now?

HM

22:08

The Mr. Magoo dock on the bottom, it sunk. The Babe is in South Carolina. Cherry Port, South Carolina guy [we did the house?] nice looking boat.

KS

How did Mr. Magoo sink?

22:31

HM: It took on a lot of water. It sunk right over there coming out of that creek right there, the guy right up on the bank, it wasn't mine then, but guy ran it up on the bank must have knocked a hole in it, and it sank going right up this river right here, right around see that [bend?] right there where that water of turn go around there going on out thats where it sunk at.

YS : I would like to add how has the changes of like the regulations over the years and the decreasing of like profit of your catch like how has that affected you?

23:11

HM: I didn't quite get that.

YS: How has the changes in the industry over the years affected you?

HM: Everything went up and the shrimp price stayed the same,you know. All your equipment went up railway bills went up if you want me to describe some of the railway bills went up, maintenance went up nets went up, mechanic went up, overall maintenance just went sky high and shrimp prices stayed the same and not dropped much than what it was and that's what sent a lot of people off and then the lack of shrimp a time or two you know you had bad seasons or two you know all of that come in to play also, you know cold weather, freezes come on. And that all of that.

YS

Do you know like what your you experienced like the worst freeze or like the worst year shrimp catch?

24:30

HM: Let me think, I know 2014 was the worst one of the worst one I ever dealt with. I mean, I didn't make but I was working for somebody then. I didn't think I made \$14,000 So you know what I'm

saying? And 2019 It was a bad freeze. But it was many before then I just can't think of the year right now.

KS: What made what make the one in 2014 the worst?

25:11

HM: Black Gill, shrimp just died just wasn't any, that was a bad year it just wasn't any you know, you leaving you hardly make half of what you usually make as a crew man. So you can think about what a boat owner did that year.

YS

Did you have any good or bad experiences with the people you work with on the boats you had?

HM: Not really. Had one guy worked with me 10 years, one one crew man, you know everybody not gonna do that but I had one guy that worked with me for 10 years and I enjoyed him and he knew where I was and I knew how he was and one thing about Captain'ing a boat is you got to respect your crew because you can't take that thing out there by yourself, you know and you got to have good common sense about that but me and him good buddies right now, I stopped in, and he work for Charlie in the clam clam house right now. He put up with me for 10 years. We went to Texas, Key West, stuck right with me. And that might have not been too easy, [laughter] at times.

YS: Do you have like difficulty keeping, I guess crew man or would you say?

26:44

HM: it is like that now for the guys? You know? I'm not doing that. But you know my crew already always there with the Bulldog, that's what we do. But with the guys now and that's one of the problems they got. One of the biggest problems it is is a crew I was just talking to a guy right down here before I came in here because he thought he might would have a chance but he trying to get rid of the shrimp, [bagging his shrimp trying to sale, the guy is gonna come pick him up but he's not gonna have time today and he said he thank God for the crew he got he said he can't complain about nothing because he got a crew that show up. And that's it, he said he probably could get a green man or something that don't know nothing you know, but he thank God for the crew he got that they do show up and they be there waiting when he wants to go and that's like 99, [Phone drops on the floor] 95% qualification for a crew man is showing up now. If you got any custom experience and they show up you could deal with the rest. You

know, nobody perfect you can deal with the rest. But like I said earlier you can't take the boat out there by yourself sometimes they got to put up with ,crew is hard to find. Right now if I had a chance to go back and do it again. I don't know cuz I don't have nobody to go with me. You know that's not, that's everywhere, everywhere guy might make a trip and then you don't see him the next time you know stuff like that. Either they tell you they gonna be there, and they don't never show up that get to be aggravating to you know what I'm saying? You waiting on somebody and you dont see them, you wouldn't like that either No, that's just my phone. I get it. I get it. I gotta turn it off.

YS: So, I guess how would you say like, does a good or does having like a good crew? make the job easier?

28:44

HM: Oh, yeah. Oh, yeah. Somebody who know what they're doing. It makes the captain job super easy. You know what to do in a situation. Like I say every situation is not the same. But if you got somebody with some experience, they know just about what like you. They know what to put their hand on ,what to put their hand on they know what you're saying the first time, because sometime you don't get a second time say it on a boat. You know because stuff is precision. You know I need to grab something right then and come on with it if you don't, it cause another problem you know I'm sayin. But you got somebody on there with experience? Oh man that just like hey, and I treat my crew good. You know cook just for that. You know, need that. What if you get sick, something going wrong with you. You need somebody to take over or even bring the boat to the dock. You know I know how to call a coast guard, you know how to get help and tell him what's going on you need that got somebody on there that don't know nothing. Everybody might be in trouble. [laughter] Especially if it aint Nobody around, see what I'm saying.

YS: So I guess since you talked about fishers have a problem finding crewman today. Like what do you think about the future of commercial fishing in Georgia?

30:10

HM: Well, we, you might have heard Bryan talk about this. We have a man in a class at MCA on Fishing and Robert Todd, did anyone of y'all interview him?

KS: Yes, we just did.

HM: So yeah, we got a handful from Robert so he the one teaching the class you know and trying to get some maybe some you not going to get all if you just get one, kind of go that way you have an option, you know, because there's a lot of dropouts high school, you know, they don't want to finish school maybe they cqn develop some skills you know. Ttowards that and even if they don't fish,shrimp,or crab, they might want go in the Coast Guard might want to be an observer you know, for the government they use them all the time, you know, as a professional job and it pays good. So, all of that we're doing all of that hope we get some fishermens out of that, they get some kind of trade they have no halfway what to do when they get on a boat if they didn't come out of a fishing family and that's what we're doing now. We're not the only ones doing it they're doing the same thing in Texas in different places trying to get people prepared you know for different gate, you know what I mean?

YS: Would you say like this courses is that Todd is over, Do you think that will benefit y'all like have you seen changes with with his classes.

31:41

HM: Oh yeah. If we can get like I say we don't get the one person that wanna come to the fishery, you know, and I'm thinking you're gonna be more than that because the class got bigger this time than it did last year. And that's a good sign. You know? Like I say everybody don't want to go to college, everybody don't want to go to a trade school but you got to work and it's a good income. You know, it's a start anyway, like I say, they don't necessarily have to go fishing, oystering, crabbing or whatever it's a lot of different other things that they can go into just by going through this class have some kind of experience, especially safety thats the number one thing on these jobs is practicing safety.

YS : I can add, can you describe how has the pandemic affected the fishing industry as well?

35:20

HM: Well, marketing you know you're talking about a different level. You know and all of that took place it was hard to get rid of them you know that the shutdown at one time country was shut down. Folks lost money like that, couldn't get nothing going, nothing moving. And workers too, you know, people lost workers during the pandemic, like I say but it really. You all know it was a big deal. And now the economy [Phone chimes] seem like it's moving a little better. Things are moving better. Like Charlie said he getting rid of most stuff now you know, he couldn't hardly get rid of anything and because of that because of the COVID couldn't go from state to state you couldn't do this you couldn't do that restaurants wasn't buying anything, see what I'm saying. So, folks, didn't need to put nothing in the freezer cuz they couldn't move nothing, they weren't moving what they had. I mean it was devastating to the folks.

YS: Can you tell when the year of the babe and Mr. Magoo the year of the boats?

HM: The Mr. Magoo, was it wasn't that much different. Thinking 19, when it was built? 1975 On the Mr. Magoo. And I'm thinking The Babe was 1974, '74 or '75. No, I take that back. 1977 and '76, '77 on The Babe '76 on the Mr. Magoo, yeah. It was right between '77, '76, '78 right in there that's when a lot of boats were being launched down in St. Augustine and those people out of business, they don't build boats no more people don't buy them anymore got no use for them. All that imports and this and that and the other these folks they went out of business needless to say who could build all them boats and ain't no more used to be right down there in St. Augustine Yep, that's where all the boats used to come from, I know, eight or nine decent sailboats used to tie up right here. right here at Charlie's, [could not understand] right there, right down there about the same amount they used to be down there. They used to launch, I forgot how many boats they used to launch a week. All that's gone now.

YS: So, would you say in the past I guess fishers y'all would work with each other like I guess we're more more boats sailed in the past than today like with licenses and all that like we're getting your boat license and then

36:14

HM: What you say it's more now?

YS: I was asking like did it decrease over the years or like increase with boat sales and licenses?

HM: Yes, yes, it decrease, oh, man did it? you know it just right here in Georgia used to sell like 11, 1200 license a year now its down just below 200 maybe? And then some of those might be out of town license them guys come from other places and fish during the spring. Yeah, definitely. It says a lot doesn't, it covers a lot of ground. And see with all of that, that's where a lot of crewmans went to and the boats went crewmens went and they find other things to do like myself. You know, change change their lifestyle, experienced people anyway. And most of them done got old now they can't work. The younger ones not coming no family members of mine ever did it, nobody but me. And all the guys that came from their dads down at they kid, Robert. That was a big fishing family. His granddaddy and all he told you everything about it, but he not a fisherman. He went to college, got him a master's degree, and whatever. And I'm the one talk him into it. When he graduated, he came on the boat and he was looking for a job, job, job. I said, Well, you ain't got to find a job you need to go back to school and get your master's degree. And then you'd be more, after more money. He did. He don't knock on fish, his brother never did go out on a boat, no. Robert the only one did it with his daddy more than any. He got just the two brothers, but the other brother. Daddy might make him come down and have him do something but nah other than that he aint set foot on that. I don't blame him but things done changed so much much it wasn't like his granddaddy and great granddaddy was doing it, nothing like that. I knew his was great Robert great granddaddy and his daddy all of them a fishing family, brothers that brothers, his daddy brothers all of them did it. And you would think that's what he was gonna do. But it end right there with him. and not only with that family, alot of fishing families it aint brought the young guys in. They saw it declining and they saw what was happening they staying on another way.

YS: So I guess going back to the young guys to like, would you say like in today's time, young guys can't just make have a sole career of fishing today. Like they couldn't pass would you say that?

39:11

HM: I Wouldn't say they can't its just they probably have to be gone more. Like I say with the bigger boats now. And bigger rigs they both got freezers on them. They don't come in every day. And if you get on the right one you can make a good living. You know what, that if you're willing to sacrifice the time because a lot of guys they still do good. But they have to travel from here to there. Cuz of fuel you know you gotta pay for that fuel bigger boats carry a lot of fuel. And you can't come in without fuel being

paid for. can't do that. First time you do that? You [could not understand] the mess up. And that mean when you go back you got two fuel bill Can you imagine trying to pay two fuel bill on one trip, [laughter] nah too much stress.

YS: So is there an advantage to working on the bigger boats if you I guess or it, how do I ask.

HM: The bigger boats work year round get what I'm saying the bigger boats they work year around because when the season close here to the 31st of December they go into Key West or Alabama wherever they got to go rock shrimping and they can take the weather see. So yeah, they don't stop bigger boats don't stop they go where they have to go not just like they leave from out here and they be doing all right here for 4 or 5,6,7 days and they quit they're not coming in like a local boat would stay the Dock a day or two or three they moving on because they got plenty a fuel plenty of groceries and what everything else they need washers and dryers on the boat and they go they got to go to Key West when they leave here they got to go way [offshore to there rock shrimp?] they got to go to Tampa fish off of Tampa, Mississippi Alabama they just go where they got to go where they catching something out there that's what they do for 30 days or some stay for 30 days I can't imagine that so yeah, you get you make more money on a bigger boat. That travel a boat that travels I put it like that but you have a sacrifice to make also.

KS: What's one of the what do you think are the disadvantages of being on the bigger boats?

41:58

HM: Not being home being gone I mean you sacrifice a lot that but do what you got to do you know what im saying. You got bills you got to do what you got to do. I used to be gone a lot when I was younger raising my family raising my kids I used to be gone a lot but the sacrifices you make that's what I choose to do so that come with [could not understand].

YS: And I just wanted to ask Do you have any advice for future fishers in Georgia?

HM: Future fisherman's they're just coming in that's a good question I don't want to be bias be sure that you know that's what you want to do. Don't guess at it that cuz you don't you ain't gone make it you got to know that's what you want to do. And have backup you know, from down times from this and that be able to go ahead stay in the business. That's what's gonna help you.

YS: Thank you, Mr. McIver for the interview.

HM: Ok, you must of saw me write it.

KS: [laughter] That's you trying to say we're done.