

Name of Narrator: Michael Sullivan (MS)

Interviewer: Amber Chulawat (AC) and Jamekia Collins (JC) recorded this interview with the permission of Michael Sullivan. for the research project “Boat Stories”

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

Others present: No other people were present.

Date of the Interview: January 28, 2022

Place: Brunswick, Georgia

Duration of the interview: One hour, fifty four minutes and twelve seconds (1:54:12)

Repository for the recording: The audio recording will be uploaded to the website, Voices from the Fisheries (<https://voices.nmfs.noaa.gov/>)

Context for the interview: Student interviewees sit down with Michael Sullivan, a local commercial fisherman.

General Description of Contents: Michael Sullivan sits down with interviewers to discuss how he is gearing up to get back into the industry after being retired for a couple of years. He gives insight on what it is like to serve on advisory councils and associations as it relates to the commercial fishing industry.

00:00

AC: Wahoo. Yes, there she is. She's recording. I'm, uh, retake this off and see the recording light and then I'll start this one. So, this is an interview with Michael Sullivan on January 28th, 2022. This interview's being conducted in Brunswick, Georgia. It is a part of a research project and interview collections titled "Boat Stories." The interviewers are Amber Chulawat and Jamekia Collins. So, to start us off, could you tell us about your current or most recent fishing vessels?

MS: Well, I just recently purchased a vessel that was the research vessel for The Department of Natural Resources, a 60 foot built, built in Brunswick, Georgia. And I'm currently, Uh, getting it ready to start shrimping off the Savannah. But, um, but I've had several boats that, uh, I sold, uh, my last big boat five years ago was a boat called "The Flying Cloud," it was 88 foot North Carolina built boat with twin caterpillars in it. When I purchased it in 1986, it was one of the largest boats on the East Coast as far as power and size goes. I fished it off of Savannah for 27 years. That was my fifth boat. So, do you want to know about any other boats, or-?

AC: You can tell us about all of them.

MS: You said most recent.

AC: Yeah, we can continue backwards through all of them.

1:50

MS: [Laughs] Okay. So, uh, I- I guess the the best way to start this is is is on the, uh, East Coast shrimp fisherman and um, I've been shrimping off of Savannah which is different than anywhere else. Ev-every port has its complexities for shrimpin' and the Charleston port, the Brunswick port, Savannah port because of all the, uh, obstructions that we have to deal with over the years. Especially, like, Savannah where the ships had many times left ballast rocks that that that the streets are made out of is cobblestone, they call it the cobblestone, well a lot of ships discharged the ballast while they were still on anchor back in early 1800's, you know, off the coast. So, these were objects on the, on the bottom that, you know, that we have to, to learn and back then with no electronics or anything, everything was dead wrecking it. But, anyway I started shrimpin' out of Savannah and in the early 70's my first boat, a commercial shrimpin' boat was a little 25 foot

North Carolina boat. Excuse me. [coughs] And I, um, just went out in real close to- to the beaches and shallow waters and... and... and learned a little bit about the seas. I was a first generation in my, uh, so no one in my family had shrimped but I had eased into it from... from a early, early life with workin' on small boats and messin' around. So, after just havin' that 25 foot boat for a year or two I went to work one summer on a 65 foot boat with a... with a friend on the back deck and learned a little bit more about the... the waters that were a little further off shore and... and uh, and was able to, uh, to get enough confidence to... to buy a boat of my own. I bought a 57 foot boat 1975, a Saint Augustine uh... trawler it was built after, right after the second world war it was actually built in 1947 so it was twenty two years old when I bought it, it had a... a inline 6 cylinder caterpillar which, uh, most of those boats that was built in, uh, Saint Augustine at that day and time, uh, had it was 110 diesel horsepower. It didn't even have a start. It had a, uh, engine you had to start to start the big engine.

4:42

MS: It had a gasoline engine. They call it a pote engine. So you had to crank it by hand and then use it crank the big engine with. So it was... it was kind of a... a... a... a beginning, you know, boat. It was... it was inexpensive. I think I paid like 12,000 dollars for the boat. 12,500 dollars for the boat, 1975. And then, uh, I learned a little bit more about shrimpin' and... and... and got to be friends with a lot of the shrimpers we were, I was in a fleet, it was a out of Lazeretto Creek. Is right behind, uh, Tybee Island which was, it one time was called Savannah Beach and uh, we had about seventeen boats that fished out of there and we all worked on one channel and, uh, uh, I think it was, uh channel 17 on the... on the CB radio and then you had a... a fleet out of Thunderbolt that worked just a few miles to the south where we were coming out of Warsaw was about ten or twenty boats out of that fleet and they all worked on a different channel and then you had a...a fleet of boats that came out of Turner's Creek which was about fifteen to twenty boats owned by the Sasser Family and... and they'd only worked just to the north of us off of... of Hilton Head in, uh, in... in C-Carolina but we would all kinda intermingle at certain times of the year and certain weather would bring us all together and it was like, you know, in... in those days it was a lot of boats would be together at one time and... and... and a lot were working in conjunction with each other and... and some were in communication whatsoever with each other. So, you get... you had, uh, to have people you knew to work with, you know, that, uh, to keep

you out of trouble. You might be getting too close to something and somebody knew it was a sunk vessel or rock pile or a lot of objects we had on the bottom were just old anchors, but they were real large anchors and, uh, most vessels once you... you... you hooked up with it with your net, you never moved it. Divers would go down and find, you know, just generations of nets on 'em.

7:09

MS: When it had.. it had been lost over the years. But anyway, it was far as boats go. So, I had that boat for about three years and then I bought a 72 foot, uh, Desco, uh, right there by Saint Augustine Trawlers, it was Desco Boat Works and Saint Augustine. It was almost identical boat, and it also had an inline, uh, 6 cylinder caterpillar. But it was a, uh... it was a, uh, higher RPM, uh, engine that, uh, the first engine I had, the 13,000 was, it only turned 1200 RPM's and you shrimped it at like 900 RPM's that's why it was only 110 horsepower and I was capable of pulling, like, two 50 foot nets with it and the second boat, it had a turbo charger, an after cooler and it turned 1800 RPM's and it put out twice as much horsepower, it put out 210 horsepower and so I was able to pull two 65 foot nets with it so it was a larger boat 72 foot boat with... with more power and bigger nets, bigger doors, you know, bigger catch and everything. So, uh, and uh... so I shrimped it right around Savannah and off of Savannah for four or five years and... and um, and then I bought a... another boat called "Endel," and it was the uh, uh uh uh, 65 foot North Carolina boat. Totally different boat, it's a sawnframe boat, um, lot sturdier boat but basically exact same horsepower as the old, uh, the old Desco and uh, same... same nets and... and did the same thing and uh, I think I paid like 35,000 dollars for... for that boat and I think the uh, the Desco, the St. Augustine trawler was 12,000 and I think Desco, I think I paid like 22,000 for it and then for the North Carolina boat was like 35,000 that just shows you what boats were. This was in 1985, was when I bought the, uh, first North Carolina boat was Supply, North Carolina and I'd heard that word and then uh, and never knew what it was, what it meant and um, I got lookin' at a boat that was for sale in Charleston and uh... in late '85 and I wanted it and it was a Supply, North Carolina boat built by a man named Clyde Varnum and uh, he uh, actually is now named Varnumville in North Carolina. It's right by Supply Holden Beach.

10:20

MS: But, uh, he was a, uh, unbelievably great boat builder. These sawnframe boats and large cypress planks. This... this boat I end up buying was "The Flying Cloud," and it was 88 foot North Carolina boat. That's what... and it had 2 inline 6 cylinder caterpillars that had turbochargers, after coolers. They put out 360 horsepower a piece so... so this boat was a 720 horsepower. When I bought it, it had two 125 foot nets on it and the... the... the doors were... were twelve foot by four foot doors. Twelve foot long and... and... and... and four foot tall and uh, so it was capable of... of catching a... a lot more shrimp and burnin' a lot more fuel a day than what a, in my previous boat, my first boat was a caterpillar, like I say it was a 110 horsepower. I burned about 50 gallons a day. I was up to, one was 720 horsepower burnin' up now 500 gallons a day in fuel. So, you had to catch a lot more shrimp and about the same time I bought it we were, the industry was... was... was transitioning away from the large nets and going to four rig nets and so I immediately rigged the boat up with four sixty - two 120 nets 5 foot nets off the tickler chains on those nets measured 138 foot for... for... for each net. So I immediately, after just a few months of maybe three months of fishin' that boat I... I changed it to... to four 60 foot nets and, uh, they uh, and it was a... a... a lot more efficient uh, you know, a lot more easier to work but Savannah's... Savannah's unique in... in... in like every port is just, like I was saying, with all the uh obstructions and the currents and the bottoms uh, we got places that the bottom is... is real rough, is steeples, so you have to know your area and it... it... you can't just go and jump into a... a... another vessel's fish area, like someone from Charleston fishin' a Charleston shipping lanes couldn't come fish Savannah without, you know, without a lot of experience and vice-versa. So, uh... The, um the... the four nets gave you a lot more flexibility too in... in fishin' these bad bottoms. These bad areas. They can go between this... these steeples and these rough bottoms and where the... the larger nets would just, couldn't, and when it would just fill the net up with sand and then you got areas that where you do have stuff like quick sand sands. It'll move and the sand at the bottom's soft and you have to know all these areas, you know, and it just takes time to learn. I went and I know enough about it that I wouldn't go to, uh, now with the electronics you can do a lot more but back then you wouldn't just go to another fishing area. If someone had been fishin' in Brunswick and go jump in their fishin' bottom every... every place is kinda protected by, you know, by that obstruct- by the possible obstruction of... of losing a net. For example, I came up to Brunswick one year for the openin' of the uh, roe shrimp season, this

was probably about 30 years ago and... and I set out one drag in five minutes and... and I came tight on... on obstruction and tore up uh, two of my four nets and turned around and went back to Savannah. I wasn't here just for a few minutes, but anyway. But, y'all have any other questions?

14:48

AC: Yeah. Um, you mentioned how you're in a fleet. What was that like?

MS: Well, they say... I was fortunate that um, not bein' in a family. Most... most everybody had came up of... with their... their father or their uncle, you know, and bein' a first generation shrimper, I had uh, I had a unique, uh, and then I got certified for divin'. I had... I had been involved actually with the uh reef projects in, off of Georgia, in... in before I started shrimpin in early '72 and uh I was certified for divin', so I would dive under the boats at the dock and um, you know, get nets out the wheel or tickler chains out wheel. Mostly crab pots, crab lines. Crab pots would wind all the way up to the irons, would get in the propellers and so, the boats, you had to have a diver go under the boats and so I was... I was constantly divin' under these boats for these older shrimpers that had been around for, you know, since the 50's uh, and uh most of the guys I had shrimped with had been shrimpin' in Savannah waters since the early 50's and I started in early 70's so they had already been out there for nearly 20 years and uh so I had a lot to learn from 'em. You just... you couldn't just go out and do it without having the help and support from people who'd... who'd... who'd learned it, you know, built the knowledge of... of where the shrimp are and why they're there and where the good bottom is. It's safe to drag and... and like I said and all of that, so and I was able to... to get those guys to help me and bring me in because I was helpin' them by... by divin' under the boats and most the time I would do it for nothin' so...[chuckles] so they would help me. But, um... yeah the fleets all kinda, you know, worked together and it... it were... it were many different fleets of boats, uh, like I said three prominent ones in Savannah: The Thunderbolt fleet, that were primarily out of the uh, out of the Wilmington River out of uh, comin' out of Thunderbolt into Warsaw sound and... and mainly drug off of little Tybee and Warsaw which is just off there and... and uh... and like I said, then it was the uh... the uh... the Turners Creek fleet which was the Sasser fleet that did like to work to the North of... of Savannah. And then there was uh... the Lazaretto fleet and one time, just before

I started shrimpin' back in the uh in the early and mid 60's, it was... and... and I knew it... I grew up in... in Thunderbolt, Georgia. It was... it was somewhere around 70 boats, and now there's like three, you know, there's more than three, there's like six. There's two different docks and each... both docks have about three boats. Three or four boats. But at one time, there was, uh four or five docks and each had... had nearly 25 or 30 boats, you know, and they were all boats like the first one I had. Most, all of 'em were all 50-something foot Saint Augustine... Saint Augustine built thousands of shrimp boats. I forget what the exact number is, I know, I read one time that they built enough boats that they could tie 'em up by the stern from Jacksonville to Saint Augustine and walk on 'em. I mean boats they built in the heyday of... of uh... of the boats.

19:03

MS: But... but most of the boats were fleet or back then, in the 50's and the 60's were owned by corporations. They weren't individually owned so one person like... like the Ambose family who... who developed sea pact and... and they... they... they processed and sold uh the package shrimp and I think they even had been doin' it since uh the second world war and it sold to the... to the... to the uh, uh, the... I say the Army but to the military. Um, and so they had a large fleet of boats and then they had... just had captains and crews on 'em and when I started shrimpin', most of the boats by the early 70's were individually owned except for the Sasser fleet and he had about 20 boats that he owned and he had captains and crews on those boats. He owned all the boats um but other than that, most of the boats around Savannah where uh... were privately owned boats so the... the industry had... had... had... had really began changin' um and so success and failure depended on the individual and uh, and the season and... and... and... of... of the vessel of whether you were gonna be able to keep it or sell it, so. Um... but those um, the shrimp population is... is still the same which is ironic there's not as many boats. There's, uh, uh... just in the last three years, the uh... the... the Georgia's landings have been just as high as they were in any three years 30 or 40 years ago. Uh... the problem with the shrimp industry is... is we're a... a... a fuel based industry. For example, when I bought "The Flying Cloud," in 1986 and uh it was... it holds 6,000 gallons. I was fueling that boat up, I'd go get 5500 gallons from a fuel dock like they have in Brunswick. You can get it right from, uh, a fuelin' facility and I was paying 57 cents a gallon for fuel and shrimp were not bein' maricultured back the, China wasn't producin' any shrimp like now they're sellin' us over 130 million pounds of shrimp a year. Back then, they

were sellin' us zero and shrimp prices were really strong in 1986. They were averagin' around 4 dollars and 35 cent a pound to the boat on the... for the average price a large shrimp would bring in 5 dollars a pound a smaller shrimp were bringin' 4 dollars a pound. So, say they were, you know, averagin', you know 4.35, 4.50 a pound. Well, I was catchin' around 100,000 pounds a year which was 450,000 dollars and uh that... that sounds good and it was good but to do that, I was burnin' almost 100,000 gallons of fuel. So, I was catchin' a pound of shrimp for a gallon of fuel for... per year and uh, that worked real good when fuel was 50 cent a gallon when fuel... and shrimp were 4 dollars and 50 cent a pound, fuel for the first 35 years I shrimped, fuel averaged between 15 and 18 percent of my annual gross. But, um... In 1990- I believe it was '90, '91, '92, or '93 I'm not exactly sure when we in... in George Bush won the president, when we went to, invaded or had some conflict with Iraq, I went to go fuel up the next week and fuel had jumped from 57 cent a gallon to 97 cent a gallon. So, when it was costing me just under 3,000 dollars to fill up, now it was costing me just under 6,000 dollars to fuel up.

23:53

MS: So, well we did... we said, there's no way you could... Even a shrimp at 4 dollars a pound... 4.50 a pound, said you can't pay a dollar a gallon for diesel fuel. So, little did we know by 2001, after 9/11, China had already started sellin' us massive amounts of shrimp which they began sellin' us shrimp at a real low price and a real large amount and by the late '80's the price of shrimp had dropped down from 4.50 a pound already down to about 3.50 a pound. So, just price of shrimp dropped a dollar a pound and we were still doin' good because actually fuel was... was about 80 cent a gallon in 1998 and shrimp was about 3 dollars and 80 cent a pound, so we weren't makin' a profit so we made in the '80's in the industry but we were still makin' a profit. And then came 9/11 and fuel, so in 1998 my fuel bill was actually... was 68,000 dollars for that boat for 92,000 gallons of fuel. Anyway, and 2 years after 9/11 and in 2003 fuel had jumped to 2 dollars and a quarter. My fuel bill jumped to a quarter of a million dollars. So it... almost 225,000 dollars and shrimp prices went down instead of up. After 9/11 and all the restaurants, everything

froze, which y'all weren't around back then but I... I had... I had children in high school at the time and uh, so business really slowed down and the restaurant business and everything. Kinda like what it's done now with the COVID and uh, freezer inventory on shrimp started backin' up and so shrimp prices started fallin' and the normal freezer inventories back then was around 50 million pounds for uh... you know, in freezer inventory and I think they had jumped up to like 90 million pounds so naturally they said, "we don't need your shrimp," they just... well we'll take 'em back. So, the price on shrimp fell and uh, in a year or two when it started easin' back up it... it... it never really came back to where it was. It... it fell down to... to just under like 3.25 where, you know, it from 3.65 but it... it fell down below 3 dollars a pound for every year and fuel goin' up, it put most everybody in the industry in a tail spin. We... everybody found themselves remorgagin' and refinancin' homes and doin' everything else just to try to hang on to their vessels and... and a lot of people did. A lot of vessels sold for... for uh, uh, uh, a very low amount. Vessel prices dropped tremendously. For example, this uh... the... the boat I bought... the... that I... "The Flying Cloud," I paid 165,000 for it in 1986, uh, after 9/11, it was worth less than 50,000 dollars because nobody wanted to buy a big boat. Nobody wanted to buy anything that was burnin' that much fuel a day, you know, with the price of shrimp. It... you know, the way it looked like it was goin' to stay and that continued for several years and that caused a tremendous decline in the number of vessels in the industry. Uh... when, uh... I was president of the Georgia Shrimp Fishman's Association in 1988, we had uh... 525 members... we had nearly 1700 license, commercial licenses sold in the state of Georgia.

28:19

MS: So, a lot of those were smaller boats that were part time, you know, fishermen but we still... we had... we had nearly uh, 1700 licenses and uh, by the... by the 20- um... 10, I would say that we had dropped down to just over 250 licenses in the state of Georgia, uh... the uh, association had dropped down probably to less than 100 members. Boats that were members at the, uh.... to less than 100 members boats remember that the, uh, said individual fishermen that were really participating in industry were, were, were dropping out -dropping like, like flies. And, and I know what went on in Georgia and I'm assuming this probably went on inefficient industry all over the United States, Gulf Coast, South Carolina, North Carolina, Florida. I don't know, I only know the figures for the state of Georgia that I was in- involved in, and, uh, there wasn't uh, it, it

wasn't much of anything that really could be done about it. And nobody wanted to you know, fuels support the, the price of fuel for either for commercial fishing vessel where you know, the farm industry gets support, you know, for different products that shrimp wasn't, anything that anybody was given any, any federal support for so the number of boats had dwindling and, and since then, in then the last five years the, the industry came back a little bit not number of boats but the, the profits that came back the price have eased up some the price of fuel ease down considerably, but, I see it taking a change again, now with the price of fuels. Fuel, it came down under \$2 a gallon, uh, three years ago, four years ago, and now it's, um, over \$3 a gallon again. When I sold, I sold the, The Flying Cloud, I sold by boat and after, like I said after I'd had it for 27 years. The day I sold it fuel was \$3.35 a gallon and, uh, it, it just, is al- is almost impossible to, to make a profit either with, with a, with a boat like that at \$3.25 a gallon it, um, with, with other overheads of cost of materials, the, the, the steel, the nets, the cables, everything is just, is going so high in proportionate with the price of shrimp, like I say, from, from, from 1972 to 2002 the, uh, the, the, the price of, of shrimp stayed, steady in relationship to the price of fuel in, uh, in, in way it changed up and down and then after, after 9/11, after fuel, after cost of a barrel of fuel went from \$20 a gallon \$80 a gallon the whole industry took a, it just took a different look. One way we did combat it was we fished a lot less. I went from 260 days a year of, of, of shrimping to 160 days. So we cut out 100 days a year. Uh, that were marginal seasonal times when we, when times a year and months a year when, when, when we knew it was gonna be, you know poor shrimping or not as lucrative as, as the prime times a year we- you cut that out. So you drop your, your, your annual fuel usage, I dropped it from, uh, from 90,000 gallons a year to, to almost half of that to nearly for- 40. That's first thing I did was cut back that. And so, then you cut back production, you know, the whole state, the whole state's got to see, uh, what looks like a decline in population but it's a decline in effort. So, when you see now, uh, 200 boats catching you know 80% of what five of the boats was catching, then it's, it's really a, an increase in population of shrimp as if you had- so we're, we're Georgia used to produce 7 million pounds. They were producing 5 million pounds but if we had the boats that we had 20 years ago, we would still be catching 7 million pounds or more.

MS: So, the, the shrimp population is not changed at all. The, uh, the, the amount of, of shrimp that, uh, that come from the vessel I just bought the Anna, Anna did 22,000, uh, research trips, you know the, the, the way all it did was sample for shrimp and crab in the state of Georgia. Every sound, you know in, in the state of Georgia starting from the Florida borderline to the South Carolina borderline once a month this vessel went to every sound and 12 months a year and, it sampled the shrimp in the rivers, the creeks and the sounds. And the population is not in this vessel. Like I say it's, it, it's, you know, I read it from the research after I bought it, I got it taken two millions, uh, uh, recorded two millions as specs as a s- specimen specimens of 250 different species or whatever. But, if you look at the data, the only thing that changes that data is, is when we had cold wint- cold winters, whatever the temperature of the water went down to that winter, had an absolute 100% reflection on what the populations of shrimp. You know, I'm just I'm just speaking of shrimp, you know, was going to be for the next year. So, when you have a mild winter you had a large survival rate for the winter shrimp, large year, the following year, we had a really bad one, and that's been like that, since the beginning of, of the shrimping industry. That data shows it to be the same for the, for the last 40 years and it's been collecting its information. And, uh, so, uh, uh, there's not a decline in a lot of other industries where you have decline in, in resource where shrimp is our resource, you have a decline in the number of participants and vessels is not the case whatsoever in shrimp, there's just as many shrimp in Georgia and South Carolina, and it's just a such a prolific creature that, uh, that, that man just does not have any bearing on its long term population whatsoever.

35:52

AC: And to go along with that, um, you said that you've seen that much change in the population. But have you seen any changes in the water itself or the weather?

MS: Well, yeah, I mean, the, they're saying this the, the, we, we have a problem in, in the species. And it's, it's called Black Gill. And it's an oxygen depri- deprivation disease, it's a parasite that gets in the gills, the oxygen, uh, making o- of the shrimp. They're saying that this is caused by the warming, global warming, that the water is not getting cold enough to suppress this parasite in the wintertime. We are having a lot larger spring crops for the last seven, eight

years then we've, we've had in the previous 30 years that I've been in, uh, that's a reflection of the, the larger overwintering crop. But because of that, this parasite becomes real dominant when water temperatures get really hot in the summertime, like 85 degrees. And, that's when all your juvenile shrimp are, are in the same rivers, in the creeks, in the sounds that this parasite is in, in and that predominantly made our, our industry, that shrimp did the September, October, November, those 90 days or even up to Christmas, 100, 100 days of the fall. Historically for the industry made about 80% of its annual production. So what we have seen, we've seen it changed to now the emphasis is more on the spring crops, uh, April, May, and June is more money is made in those months now than it's made in September, October and November because of the, the shrimp that are dying off before they ever get to the ocean where we are, they never make it that far. They, they die in the sounds and the rivers because they, they, they pick up this parasite and the creeks and the rivers and by the time they get to the ocean, they, they're no longer in existence. So, you know they, they're say this is a go, global warming is, is, is causing water temperature, it could be, uh, the pH could have could change, I don't follow the pH that much, um, but it's changed. I mean the industry changed from the time I started back when I started, you know in the '70s and especially guys in the '60s, we, uh, we didn't have any, any governmental regulations.

39:01

MS: There was, there was no turtle, there was no turtle problems though, as they change that we, we caught turtles and we resuscitated turtles and we turned them over long before you know they came and taught us how to resuscitate turtles and all. But we, we, we saw one or two a year we did see one or two a year that would get drowned and, uh, and then when the government came in with the turtles excluders, I was already pulling them because when I bought that the large boat the 88 footer I had the 120 foot nets for those first three months that I fished it I found that hu- that 120 foot net would capture a turtle a lot easier than a 50 foot net that I'd been pulling before. So, I, I put them in, uh, because I was catching them, I put them in, my nets was pulling them, uh, a year and a half before they became mandate, uh federal mandate on them. But, that ch- it changed the industry. We st- we started, uh, uh, you know losing catch because of turtle excluder, um, and I found once I went to the four 60 foot nets I put them in but they didn't catch turtles like the big nets did and, uh, but, but we still needed them and we didn't have anybody

have any problem. I was, I was supportive of, of it. But you did start losing because they would get foul the turtle excluders, you catch a crab trap and it would, it would, it would stop up the shooter and all the shrimp would just go out the turtle hole out the holes you'd pull up your four nets and you might have 100 pounds and three nets and five pounds in the other net so you were, you know, it, it started having a, is, uh, you know an effect on the industry when, you know, it's all built in now after 30 years but the turtle populations are so, the turtles now are so overpopulated. I mean the, the nesting, uh, counts are, are so, so high, uh, in, in Georgia is lucky that we have so many barrier, you know, islands, so many islands that don't, you know, have massive population a lot like, like South Carolina does with Myrtle Beach and Hilton Head and all the others that their turtles have lost their, uh, natural, you know, habitats, you know, you know forever. So, Georgia's, I think is, is really got as the backbone of the, of the turtle population on this East Coast area, you now, for the loggerhead turtle. Just a mentality of it, talk about what it has changed yes just is, is everything has progressed your, your mentality for the environment in those, is changed dramatically since the '70s with, with a lot more environmentally conscious towards, you know, everything that, that we do in the commercial fishing industry, you know, and, you know, a lot of that has been- and you become more and more, I've been involved going from my children out on the shrimp boats to my grandchildren and in everybody becomes more environmentally conscious of, you know, everything you know, you know, you know, do this don't do that, you know, so, it it's all for the good and I think the industry is a, a whole lot, um, um, more environmentally conscious now than, than it ever has been before.

42:40

AC: You mentioned that you bring your family with you, um, with you being a first generation shrimper, do you wanna pass it on to your children?

MS: Well, I, I did. Uh, you know, a question do what I wanna pass it on? And, um, unfortunately it the, uh, it the time that, that, that my son would have been becoming of that age to, uh, to go out and, and, and become, uh, really active in the industry is, uh, was just after 9/11, just after the industry really saw such a struggle to, to, to make the, the fuel shrimp ratio the, the cost as it

shrimping was fun as long as you can maintain, for many years fuel only representing around 10 to 12% of my gross. And, in a bad years it was up around 16 to 18%. But, in a good year after 9/11, it was right over 40%. So, when you got something that's only making a 20% net profit after labor and, and cost of, you know, your nets and your, your railway bill your expenses, it's only making about a 20 or 25% in a net profit to start with, and that goes to the owner, or the captain and crew, which we said, in see that, you know, more than ripped in half, you know, by one, one single problem that you can't overcome. Uh, it made it where I did not. I, um, I actually had to take like most every other shrimper did had to take, we, we were always been off January, February, March and April. Basically, it was four months just to work on the boat. We all took other jobs in the wintertime. And, um, so, most of the industry that survived, the people survived, survived by shrimping six months, by cutting from 260 days a year to 160 and then spending the other 160 days a year doing another job working in another industry, uh, which we saw the crabbers do. I did in, long before we had any problem in, in our industry, the, uh, the crab industry had, had, uh, had a really, uh, uh, bad, it was almost identical to black gill. It was an oxygen deprivation disease that got into the crabs, is a totally different parasite they say, than what's in the shrimp and they had shrimp but it's all, it was almost the same disease and the crabbers went from doing really well to doing really bad and they went to work on our boats with us when on our back decks left their industry during most of the year from, they were, they were crabbing nearly 10 months a year where we only shrimped about nine months a year. Uh, they, uh, they, they, the, they didn't shrimp but, when, when, when the shrimping industry prices started falling after China started, everybody went doing something else all together, they couldn't even afford to go to work on the back deck of shrimp boats but, anyway so, that's why I wasn't interested in bringing my family into an, an industry that had gone from the time that I started from 1700 boats down to, you know, 200 and something boats and, and, and I wasn't really interested at the time. Now, if I could find an alternative energy source, (laughs), you know, than fuel, than diesel fuel, you know, I, I looked at it thought about for a long time and some tried it and then actually the, University of Georgia, um, I believe that maybe it was the University of Texas and the University of Georgia looked into it, is, is right after 9/11 they did convert somewhere but they tried to convert them to natural gas to, to, um, I don't know if it was uh, uh, propane or, or natural gas not only know what the difference of them is.

47:01

MS: But, I, I, I thought it, it probably natural gas, liquid natural gas might be a really good alternative 'cause, 'cause it was real low for a number of years for about 10 years. But I believe that natural gas now is, is it's climbed, you know, like, like fuel has just in the last two years. Um, I really don't know that, that much about it and following the price of it. But, uh, from what I heard it's not that inexpensive anymore either. So, I don't know what the alternative is, you know, I don't know. There's, there's people out there to doing well and they're doing well 'cause there's a lot less competition and then there's just as many shrimp. I mean when we had, uh, (laughs), uh, it's something that we'd have 25 boats fishing in one area, now there's like five. So, uh, uh, the less boats competing for that day's crop of shrimp is, is been in larger catches for the boats. So they are, well, they're still having to pay a large fuel bill there and, and catch it can get less for the product and getting a lot more they have been catching a lot more product per vessel, you know, for the last, you know five to seven years, you know, like say what I getting back into it, after I've been out for five years, I'm getting back into it on, on a mostly a part time, you know basis at my age. I'm not going into it like, like I was or like these guys that are really making a living out of it or traveling all the way from North Carolina to Florida and following the seasons the best time and, and, and doing well. I'm not planning on getting involved in that right now.

AC: To kind of go back, could you tell me about throughout the years the people you've worked with, while you've been shrimping?

49:06

MS: Yes. When, when I first started out shrimping with, um, with, uh, my very first boat in, in '72, I would say it was my first boat say, I actually started shrimping, working on a, on a boat when I was, a li- a little speedboat, 16 foot boat, there was a live bait boat, but it was a commercial boat for catch live shrimp, um, and I did that when I was 14, 15 years old. When I turned to turn 16, I took a, a small family boat that I had, and that my family had over the 16 foot boat and, um, and I put a small debt on it and bought a commercial license for it back then the, the sounds were open and these are protected waters. They haven't open now since 1989. But all the sounds in Georgia were, were open and we had hundreds and hundreds and hundreds of

small speed boats that would shrimp these sounds, you know, we, uh, we lo- we've lost, we finally lost the sounds because everybody's open to, uh, uh, conservation methods, you know, or conservationists, people in sports fishermen and all them wanted to commercial nets out of sounds. But anyway, so I shrimped it by myself. And, I, uh, through last few years in high school a couple years out of school and actually, uh, graduated '71, you know, went up the University of Georgia and I'd come home about twice on the weekend and I'd go out go shrimping and I'd catch shrimp with that little 16 foot boat by myself, I'd carry a lot of them back to Athens and sell them in some of the seafood markets and restaurant not many, 100 pounds, but I'd, you know I'd make giant tubs of like peak cake, uh, it's tupperware would you put a cake it would lid on a turn it upside down, they'll make a giant tub of, of, uh, of, uh, shrimp salad, it was best the best shrimp salad 'cause all through you know, I take it back to the dorm and everybody in the dorm would eat shrimp and, uh, so I, I, I shrimped that boat by myself and then after about two or three years of messing around in, in college and in the summertime I'd, I'd get jobs on shrimp boats and messin' around, is when I bought the, uh, 25 foot boat and I primarily shrimped it by myself. I had a friend that would go out with me when they sometimes when it was really good and all this and then when I bought a 57 foot boat, I had to have a crew, you know, and actually got a high school friend worked with me the first year and then, uh, the second year I had a, I had a, uh, a- another guy joined with him so I had two guys on the back deck when it was good and one I did it with, with, with a high school, uh, friends had work with me. And like I say I, I wasn't, mmh, I was still learning it, you know, I had a big boat, but I was still, I was still learning a lot. And, uh, then when, uh, I bought a 72 foot boat. I had to have a little bit more experience and I actually hired, uh, a couple of Vietnamese boys that didn't speak any (laughs) English. But they knew a lot about shrimping actually, we used to shrimp in South China Sea and knew how to mend nets and knew a lot about stuff about shrimping, I learned a lot from them mostly about how not to eat what they ate 'cause they would pick stuff up off the deck bycatch and dry it out and cook it and stuff that they thought was absolutely delicious. (laughs) They probably was but I like squat, I like squid, I like calamari now, I eat this, I eat a lot of squid and shrimp and fish when and all, you know, but, uh, some of the stuff but they were, they were, uh, uh, a, a real, you know, joy to have the work, they, they did real good, you know, and, it worked with me for a couple years they ended up getting a boat of their own, you know, and all and in. And, and, uh, so I've had various crews and then went back to, uh, do a, an- another boy that was, was, uh,

actually a lifelong friend and then, uh, uh, we pick up just a, a crew and, and he actually worked with me for nearly 18 years on the boat and, um, and so, I say, uh, uh, I was in it for a long time.

53:48

MS: I actually shrimped for, with big boat for over 40 years so I went through a lot of crew and in, uh, the, the last boys that worked with me, was, uh, a family out of, uh, out of Tybee and, and, uh, and, uh, a boy, uh, Riley family, uh Abraham Riley and, uh, boy and Michael Lucas's cousin and, uh, uh, uh, boy named Kevin Washington, which was a nephew of theirs, actually, they, they work for me, Abraham Riley worked, worked with me on the boat for about 18 years. And, and, uh, one of his cousin's for about 10 and the other one until I sold the boat. And that was for about eight years. So, I, I was lucky I had the same crew that stayed with me, you know, throughout the year and, uh, 'cause we were always off and they al- they we always found them something else to do. We're always off January, February and March, you know, for 90 days and either I would, I'd hire them to do some maintenance or painting on a boat or you know, pick up some jobs you know, in town in construction or doing other stuff but, uh, yeah. That was, uh, that was about it from my different crews.

AC: You mentioned that you started around the age of 14, 15. What made you want to start getting into that?

MS: (laughs) Yeah. That's, that's quite an interesting story. Um, why I started, how I actually got into the shrimping. I had been in a river, (laughs) and fishing since I was five years old, you know. But, uh, I actually, um, I mean go back to, to the beginning of times when, uh, when, when, when I was one year old to, to seven years old, my grandfather had a house it was only a 100 yards from the, from the ocean at Tybee. But back then we didn't have a beach, except at low tide we have a seawall and, uh, the, there wasn't no beach for nourishment projects in the, in the late '50s and, uh, so I grew up right there at, at his house in the summertime, no wind, no air conditioning and so he had a, uh, uh, a, a window that faced the ocean and the, the seawater almost when the wind blowed, it almost splash always in house. One but 300 feet and ocean well, right there at that 300 feet was a fishing pier.

56:26

MS: Uh, a 500 foot big fishing pier that's still here today. It's been rebuilt completely five times since then. But back then it was just like it is now almost the same link, same size, but I'd get up every morning when I was real little 'cause the wind would quit blowing it daylight I'd walk out on that fishing pier and watch guys fish and, and they would actually throw a net and could catch a couple of shrimp maybe one shrimp, two shrimp, a cast off of it and watch the boats for shrimp boats for drag it right, right there right where I drug, I drug 1000 times right there within 100 yards of where I used to sit on a fishing pier watch where we do drags we, we had to stay out, you know, after later years, I lived just up to 1200 feet a quarter mile, which isn't very far, but, you know, it is what we had to move the boats out to. Anyway (laughs) yeah. So, uh, I always grew up fishing. And then when I was in grammar school, I said I had gone out, uh, on our 16 foot boat. We had it since 1965, since I was 12. And I'd gone out on boats before that trout fishing and fishing casts and watching guys cast and catch shrimp. But, my best friend's daddy was a doctor (laughs). Ain't that something? And, one of his patients was the man who who owned a fishing camp, you know, and also ran the live bait shrimping boat. And, uh, he was up there in age probably 15 years younger than what I am now. But he was, we're getting real old. ... 15 years younger than what I am now, but he was, we- getting real old, and, uh, so, uh, either- anyway his doctor, he'd had, uh, uh, a heart attack or two, and, uh, he asked, he knew I knew about boats, and, or that we had a boat, if I'd just go ride with this guy while he was dr- so I could drive the boat back, if he had a heart attack, died pulling the net in, you know? So, uh, I was about 12, eighth grade, seventh or eighth grade, somewhere after the seventh grade maybe, um, and, uh, or somewhere after the eighth, I really don't remember, because I went to school with this, with his son, we were best friends, we went from the first grade through four years of... I went to Benedictine Military High School. We went through high school together, and then went up to Georgia together, so we were, we were close friends for 14, for four- I, because I left Georgia after two years, and he stayed there and graduated as, he's a doctor, his dad's a doctor. Anyway, so his daddy asked me to ride out with this guy, you know, on this boat, and, um, this was probably 1967, or so, and, uh, so when we got back to the dock, I, my job was to get the live shrimp out, and put them in the holding tank on the dock, and the shrimp that were dead, I packaged them up in containers in- in, uh, in, uh, er, and we'd put them in the freezer.

59:30

MS: And you had a ratio of how many dead shrimp, even back then that... it- it was, it was regulated, it was commercial industry and it was regulated. You could only have so many quarts on the vessel to start with, you know, and for the- the size tank, and like today it's 50 quarts today, and so you could only have so many pints or- or quarts of dead shrimp, there's quarts of live shrimp, and sometimes you exceed that amount, which I don't wanna say, I don't know when, uh, the statutory limits r- would run out, but it's been 55 years ago or so, but so, the shrimp that were dead that were left after we punted up all we could punt, instead of throwing them back over, I'd take them home and peel them and make shrimp salad, (laughs), out of them, you know? And, uh, and so it got to be a thing where I had more shrimp salad, and so we'd give some to the next-door neighbor, and to a friend, you know, give shrimp salads to anybody who wanted, no I didn't, I went right from doing that, from working on the live bait boat to actually casting from the- the doctor friend, he also had a dock, (laughs), and, uh, so we kept a boat there, and, uh, we'd go casting, and I'd catch a little bit of shrimp, and not many, you know, 20, 30 pounds, and sell them for 50 cent a pound and- and this was in se- you know, I was just getting ready to go to ninth grade, you know? So, I just started, that's how I started, and so I start- start out from the, from the very, very scratch, working on a live bait boat and then I went to casting one summer, and then I bought the little net for my little 16-foot boat, a 20-foot net that I went to the sounds and I pulled, and then I bought a 25, so it was a real slow progression, um, I'm trying to think I, no, ask me another question, because, (laughs) and I'll think of what I was thinking about.

1:01:22

AC: ... (laughs), okay. So what now- do you understand about the- shrimping industry and the vessel that you didn't know when you started?

MS: Well, you learn, yeah, you know, about the, uh, dollars, you- you think about that a, you know, and- and everybody does in- in their own industry, what- what have you learned, what do you know now you don't know, you didn't know then, and- and do you think you know everything and- and the b- the biggest answer every shrimper in- in- in- in, uh, every scenario,

like I said, Savannah, yeah, Charleston has a scenario, the Gulf of Mexico, people out of, uh, uh, Louisiana, e- everything's a totally different scenario on what your, what your shrimping experience is like. I was really fortunate. I was on the actual opposite of- of the, er, shrimping experience that a lot of people are on. At Lazaretto Creek when I started shrimping, right next to the dock, you were almost touching a bridge with the bow of your boat or the start of your boat where you tied up at the dock was right under a bridge, so if somebody threw a- a beer can off, it's gonna land on your back deck, you're right under the bridge, well, you had to let your outriggers to go down, to go under the bridge, well just 300 yards, just 900 feet the other side of the bridge was the ocean, was legal shrimping, dragging area, so, you could, you could, you could g- be dragging in four minutes after you left the dock. A lot of peoples experiences they've got to run from their dock to get to legal dragging hour, some 30 minutes, some-

JC: [something drops in the background] Oh, sorry, sorry.

MS: ... some two hours, you know, s- some they have to run a- a day, in the Gulf of Mexico heck they have to run 20 hours to get their, to their shrimping ex- bit, you know what I'm saying? We were so close that we were just able to come and go, you know, every day. We could maintain, we didn't, we didn't, the first 14 years I shrimped, I probably never spent the night out on a boat, you know, maybe very rarely, you know, maybe four or five times a year. So, it's a totally different experience to where most shrimpers when they leave the dock don't come back for at least five to 15 days, and many for, er, 30 days. Now later when I had got this, the big boat, the one, the 88 footer, it wouldn't go under that bridge, any which or shape or form. The outriggers were too long, it t- the bridge wasn't wide enough, the mast wouldn't, it go on, er, the boat's tied right up over there, so I had to find a facility that put me a lot further away from dock. So, I- I started staying out, then I had to go, and when I'd stay out just two or three nights at a time. But, um, as far as what, um, what I know now, that I didn't know then? I know that, er, you learn something every day, like I say, every- everybody in every industry, you know, I don't care what you're in, you say, "You never quit learning." So, something, everyday you shrimp, you learn something you didn't know yesterday. Um, I would say in- in, the most important thing that I, that I, that I know, or I believe, just how residual and how prolific shrimp are in just going in- into the shrimp, that, uh, that I woulda never, I was... never cease to be amazed at how fast they could rebound from, er, eh, a severe winter. When- when- when- when the water temperature around here, when it, shrimp have a, have a critical temperature point to where they, where they,

where they- they- they die, and, er, the temperatures are at like 40 degrees they- they can live basically indefinitely.

1:05:52

MS: At 39 degrees, they can live like 30 days, but at 38 degrees, it gets down to like 10 days. So this is the winter, what we call, "Winter kill." A normal winter kill would be about 20 percent of your over wintering crop. W- well we've had winter kills where we've lost 99.9 percent of our winter crop, and, uh, so much that now we have a- a, er, a federal emergency clause as a state that we can impose, you know, a- a shutdown on the whole industry, not just state waters, but federal waters, everything, when you have a- a 99 percent winter kill, and- and we... I've seen three of those in- in the 40 years that I've been shrimping, where the water got so cold that it, like 36 degrees the shrimp live for like three days, and at 35, they can live like for 10 hours, so there's a critical point between 40 and 34 degrees where it can just instantly kill, and it's not just shrimp, we see, uh, other species. Us, we see yellowtails, croakers, uh, mostly, uh, uh, the trout, speckled trout, also get killed at these temperatures. What I would say I was the most amazed at was how fast the population can rebound, of that one little tiny bit, percent of shrimp that live, one half of one percent, you- you don't have a lot of multiple crops in the fall from it, but you'll have one big crop. So, you don't have a, in a, in a normal fall, you- you have shrimp that are, that are spawning every week, or every two weeks, or you have a new size crop of shrimp. You'll have 60 count shrimp, 50 count shrimp, 40 count shrimp, 40 count, 30 count, 20 count out there. In a, in a disaster year, in a year with 99 percent is killed, you'll see one large crop of like 30 count shrimp. You won't see any bigger ones, you won't see any smaller ones.

AC: Oop, you're okay. [noise in the background] Thank you.

1:08:03

MS: But, I guess, I was just most amazed at- at how fast the, uh, the species would rebound to a 100 percent so, in the following year, if- if you don't have another 99 percent winter kill, you have a full crop, it's no different than- than any good crop you've had in the last 50 years. And, uh, I'd say, I, that's one thing it- it took me, uh, a number of years to see it, to- to- to believe that-

that that species can, could rebound itself that fast, is that- that prolific that it, that it can- can do that. Well, I don't know either. (laughs)

AC: You've kind of you've kind of discussed this a little bit already, but-I was wondering, when you think about the future of commercial fishing in Georgia, do you think it's gonna be based off of like the larger boats that you- you were running for that period, or like smaller speed boats vessels?

MS: Well, the, when- when the industry started it was a, it- it was a lot of s- a lot of small boats. That's- that's all the, there I say, "Small boats," but the 110 horsepower boat like I had was, it was 1,000 of those, but, um, that's- that's basically all there was, and then at one point, when fuel was cheap, and shrimp were high, the, it was nothing but big boats was the only answer, and then when fuel went out of reach, uh, the whole scenario did change again. Um, I think it's somewhere in between. It- it seems like, that, uh, that- that most of the boats now that are doing really well are boats around the size of the one that I had, around 700, five to 700 horsepower vessels. We, well we did in- enact a, uh, a- a total head rope for state waters in- in Georgia, and I believe, South Carolina has too, uh, of, uh, of 220 feet of head rope, which made these really large vessels that came from the Gulf primarily, was that we had vessels here pulling as much as four 100-foot nets, four 80-foot nets, four 90s, so we've reduced it down to the maximum, basically in state waters it four 55-foot nets, or 225 total net. So that- that right there controls a lot of the size of the vessel. So it wouldn't do any good to have, you know, uh, a 1,400 horsepower vessel and it- it can only pull four 50-foot nets, you know? So, I'd say it's gonna be a mid range vessel, and that's in state waters, so I think in federal waters, we still have the boats out three miles and beyond that are pulling four 70s and four 80s, and four 90s, that are 125-foot boats, and they- they do well off of here in the spring. They- they- they're- they're able to catch so much of our- our roe shrimp, and I don't know about the Gulf fishing. These guys, when I listen to some of these interviews, I don't know much about the Gulf fishing industry, but I- I know that they had a struggle. I know they've had a struggle with fuel, and they've had a struggle with, um, with shrimp prices, and then a- a lot of large vessels for a number of years, the- the real, the 125 footers were- were being sold, going back into bankruptcy or receivership and being

sold cheap, but I think the last couple of years, because of when fuel went down and shrimp went up a little bit, that the price of vessels has really rebounded, and, uh, and they actually have, are- are getting decent money. Was that, when I, when I sold my boat it wasn't worth nothing, because of the price, there wasn't no profit in that vessel, and it- it, I sold it for next to nothing, just, uh, because I was, I had two or three years in a row that I wasn't making a profit, (laughs), with it. Yeah, I think it was time to cut my losses at that time, and get something... get out of it, get o- you know, something else going on, and get back in it in a smaller way. But, it remains to be seen. It's...

1:12:49

AC: To kinda change gears, um, could you tell me about some memories that you've had on the boat, so could you tell me what the funniest thing that's ever happened?

MS:... in, uh, in, oh, in, what, you're saying and funniest things then over the years?

AC: Mm-hmm, while you've been shrimping.

MS: Uh-huh (laughs). I would say there's, uh, been a lot of interesting things, but I wouldn't say there's been a whole lot of funny things, but I mean I've, there's been a lot of interesting things, and in, mostly in- in pleasure boats that aren't familiar, you know, with the area and I've pulled a number of large 60, 70, 80, 90-foot pleasure boats off of sand bars and salvaged them when they've got involved with hitting submerged objects, and jetties and- and, uh, in stuff, um. I've been involved in a lot of interesting things that have happened. I was, uh, involved with a... I was out actually shrimping just the day before Thanksgiving, in, uh, eh, I think it was probably in, uh, in the late '90s, '98, '99, uh, a ship hit a- a tower off of Savannah, it was called the Texas Tower. It was uh, uh, it was a light tower, and, uh, knocked some containers in the water off the ship, and, uh, I got involved in taking the, a- a salvage team out of Charleston out to look for the containers, because they were, they were, they were full of, uh, uh, methyl ethyl ketone, was what was in them, but it was a, you know, hazardous waste, extremely hazardous waste, and the Coast Guard and the environmental protection agency wanted them found, the- the containers and like I, so I went out there on that, and just to see this tower that I had seen a million times in my life, and see it, when it was half-destroyed by a ship that ran into it, I believe it was about a- a 800, 900-foot ship, wasn't no, you know, no two or 300-foot ship, and big fr- freighter, and it

was a perfectly clear day, clear night, it was actually the middle of the night, but it was a perfectly clear night, the stars were out, and anyway we, uh, went out on it for several days and, you know, when they had, uh, robotic cameras, uh, these, uh, remote-controlled cameras, well we- we found the containers. It took about three days, and then they brought a salvage team up from Charleston also with, well actually out of Norfolk, Virginia, they brought up, with a barge to pick them up, uh, uh, uh, a 1,000 ton barge crane or something, and they picked the containers up, but they, uh, they backed us off a couple of miles from it to watch it when they picked them up, and then dumped them on the deck, but I've been involved with- with boat and doing a, er, a number of interesting things with it. I've, uh, side jobs, and, uh, I used the- The Flying Cloud, to service the navy towers to take oil and fuel, uh, out to the, uh, it was a, the towers that the submarine at Kingston used the- the, it did, it was something in doing with them maneuvering offshore, these towers, and they were, uh, they were wind generated for a long time, and when the wind generators started failing, they knew the towers were becoming obsolete anyway, and they weren't gonna renew them. They used the back-up generators to supply the power and they weren't equipped to supply those with the oil and the fuels, so we went out there and did that and made some good money, and it was an interesting project, and was involved in a few of those things like that. But, um, mm, I don't know, (laughs).

1:17:14

AC: Could you think of maybe a favorite memory that you've had throughout the years?

MS: Er, er, oh my goodness. Well, you know, I've t- I've taken hundreds of different people out on the boats, and sometimes I'd take a- a crew with- with the kids, when my kids were younger, and I'd take some of my friends and their friends and we'd- we'd all get on the, on the boat and go down to the fireworks at the Savannah River, and those were really good times. We'd have 15, 20, 30 of us on the, on the boat. We'd make a day out of it and cook a low-country boil on the back deck, and let the kids all enjoy the boat, but I guess, just, you know, taking the kids out and my kids by themselves, it, you know, when they were young and- and staying on the boat for a couple of days, and, you know, when they were in there, er, eight, nine, 10-years old. I think my daughter went with me more than my son did. She was just a- a year younger than him, but she went out when she was nine or 10, and, uh, she stayed, she loved it, and then, uh, actually on the

same boat, I took my grandson, her son out when he was five and six-years old to stay, so I had the boat long enough to take my daughter and my grandchildren out on it, you know, uh, so got some good memories, and some good pictures, but I've taken, uh, groups, just, uh, that I sold to, uh, I sold to, uh, a- a supermarket chain one time, Harveys Supermarket that's here in Georgia, outta Nashville, Georgia, and I would take their, um, their vice president and, uh, and the purchasing, uh, er, the people out. I'd take some of them out on the boat, just, you know, as a, you know, entertainment for appreciation for, (laughs), for- for them buying from me and they got pictures and it was just really good to see them just... and they'd bring their wives and I'd take, er, eight of them out, you know, just for the day, and no charge, just to see what shrimping was like. We'd actually make a drag or two, and, so, uh, and that was just really nice, and I enjoyed that a lot. Stuff like that. One time I took us, uh, I think, I took a friend of mine taught biology at Country Day in Savannah, still does, (laughs), and this was about 30 years ago. We took a class, took about 20... I think at one time we took like 22 kids with five adult supervisors out on the shrimp boat, that was a scary, scary day. I've taken a number of people out, diving friends out. I'd have as many as, eh, in a 100 foot, 30, with as many as five people in the water. At one time it was me who just worried to death waiting for each one of them to come back to the surface, (laughs), you know? So, done- done a lot of different stuff other than shrimping with it, you know, with the shrimp boats. And, you know, everybody does it, but, you know?

1:20:27

AC: Well, so what are some recommendations that you have for the future of the commercial fishing industry?

MS: Mm, mm, mm, mm. Well, er, there's not a whole lot of new, which we- we- we discussed down in- in- in Georgia. I think the University of Georgia there's some programs. I don't know if they're, uh, state or federally-oriented, to try to get some interest into the industry, but I- I would say, unfortunately that probably nearly 90 percent, er, of the fishermen that are out there now have probably been out there for quite a number of years. They are doing, they're doing well. The- the ones that I know that are in it right now are- are- are- are doing real, are doing real well- well. I, my best years were- were in the '80s when fuel was low, and- and shrimp prices were

high, er, eh, were my highest profit years. They- they began to fall in the, in the mid, late '90s, as was more imports, as more agriculture, more maricultures, shrimp, you know, came into the picture. Um, but the guys that are out there have- have- have done real well, and I think that they, uh, er, eh, that they're gonna know how to- to pass it on, and like I say I'll- I'll be back out there. I've been out of, out of it for five years. I'll be back out there, more to see, but, you know, er, the technological advances in some of the nets, I mean, from when I started the nets that we pulled were so different than... just like in everything. It's different, (laughs), when I actually started the nets were soaked in creosote. We called them, "Tar nets," and they didn't have the green coating that drives hard and its light, and now we have webbing that's- that's- that's- that's made out of stuff that doesn't even need debit on it, it's- it's real expensive. It's, you know, like Spectra and it's the Kevlar type materials, and they're lighter, they're more efficient. They're easier to- to pull. It takes less power. The- the whole thing is in technology-defined, what will catch just as much shrimp with- without having to exert as much effort and I would say that we're- we're- we're fishing equipment now with, that catches the exact same amount of product with half the effort that we did 40 years ago. And so those technological advances are- are probably gonna be the, uh, the- the deciding factor for the ad- advancement of the industry, whether it's gonna be in- and they've already de- they working on it as fast as they can. The University of Georgia knows it all. What I do the advancement of the doors, the drag, for the spread, you know, that- that- that fish, and something will come up, but, er, eh, it's just gonna be able to, the, to find a fuel source. You know, you know, whether, you know, that- that's- that's more efficient and it's less costly than- than fossil fuel, than- than diesel fuel, because I don't see diesel fuel ever going back to where it was when- when- when I actually started shrimping. And, I say, when I say, "I started shrimping in '72," was when I started into commercial, into diesel, got away from the speed boats, the small boats in the, in the early '70s, um, diesel fuel had just gone to a dramatic high price, it had jumped all the way to like 39, 40 cent a gallon, where the industry has been paying less than 15 cent a gallon for it, you know, in the '50s and the '60s, why they were only getting, you know, small amount for shrimp, but- but the, their- their daily o- overhead was low, but when- when fuel started jumping up into the- the- the two dollar a gallon range, it started a whole different ballgame, and I- I just think a alternative fuel source, uh, or an alternative daily cost... like I say my daily cost on my boat it, I was averaging 350 a day.

1:25:04

MS: I'd say I could burn in a full long day a half, you know, 500 but at 350 a- a day, um, uh, gallons f- for years, my fuel was- was running just around 200 dollars a day, and at 350 a day when- when I sold my boat, it was, it was a 1,000 dollars a day, and that doesn't sound like a lot for one day, but when you add it up at the end of the month, or the end of the week, five days, uh, versus, uh, a 1,000 dollars, versus 6,000 dollars, but when your profit for the week, you know, was at but 6,000 dollars, and that fuel bill wasn't but 6,000 dollars, so I think, I think that the- the survival of the industry is gonna be something that- that- that doesn't cost you a, uh, a 1,000 dollars a day in- in- in- in- in fuel costs, because you got plenty of other over costs already to deal with, you know, besides your labor and- and your net repair, and your vessel maintenance, you know, engine maintenance, and your hull maintenance, and your wheel maintenance. You've already got that already figured in, (laughs), so much that- that, uh, you know, that you don't need the, uh, the industry having a, uh, a- a daily fuel cost that's that high, so, I- I- I see, I- I see these guys that continue to do what they're doing. I see a- a minimal survival of the industry for a, still for a number of years, if nothing else happens. But one more thing could happen, and- and that could be it. I mean, if fuel go to five dollars a gallon and- and shrimp go to three dollars a pound, because, you know, every other countries gotten into mariculture and, or- or the, uh, you know- Culture and, uh, our... The, uh, you know, the, the restaurant, you know, is, is... who consumes, you know, I know the, the public they're... I, I actually bought shrimp last night from Publix, which were some of... I, I mean, gorgeous shrimp. They're were fresh east coast shrimp, probably coming from Mayport. But, uh, I mean, they, they do move a lot of it but, but the bulk of it is, is moved to the restaurant. The restaurant business suffers any worse of a hit than what we've got going on right now with COVID and, and fuel suffers any worse of a hit, pushes up to three, four dollars a gallon, it's gonna be, it's gonna be tough to, uh, to see those boats, they've dropped from... Like I did from 260 days a year to 160, what you gonna do? You... Uh, drop to 60 days a year and just, you have an alternative, you know, source of income but it's not shrimp, it's an alternative source of income. Still will be able to go out there in certain weeks, you know, of the year. Or certain months of the year and, and, and catch a lotta shrimp and make enough to pay for that fuel. But you're not gonna be able to go out doing this marginal months. Yeah (laughs).

1:28:16

AC: Now, we can to fill out a worksheet.

MS: Oh, no. [Laughs] I'm, how long we been going? I'ma gonna get shy (laughs). I promise I was gonna hold it down to a f- under an hour (laughs). How, how long have you been going? (laughs) over, over ho- Over an hour?

AC: Yeah.

MS: (laughs) Okay. That's good.

JC: Um, can you tell us a little bit about the... Some of the work you've done on some of the advisory councils?

MS: Okay. Yeah. You know, I mean, my, my advisory in shrimping goes back a long, long, long time. Um, my first advisory, I was called to a Senator's house in probably 1974, asked me to come and discuss... He was on the... He was a, uh, uh, a Georgia State Senator for my district. And he was on Natural Resources Board. And, uh, before them was a bill to really totally restructure the live bait shrimping, commercial live bait shrimping industry. And he knew that, that I had live bait shrimp. And he knew that I was now in the commercial shrimping. And he called me and, and, and asked me a lotta questions about the... Mostly it was how did I think that the live bait shrimping industry was impacting the commercial shrimping industry? That, uh, apparently the... I wasn't active in the political side of commercial shrimping industry at that time. I wasn't in the, uh, Coastal Fishery Advisory Council (laughs) at that time and nothing. So, I mean, I was just shrimping and knew a few shrimpers but I... Anyway. So, apparently the, the commercial shrimping industry was lobbying to put major restrictions on the live bait shrimping industry. And the reason it was, was really because it was being a- it was being abused. And it did that for, for a number of years. And so, he'd asked me this and I said, "You know, the live bait shrimping industry, done legally, has absolutely no bearing on, on the commercial shrimping. Shrimp is so prolificous... So many shrimp that all the studies show, from the creeks to the rivers to the sounds, to the ocean, the population natural mortality rate is, is so high that 50% of the shrimp live in the creeks, never make it to the ocean. Um, I'm sorry, never make it to the river. So you only got a half of them making it to the river. Most of the live bait shrimping is done in the creeks. So basically 50% of those shrimp are never gonna make it to the river anyway. In 50% of those shrimp are gonna die before they ever make it to the sounds. In 75% of those

shrimp are gonna die before they ever make it to the ocean, and that's where we shrimp, is the ocean. They're predicting that less than 10% of the shrimp population ever even make it to where we are. And that we only catch about 20% of those shrimp. So if you look at those figures, which I didn't know back then, you know, which I didn't find these figures out till 40 years later, but I had told him... I said, "I don't feel like we're... The live bait industry, done legally, has any bearing on the commercial industry." And the law basically wasn't changed. That was the first advisory.

1:32:14

MS: In the '70s, uh, I got a letter, uh, I probably uh, got it on my tablet, not on my phone, from Susan Shipman when she first got in... And I believe it was probably in the late '70s, she sent me a letter thanking me for the advisory, uh, on a, on a panel that I had met on... A- advising on some waters that were right there... Basically at my, my shrimping grounds where, where I shrimp, some of the waters were just a mile from where my dock was and I was shrimping. And I've been shrimping there, at that time, for about just six years. Probably, it's probably '78, and I got a letter from her and I met with them. And we discussed different aspects of what was proposed. It was some dredging. Somebody's wanting to build a dock. They were wanting to do some dredging and pump some sand and do this. And they wanted know what the effects of it was gonna have, negative, you know, on, on our industry and all and, you know, I said, "Really, it's gonna have positive effects (laughs)." Anyway, so I was at... To that, in that capacity, and then, then in the, in the mid '80s I got active a little bit in the Georgia Shrimp Association and... In... And I was on advi- Uh, being on the, uh, uh, advisory board for Georgia Fisherman Association probably in '86/'87. '88 I became either president or vice president and the next year I was president of the Association that... And three years later I stepped down, became vice president. And then three years after that I became president of the Association again. And then in '98 I resigned the presidency to the vice president. I, I joined the coast... It was called Coastal Fisheries Advisory Council back then, was a part of Natural Resources Advisory Council in... As a, as a member to the advisory council. As a shrimper we were only... Basically it was only shrimping and crabbing and, and then natural resources personnel. And I joined that in '98. And, uh, I served on there until... For 19 years, until 2017, on the advisory council. We... Uh, after about, uh, 12 years we combined with the Coastal Fisheries Advisory Council, which was the,

uh, uh, uh, a 12 member sports-fishermen, uh, advisory panel that they had to advise for stuff like limits and regulations on trout, bass and flounders, its sport fishing. And we were commercial, we were the Coastal Fisheries Advisory Council. We combined the two organizations and made it 24 member instead of two 12 members. (laughs) So we all, we all met in, in, in... It... One time we had been extremely archenemies, I mean, extremely because in 1989 the, the fisheries council, the Sports Fishing Association was the one who lobbied to have the sounds taken away from the commercial fishing industry.

1:35:17

MS: And we lost the sounds. The sounds where all of our estuaries were. The rivers dumb the shrimp in. And then, I swear, the 75% loss of natural mortality, we lost access to those waters which was about 50% of the waters. At the same time we lost nearly half the industry. It... In the same move, we went from 1,700 boats to, to, to, to under 800 boats. We lost half the industry in that same move, from, from... In '89, from that... When that group... So for us to come together, you know, talking about now '89, '99, 2009, 2018, this is almost 30 years later, we, we're finally back on a talking, you know, basis where we're not at each other's throats. So we joined in, um, the, uh, they formed the, uh, the, the Department of Natural Resources asked them to form an election committee and appoint officers. And I was nominated as a chairman of that committee. And, uh, uh, was only supposed to be nominated to be the chairman of it. And Natural Resources, at that time, decided to... They weren't gon- they were gonna chair the organization that they didn't want us to chair. They were gonna chair it. Because they didn't want a (laughs) commercial shrimper up there chairing it over, you know...But anyway, but... So we... I was, I was on that. I said we joined maybe, I think, in, in maybe 2000. I was on it for maybe six years after that. And I was at a meeting and, uh, and, uh, I think it was 2017, I was at 19 years going... We had... We served two year, two year terms. And, uh, I was in, uh, halfway through my, my, uh, my, uh... what, would be like 10th term. We got appointed by the Lieutenant Governor. You gotta be no- You got- Natural Resources nominate you and it goes to, to the Governor's office. Commissioner submits it to the Lieutenant Governor and you're appointed for two years as advisory... Well, they told me that, um, that I was, I was, 'cause I sold my boat. And, and I didn't even know this. So be the qualification to be in the position that I was in as advisory for the shrimping, commercial shrimping industry, I had to not only own a vessel but I had to be

reporting as the owner in the landing reports for the vessel. And they had noticed that I wasn't no longer reporting landing reports. So they told me I wasn't qualified to be on it anymore. And, uh, so that was the last meeting I was at after 19 years. But then, uh... So now they, uh, they've called me since I bought this... The Anna from them, the research vessels shrimp boat. I bought a commercial shrimping license for it, you know, they've called me and asked me to come back on it but I hadn't, uh, I haven't shrimped it yet. I haven't done any landing reports. So I'm not gonna do it yet (laughs).

1:38:07

MS: But anyway, um, those, uh, the Georgia shrimping industry as president of it off and on was some interesting times. I was president when the federal government enacted the turtle regulations. The turtle excluders. And that was a major battle between half the industry. Half the industry was vehemently opposed, especially to Texas, which then had nothing to do with me, you know, or our industry because we're south Atlantic. But the Texas industry was really opposed to it. Louisiana were actually boycotting and blocking river entrances and stuff. In Charleston, a South Carolina organization, a fisherman's association outta Charleston was extremely against it. And, and um, I wasn't 'cause I was already pulling them. And, uh, and I, I seen that they worked. They, they worked. Did a lot of things. Not only keep the turtles out, they kicked all the horseshoe crabs and the jelly balls and sharks. You know, and, uh, and those are three things you don't want in your bag 'cause they tear your shrimp up. And, uh, especially the horseshoe crabs and, and, and the, and the, uh, sharks, you know. But, uh, anyway. So, uh, uh, I sided with the Natural Resources on, on that issue. And I wasn't viewed very, very well but I maintained. I stayed in there as president and vice president for a number of years after that. And, uh, um... But they... The, the, the reason and, and, uh, to, to say that they, they, they, they knew these guys that were opposed to it, knew why they were opposed to it. And, and they were right for being opposed to it, for reasons they were. 'Cause they said that once the federal government comes in and starts regulating you, they never quit. And that's exactly what happened. We came in with a turtle excluder. It worked great. Had a 38 inch opening. Had a 38 degree angle. And it worked absolutely great. Three years later, they raised the hole from 38 inches to 72 inches. They double the size of the opening. They increased the size of the angle. So it had greater angle. Greater opening. Shrimp losses went from 10% to 25% because of that one

change. And the... You know, so now you're losing... If you're catching 500 pounds a day, you're losing 100 pounds a day because of that turtle excluder. When the original turtle excluder was introduced, for three years it worked great. It kicked the turtles out. It kicked the sharks out. It kicked the horseshoe crabs, jelly balls... kicked everything out. But it didn't kick the leatherback turtle out. Leatherback turtle wasn't indigenous in this area, we were trying to kick the loggerhead out, the friendly turtles out, we were trying to protect. We never thought about that they would make us try to protect the log- the, the le- leatherback because leatherback's such a big turtle, it's gotta hook that would always tear it's way out of our nets. When we ever encountered one, it would just rip the net open and get out. But it couldn't go out through this hole.

1:41:21

MS: So now they wanted us to put a hole in there big enough not to let out 100 pound turtle but to let out a 500 pound turtle. And there, there went, there went that... And to this day, we're pulling the ones that let out the large tur- and the holes get bigger. And it's got... It is more enforced now because I shrimped for 30 years, never had a Coast Guard person on my boat. After we put the federal turtle excluders in there, then they changed it. Every day coming on your boat, M 16s. Jump on your boat. First thing they do is pull your net out, pull the outrigger, put the tape measure. Put the angle indicator. Clamp the inde- indicator onto the turtle excluder. Measure the hole. If it ain't right, you got \$1,000 ticket, you know. So, I mean, those guys were right. You know, do anything you can to keep the federal government off your boat. Once they came with the federal turtle excluder and they came in with a fish excluder. Fish excluder is total nonsense. Absolute nonsense. But they want it. And now you got a fish eye, what you call a fish eye, another hole in your net. Big hole in your net down by the bag to let out any little live swimming fish that might can make it out of there. The only problem with that is, when you get... And you dragging with a following sea and your bag's in your shallow water, so you're in 15 ft or less water, and, and you're in a, in, in a, in a, in a rough following sea, your bag's working like an accordion and then... And the boat behind you is catching shrimp that you had in your bag. Or dead shrimp. You're catching shrimp that, that are coming out, you catching... You're following a boat and then you pull your trinet up and it's got shrimp that been dead for an hour 'cause they got, they... burnt out outta the bag of the boat in front of you. You know, so

there's another big loss, for no reason at all. 'Cause there's no fish populations that can, that... That are not so prolific that it can't rebound themselves. That are, that are, that are caught in our waters than in the State of Georgia. Now, I'm not gonna say that they don't need that in Louisiana or Texas, maybe there is something that little baby red snapper, we don't have red snapper around here. We don't have any species around here that's a commercial species that can be threatened... We're pulling it because they said, "Well, turtle excluders work so good. Maybe this will work too." Well, you know, that's why they fought it. And they, they fought me and they said, "You don't know what you're doing. We've been in this thing... You let the federal government mandate one thing, you'll never be hearing (laughs) the end of it." Okay. What else? (laughs)

AC: Now we're moving on! [laughs]

MS: We have to move quick! My dog's gonna be at that window in a minute to see where I'm at.

AC: You will be reunited soon, hopefully. [laughs]

MS: She's a two year old golden, she's..she gets fussy. [laughs]

1:44:21

JC: Um, so you told us about the Anna and the Flying Cloud already but we just wanna get a little bit more information about it. Um, so did the Anna have any names before?

MS: No. And neither did Flying Cloud. The Anna was built as a Anna. And then the Natural Resources purchased it. Uh, the following year, I think it shrimped like one year, maybe two years, I have to look at the history, it's in the book. The Natural Resources purchased it. Took the outriggers off of it, put one short outrigger on it. And kept the same winch on it. And they, they, they just re- relicensed it. Documented it as a research vessel, RV Anna, Research Vessel Anna. And when I purchased it from the Natural Resources I just reverted it back to the Anna. The, the Flying Cloud was built by, like I said, Clyde Varnum in Supply, North Carolina in 1969. Went into service in 1970 by a man named Barry Wilson, outta Charleston... outta Shem Creek, Charleston, South Carolina. Barry had that boat built... That was his second boat. He had a boat

before that boat for about 20 years. It was also a, a supply boat built by Clyde Varnum, was a, a small single-engine, uh, 65 ft boat. And he put two engines in this one, the same size as the single engine. But anyway, he built it as the Flying Cloud in, in, uh, in... And documented it 1970. And it sits less than 200 yards from where we are right now. And it's right there at the dock right next to us from where we sit right now. And it's still the Flying Cloud.

JC: Um, what year was the Anna built, do you know?

MS: (laughs) The Anna was built in 1968.

JC: What type of boat is it?

MS: It is what we would c- It's a sawn frame boat. You have two boats, the, the, the St Augustine and, uh, the desco boats built out of St Augustine on a, on, on what you call bent frame boat. Uh, uh, uh, made on steamed oak. Uh, two by four oak for the framing. These boats are sawnpine framing. And so the, uh... And the planking is, is, is two inch cypress hull, uh, plank in, in the Flying Cloud. Also built same, almost the same year, 1969. It's two inch, uh, full two inch, uh, cypress. Hard cypress, which... What, what's, what's amazing about both of those boats were... Is the materials they were made out of were, were with the cypress and all of them were, were materials that were harvested back in, in the, in the '40s.

1:47:31

MS: They used to dry cypress. They used to... They would, they would, they would set it out. They would cut it in, into large timbers. Like full two by 12s. And then stack them to dry for years. They would, they would s- you know, slow dry them. They would, uh, actually some of them take five to seven years to, to dry. And... So, so these, these trees were cut out of, what we call, some of the virgin cypress forest. So they were old cypress trees. 400-500 year old trees, is hard cypress. And most of the boats built in the late '70s were built outta cypress that was second growth cypress. Those boats had severe wood damage to them 25, 30 years later. Where these boats because of the type of material like the Anna even is built out of, is, uh, has, has showed very little... Almost no s- no signs (laughs) of, of, of wood damage. The Anna is, is a remarkable shape. When they... It was government owned for 40 years, it was taken out of the water every year. It was maintained. Um, in the shrimping industry, we, we tend to maintain our boats real

well. In real good shrimping years and real bad, in real bad shrimping years. It's a, it's an industry so some years, uh, they, they come out the water, you know, six, eight months late. But, um, the, uh, the Anna, the Anna, uh, uh, is, is, is kind of a, a really, uh... Which I didn't even know a lotta of this until after I bought it. Just... Is, is thousands of pages of history is written on it. Um, 'cause, I guess, it made some many trips for the DNRs, for example. It says that every governor of the state of Georgia has been out on it. 'Cause they had it as a research vessel and, um... But the, uh, the framing of the boat was built out of the wood from the Oglethorpe Hotel in Brunswick, Georgia. Which you might know but the Oglethorpe Hotel in Brunswick, Georgia was a 240 room hotel. Three stories. Was completed in 1888. So the material cut for this boat was cut right after the civil war. And it's heartpine, the framing. [Coughs] It's hard, heartpine. You go with that... Go through that boat and you go through any of that boat and look at the wood, it look like it was built two months ago. [Coughs] I mean, I may need a peppermint. Boat has a... That boat has a lotta history. The guys that built it, built liberty ships in Brunswick. Second World War. So they had the knowledge to work with wood. And when they went to salvage that building, the hotel, [coughs] they purchased the beams, the floor beams out of it. The heartpine floor beams. Full four by 12 beams. And, uh, heartpine beams and they use that wood to build this boat with. And then cypress the bottom. I don't know how much longer I can talk, my voice is gonna go (laughs).

1:51:09

AC: Oh no!

MS: Oh, what you got?

JC: Do you wanna tell us about any other boats that you've been on that you can give us any information about? I know you talked about the Anna, The Flying Cloud. Um, what about your 25 ft boat that you got from North Carolina? You said it was your first one? What was the name of that one called?

MS: We call it the seas- uh, the, uh, um, uh, um, the, um, oh goodness. Uh, Stargazer! After the fish, the Stargazer. I had a saltwater aquarium and, uh... 'Cause I, I'd been shrimping my little boat a little bit, the stargazer bury under the sand. You know, all you see is their eyes. And then when the fish swims by, stargazer will just suck it (laughs). They'll eat it like a lionfish does. Just

gulp it down. And Stargazer... And then, um, the, the, the second boat I had, like I said, was the, um, the Cathy Lewis. Was built in 1947 for a guy named, um, um... it probably was named after his daughter, Cathy Lewis. And he... His name was Bubna Lewis. And it had, it had a, um, been commissioned that name. And I, and it stayed that name until, uh, as long as I had it. Uh, and, uh, and I, I think I, I think I didn't get rid of it until in, in, in the '80s. And then, uh, the 72 ft boat I bought was the, um, the Sea Star. And, uh, I bought it from... It was one of the Sasser fleet. Bought it from Mr. Sasser, Billy Sasser. It was one of his boats that he bought. He bought a lotta government, um, auction boats that were caught in the, uh, drug running business out of Florida and Texas and all. And this was the actual was a boat that had, that had been seized and then I think he kept it for a couple of years. And it was just... It was a heavy maintenance boat. I actually didn't keep that boat. But for about maybe two years and, and, and sold it and, and bought that North... Other North Carolina boat, the Anadel. So, uh, I've had a few, uh, that's all. There's Anadel. And, and I say the Cathy Lewis. The Sea Star. The Anadel. And the Flying Cloud. And the, the, the little boat, why I say, Flying Cloud was my fifth boat. So the Anna will be my sixth boat, not counting the speed boat. (laughs)

1:54:05

AC: I think we've gotten everything.

MS: Oh, but that does...

AC: (laughs)

MS: So we can... You can audit... You can edit some of that stuff out, this conversation right, y'all don't have to produce 100% of what I say to you?

AC: Well...

MS: I know you always... You said y'all can edit, edit them much and do the... Yeah.

AC: Its our goal to...sorry!