

Name of person interviewed: Reidar Bendiksen [RB] and Jim Dwyer [JD]

Facts about this person:

Age Unknown

Sex Males

Occupation [RB]: Fisherman, fishing gear business;
[JD]: lumper, Lumpers Union

If a fisherman,

Home port,
and Hail Port

Residence (Town where lives)

Ethnic background (if known) [RB]: Norwegian

Interviewer: Unknown [XX]

Transcriber: Azure Dee Westwood [ADW]

Place interview took place: Working Waterfront Festival
[not stated in interview, but location assumed by transcriptionist]

Date and time of interview: September 2007

INDEX/KEYWORDS**KEYWORDS**

“Fish Mary” – woman who lumped in 60’s for 13 years; lumpers; women in the lumping trade; Unions; strike; blizzard of ’78; wooden to steel boats; changes in crew size; Union rules; no steady women lumpers; future of lumping is bleak; scallopers; public auction; display auction; wages and price of fish in 50’s and 60’s.

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- [00:00] Introductions; background info on “Fish Mary”; woman who offloaded boats in 60’s for 13 years; little known about her history.
- [03:08] Only woman steadily involved in lumping; discussion of how RB knew Mary; how lumping worked in the ‘60’s.
- [06:11] How lumping has changed; fishing crew number changes over the years; restrictions and fishing technology changes; wooden verses steel boats; offloading techniques.
- [09:16] Unloading draggers verses scallopers; fishing crew involvement in offloading; pay rates for lumpers in ‘60’s and crew pay; most lumping done at night now.
- [12:34] Offloading now as compared to the past; Mary last seen in 1963; don’t know where she went.
- [15:17] Inconsistent and round-the clock work of lumping now; lumpers Union membership is down; no new members; despite challenges, lumpers are able to offload all boats that call; crew are short-handed on vessels.
- [18:27] size of scallop vessel crews now; story about answering the call to offload in blizzard of ’78.
- [21:16] Background about ’86 Union strike; changes after Union fell; rules under the Union were beneficial to lumpers and fishermen.
- [24:17] Discussion of advantages with Union system; discussion of Mary being one of a kind and not being replaced; Mary lumping despite superstitions and reluctance in fishing industry of having a woman aboard the boat.
- [27:15] Possible reasons why women weren’t wanted on boats; shoreside wives may not have liked having woman onboard; Mary worked for crew for cash; Union rules and benefits; discussion of picture of Mary with scallop bag on her head as representing her pay; price change of scallops over the years.
- [31:15] Price of scallops as compared to price of fish changes; not many women involved in lumping and likely will not be any in the future; need to tell history now.
- [34:26] Name reference to interview at a later date
- [36:17] [End of interview and recording]

TRANSCRIPT

[Start of Audio]

[00:00]

[XX]: Now play, yeah. Would you mind introducing yourselves again just in case it didn't pick it up.

[RB]: Yeah, my name is Reidar Bendiksen. I've been a fisherman since 1963. I fished for about 25 years and then I've been in the fishing gear business ever since, up to present.

[JD]: My name is James M. Dwyer Jr. I've been in the fishing industry for the last 47 years and for the last 22 years I've served as the Secretary, Treasurer, and Business Agent for the Local 1749, ILA.

[XX]: And that's the Lumpers Union?

[JD]: Lumpers Union, that's correct.

[XX]: So, today you're going to tell me a little bit about looking back at a rather important lumper in the past. You started to tell me something about Mary, Jimmy, but maybe you could start again.

[JD]: Well, when I first started lumping, I first was acquainted with Mary Stanley, known as "Fish Mary" in 1960. And that was through my father; he also was a fish lumper. And I remember working with Mary on a vessel, the *Richard Lance*, for the first time. And I was only 17 years old at the time and I was pretty impressed seeing it was a woman doing that kind of work. And she was a hard worker. And as the years went on, over the years she used to do mainly scallopers, the offloading. She did a few draggers, very few; most of it was with the scallopers, doing the scallopers at the time. And the Norwegians, she was very close to the Norwegian community at that time. She used to take care of them; she was very dependable. When I say take care of them, they used to come in like the night before, and they used to do the Settlement the next day, and she would take care of the checks and so forth, and the next day she made sure the check was in good hands, so they wouldn't spend all the money at once. She was very dependable, she was a very kind person, hard worker, and she was a... she used to wear all these decorative hats. She used to march in all the parades in the city. And I remember during the Holidays, she used to sell holly and through the community at times, she used to give the holly to different people, in the fishing community.

[XX]: Do you know how she got into the fishing industry?

[JD]: I have no idea. She never drove a car. Any time, her destination was either in a taxi or she was always on the bus and she lived in Acushnet.

[XX]: And was her family a fishing family?

[JD]: To my knowledge, I knew she had a daughter, her daughter was named Sarah and I didn't know too much about her past, as far as family, but I knew she had a daughter. I used to hear people talk about... she did have a daughter named Sarah.

[03:08]

[XX]: But her parents weren't part of the industry?

[JD]: Not to my knowledge. And over the years, since then, like I say, I've been here 47 years. I've had calls over the years as far as a woman coming into the trade. They probably perhaps came for a day or so; they never lasted. And I don't ever see any one coming in and taking her place.

[XX]: So she's the only woman in all the years that...

- [JD]: The only woman, in the lumping career, since I've been here, that's belonged to the Union and offloaded the boats with a career of 13 years.
- [RB]: When do you think she quit?
- [JD]: I want to say around 1963, according to the Union ledgers, what I have on date. She started about '53 I think it was, so she was anywhere from 10-13 years.
- [XX]: Do you know how old she was approximately? I know you were a youngster?
- [RB]: To me, she looks to me about in the late 50's when I saw her.
- [JD]: I kind of agree with Reidar, but even in those days, my father looked old and he wasn't, when we look back you know. I say anywhere from the early 50's late 40's.
- [XX]: Reidar, how did you meet her?
- [RB]: Actually, when I first came to this country, when I first came to this country in '63 I was on a scalloper named the *Lilianne B*, used to be owned by my father and his brother. And when we came in, that summer, we were here, we came in and unloaded the scalloper; we were scalloping. And then every trip when we came in, Fish Mary, asked for a lumpers job, and my father was a soft-hearted guy and so was my uncle, and they used to give her a job down in the fish hold, and she used to lump the scallops. I remember seeing her. And much of the stuff that Jimmy just talked about, I remember also; the holly part, she used to sell holly, stuff like that, up on Purchase Street.
- [XX]: Maybe you can explain to me, a little bit about the lumper system because people that will be hearing this don't necessarily know what a lumper is in the first place and how you get your jobs. It sounds like people just went down to the boats and asked if they could lump? But is that the typical way?
- [RB]: Well, she was a member of the Union, I think.
- [JD]: Well, early 60's when I started, we didn't have a system in place; we had a Union but the system wasn't in place where you would have so called 'boss lumpers' and they would touch base with the skippers in the morning at the morning auction. During that time in the early '60's it was who you knew at the time. If I knew the skipper, and he took a liking to me, be there tomorrow morning at 8:30. And this is how Mary used to get her jobs.
- [06:11]
- [JD]: I would want to say it started about, when we did another contract, it was around the early '70's, we instituted a system with boss lumpers. So they would come to the auction in the morning and they would head up the boss lumpers, you would have several boss lumpers during the morning auction, and you would need 4-5 lumpers and he would get his crew together. And the lumpers actually, what they do, they offload the boats, once the fishing boat comes back from Georges Banks, they do the offloading; they put a crew together and those days we used to have 100,000 pounds once a week, I mean every Monday -Friday, we had 100,000. We would have as many as 13 lumpers on a double hatch, they'd be running double hatches and we'd be running 13 lumpers in those days. Of course restrictions came and later on in years, and they became displaced to a degree. You went from 13 jobs down to three.
- [XX]: Is that just because of the lack of product?
- [JD]: Lack of product, the fishing restrictions....
- [XX]: Did the technology change?
- [JD]: The technology actually didn't change. The only thing I saw that changed on the labor end was we went from a wrap around winch, we used to call it, to a hydraulic. That's the

only technology I've seen over the years. Then we went from wire baskets to bigger baskets, we call them either vinyl baskets or canvas. So we went from 100 pounds to a basket that takes out 250 pounds. And we went from say an Eastern rig, the wooden boats, to a steel boat which made our job even harder, believe it or not, because on a stern trawler - you would have to be on the labor end for me to explain exactly what I'm saying - you would have concrete floors, not wooden floors, and for dragging all that, it would grab and all that, and the hatches they made today with the stern trawlers is a lot harder then it was years ago with the Eastern rigs. That was a piece of cake; if we had a small curve, we used to call it in the fish hold, the basket used to tip and everyone used to complain. They talk... any of the veterans we have left today, they compare today, the stern trawler to the old Eastern rig with a curve; it was a piece of cake. But the fishing technology, on that end, Reidar has the answer to that where it becomes efficient, it's made a big difference.

[RB]: There's been some step up's in technology I think, the display auction. There they have a system when you dump the fish, it goes into a big vat of water, with a conveyor belt coming out, so the fish is nice and clean, so you get good weights. We never had that years ago.

[XX]: And they do that for the scallops too?

[09:16]

[RB]: No, not the scallops. They don't have the ice problem. They just knock the ice off the bags and they weigh them pretty good.

[XX]: So in the olden days, it looked like that picture you showed me of Mary, she had a bag of scallops on her head, so did they actually shuck them and bag them onboard the vessels?

[RB]: Same way. Same way as they do today.

[XX]: And how many lumpers would it take to unload a boat?

[JD]: On a scalloper?

[RB]: Two or three.

[JD]: Yeah. It was basically entirely up to the crew. If they wanted to work, they had that option. They would tell the captain, get me a lumper during that time. And a dragger was a little bit different, because down in the fish hold, the crew basically didn't go down in the hold on a dragger. In most cases, like on a scalloper, you had that option, if you were 11-handed or 12 men... am I right, at that time? 11-12 men, they had that option if they wanted to work, and if they didn't want to work, they'd tell the captain and in turn the captain would tell the boss lumper at the auction in the morning that "Johannes isn't going to work" or "Jonas isn't going to work" or "Tony isn't going to work" so I need three lumpers.

[XX]: So if the fishermen worked, did they get paid extra for it?

[JD]: No they didn't. That was part of their job.

[XX]: But the lumpers got paid, right?

[JD]: That's correct.

[XX]: So how much did the lumpers get paid?

[JD]: When I first started, the job was \$12...

[XX]: For a boat or for an hour?

[JD]: For the tonnage. Whatever the tonnage was. My check was for \$8.37. But it was considered good money in those days, it was nothing to sneeze at; it was good money. In those days, you could get 2-3 boats.

[RB]: The shares on the fishing boats at the time, you were looking at less than \$200.

[XX]: Yeah, that's right. For a two week trip, right?

[RB]: Yeah. So you could figure that, and these guys worked every day.

[JD]: We'd grab a scalloper, the auction would start at 7 or 7:20 and the end of the auction, we'd go down, take the scalloper out, we'd be done by 10 o'clock in the morning. Along side us there would be a dragger. We'd get off the scalloper, we'd jump right onto the dragger. And perhaps you could get another dragger after that; there was so much work in those days. We would have 1 million pounds of fish channel through the New Bedford Public Auction. A million pounds per day. And everyone was home by 6 o'clock. Now today we're on call 24/7 and a big day is 250,000.

[RB]: Today, there's more night work than day work, isn't it?

[JD]: Yes, 98 percent of the work is done during the night.

[XX]: Is it well lit?

[JD]: It's well lit, but it's an unhealthy process I call it, because you're on call. We have maybe a 5 percent they will call you last minute. You're just getting off the boat at 2:30 in the morning, he needs another three lumpers, you have to get on the cell phone, you have to wait for the return call on the cell phone. So that part of it is not the best feasible part for our end.

[12:34]

[JD]: As Reidar says, when you talk in technology at the time, I misunderstood what you're saying, I thought you meant on the lumping in. We take out, it goes into a... we put a ... it comes up from the hatch and we dump the baskets into this tank and it takes about 1,000 pounds into the tank and then it does up into a conveyor. Like Reidar says, it washes the fish. Compared to what they did years ago, it was just say a stationary chute and they would have two men at the chute culling the fish, the size of the fish and whatever and if it was mixed species, they would separate it. And you would have a guy at the end of the chute putting it into boxes and then they would get the ice and ice it down, and then tack it down and ship them out. Like Reidar says, since then, it started in '86 during the fishermen's strike, that's when we lost the public auction, then they decided to put a display auction in place.

[XX]: And that's changed things a bit?

[JD]: Quite a bit.

[XX]: But that was before Mary's time?

[JD]: Right. She wasn't around when we had the display auction. The display auction came in 1994 I want to say.

[RB]: I don't remember seeing Fish Mary after '63. Never seen her after 1963.

[XX]: Really. She just kind of disappeared?

[JD]: Yeah.

[RB]: I don't know if she died or what. Because I've never heard what happened to her. The last time I saw her was the Fall of 1963.

[XX]: And she was lumping at that time?

[RB]: She was lumping our boat.

[XX]: How about you, Jimmy, did you see her after that?

[RB]: I agree with Reidar, it was about '63 was the last time. I know she has family in the area. I've tried to contact her family so I could get more history on her. I placed a few calls, and lately I haven't had any return calls on it. But all my information came from the

Union records we had over the years. Because I have records that go back to the early '50's. It's a lot of history there. And it's time to tell our history because it's getting lost.

[XX]: It's interesting just to think about how things have changed in the lumping business itself and how you've really shrunk in a way because of the lack of product and regulations and so on.

[15:17]

[JD]: It just doesn't stop there. It goes all the way down as far as the dock workers. The work is very inconsistent. Whereas you're not getting more people into the business because there's no guarantee anymore. No guarantee.

[XX]: Do you have any young people coming in to the Lumper's Union?

[JD]: Lately I've picked up two. But once they find out the hours, they don't stay. They move on. And you can't blame them, you can't guarantee them anything. They say can I work 5 days a week, and I don't know what's coming tomorrow. But the people that are in it, that's been established over the years... See, when the restrictions came down 1994, during that time I had about 130 rank and file membership. I'm down to 25 right now, active; 12. When I say 25, the other twelve men are either firemen or policemen; they have other jobs, work carrier which works well for them because that's not their livelihood. But the other 12 that are established, they can still make a good living at it. But as far as bringing someone in and making a career, I think it's history.

[XX]: So what happens and a boat comes in and there are no lumpers available? Then they make their crew do the lumping?

[JD]: You know, to me, my job is a challenge every day. I always get to that point where I'll have a guy from offshore call me and say, "Jimmy, I'm coming in at 2 o'clock in the morning." Ok, I set that up and I have another guy calling and saying he's coming in. We get back to back with maybe 5-6 boats and I'm saying, "Where am I going to get the manpower?" But I don't know, I put the pieces together, in a puzzle and all of a sudden I have to take the pieces out and shift them around. And I'll shift the guys around. I'll say, we have to double up. If it calls for 4 men, I'll put 2 guys on a job. Take the other 2 and separate them. And it seems to work out. So far, I haven't told one boat... I'm not saying it can't happen... I haven't told one boat we can't take his product out. And it's hard even for the crew to say they are going to take out because they don't have enough men. So we work around it, we try to compromise, we work together.

[XX]: Now, is it usually the case that there will be, that the crew will also help with the unloading nowadays?

[JD]: Yes.

[RB]: Yes, they do.

[JD]: Yes they do. Quite a bit.

[RB]: But they are short-handed.

[JD]: Reidar could tell you how they've downsized on a scalloper, the number of men.

[RB]: There was no problem with scallopers, because at the time, they ran 10-12 men, so there was always plenty of bodies for take-out. Then when we went to dragging, you're looking at 5 men. And now they are down to 4 or 3. So then, there's just not enough people to fill every station so you have to have lumpers; there's no other way.

[18:27]

[XX]: And even on the scallop boats they are down to 7 legally?

[RB]: Yes.

[XX]: Do most scallopers go with seven or do they go with fewer?

[RB]: I think you have to have 7 or less, so you can go with fewer. The day scallopers are down to 1-2 men.

[XX]: That's scary.

[RB]: It is scary. A sign of the times.

[XX]: I know I have another question looking back at Mary's career. Was she out there in winter and all kinds of weather?

[JD]: Oh yeah, absolutely. All kinds of elements. I mean, when you're in... I can recall even 1978 when we had the blizzard here, I got a call. It was from the canal, they had a boat down at the canal. And the man says – I knew him quite well, Mr. Beckoff [?] – he says, "Jimmy, I got the *Atlantic Challenge* down here, 50,000 pounds of fish." I said, "Yeah." He says, "I need a crew and I know I can count on you." I said, "Joe, are you at work yet?" He said, "I will be." He doesn't live too far from the canal. I'm coming from the city which is 45 minutes and with the blizzard, I didn't know if I could get out of my house.

[RB]: 45 minutes in good conditions!

[JD]: Good conditions, yeah. So he says, "Make the attempt and we'll make it worthwhile." I said to my wife, she said, "Always find the challenges?" Well, that's part of the challenges. I called up a friend of mine, George Smith, he was my partner at the time. He was also a fish lumper. I said, "George, I got a call from Mr. Beckoff [?]. Felix Bruce is in, the *Atlantic Challenge*, 50,000 pounds of fish, we need to get it offloaded; he wants to get the fish into New York." Well, George, he was always fun to challenge too. He came over, it took awhile to get to my house, we plowed out and everything. All the way down it wasn't bad on the highway, we saw the plows and everything. We got into the Coast Guard station there, a utility pole was down and we had to walk the rest of the way in. But, believe it or now, we got the boat out. That's one time we remember going down in a blizzard, '78 but we did it. And that's what lumping is about. The auction was never shut down. The public auction. Rain, snow, sleet. The only thing that stops the boats from going is wind. Our trade is the same thing, if the boats are in, the product. That's our job, that's our livelihood. We have to unload the boats.

[XX]: It sounds like even if the boats come in because of wind or because of bad weather, you still have to work if they have any fish, right? Because you have to unload it?

[21:16]

[JD]: Absolutely, that's our obligation. And then during those times, we had a contract, we had to meet that contract during that time. And that's something I miss a lot: the organized labor and the Seafood Producers, where you had a boat owners group here. The best years of my life was down here, a system in place; that's all gone, its history. That's sad.

[XX]: Yeah, do you want to... I think that we really don't have a lot, since you don't know a lot of background on Mary, we can switch over and you can tell me a little bit about what happened with the Union and why you now longer have that here.

[RB]: Do you remember reading the issue about the last '86 strike?

[JD]: Back in 1986 the fishermen, they were up for expiration of their contract during that time. They were trying to negotiate a contract; it was 1986, the end of 1985, matter of fact it was day after Christmas I believe they went on strike. They were trying to negotiate a contract with the Seafood Producers at the time. It went on for awhile. They didn't seem to resolve it. It was very bitter and all that. That's when we lost the public auction at that

time because they couldn't come in and offload their boats. So they had to channel through another building to try to go to having an auction because during that time they were picketing the public auction and it was a very bitter strike.

[XX]: And this was both scallopers and trawlers?

[JD]: Yes, whoever had the contract during that time with the Seafood Producers during that time. There were some independent boats that didn't belong to the Seafood Producers during that time. And that was the start of it. They never did resolve it, and it was bitter; it went on for sometime. It just trickled down to...

[RB]: It actually broke the Union.

[JD]: Broke the Union. During that time. Like I say, that was in '86 and once you broke the Union you broke a lot of guidelines. As far as I'm concerned, you had conservation built in. You had guidelines with the Union; you couldn't sail on a Sunday, you listened to 1120 news, you had a 1-hour notice...

[RB]: You couldn't fish over eight days.

[JD]: You couldn't fish over eight days. They couldn't fish back to back. So the Union was... when we lost it, we lost quite a bit. Again, that was a fishermen's Union. Then you had the Lumpers Union. We had the Seafood Workers Union back in 1975; that was displaced also back in 1975. So actually, the Unions are just about history on the waterfront. I'm just about hanging in there myself; it's just a matter of time perhaps.

[24:17]

[XX]: What advantages did you see with the Union system?

[JD]: You had more communication with everyone. Even if a boat – whether it was a fishing boat owner that didn't belong to the Union – they would lobby with management. Seafood Producers would go to Washington; they would lobby together. They could disagree without being disagreeable. But they came back and they could compromise something that was best for the entire industry. They were lobbying Washington.

[RB]: The thing was the system of the Union. You knew how many days you were going to be out, more or less. A dragger didn't have set days to be out, a scalloper did. But they had set days they were to be home. Now they can go out the next day. I think Union was good for that; you knew what to expect.

[XX]: So it was good for the fishermen and, it sounds like, for the families and the community.

[RB]: And also they had in place pension plans and stuff like that, health plans.

[XX]: So why didn't it get resolved, do you think?

[RB]: People changed.

[XX]: The higher up's or the owners?

[JD]: Change in times in general. Communication was breaking down.

[RB]: 401-K's came into the picture.

[JD]: IRA's came into the picture.

[XX]: So people didn't need the pension plan...

[RB]: So you didn't think twice about the pension plan. Ah, I'll just do this; I don't have to have the pension plan. Today, you have to have one. I put my retirement.

[XX]: Is there anything that you can remember, getting back to Mary for a minute, anything that we haven't talked about that you can remember about her that you think would be good to have on the oral history.

[RB]: I don't think there's a person around that know more about Fish Mary than Jimmy here.

- [JD]: All I have to say is, I don't see anyone coming into the lumping career as Mary did. And putting in her 13 years of service. I just don't see it happening; she was one of a kind.
- [XX]: It's interesting because she was way ahead of her time in terms of the women.
- [JD]: Way ahead. And there was a lot of resentment to a degree. You had – how can I say it - get familiar with the fact that there was a woman offloading the boats.
- [RB]: There were still a lot of superstitions around that time too.
- [XX]: I was wondering about that.
- [JD]: Oh, absolutely. A woman being aboard...
- [RB]: They didn't like to have women on the boat because that was bad luck. A lot of stuff was bad luck in the old days.
- [XX]: So how did she get around that?
- [27:15]
- [JD]: People started to accept it; it took awhile. It's like changing a plan or something. People, I find people throughout the industry don't like a change, and you learn to accept it after awhile.
- [XX]: So maybe because she was a good worker, people thought it was a benefit to have her?
- [RB]: There was boats that didn't want to use her because she was a woman. I don't know for what reason. One of the reasons might be that it was all guys on the boat. And this woman shows up every time they come home. So maybe the wives would get after the guys to you see. They don't like that. So that gets down to the skipper and the rest of the crew and they next thing you know, "we don't want her on the boat" you know? [laughs]
- [XX]: I was wondering about that, I was wondering if there was any fall-out from the families or the other women that were ashore.
- [RB]: I think there was.
- [XX]: And how about her fellow workers? Were the other lumpers resentful of her when she got a job and they didn't maybe?
- [JD]: There were certain cases, certain times, certain individuals at the time. They couldn't figure out why she should have the job and not them.
- [XX]: But she managed to get enough work anyway.
- [RB]: Mostly she worked for crew. Somebody wanted to take off and didn't want to unload and they hired her, for cash.
- [XX]: I can't remember, was she a member of the Union.
- [JD]: She joined the Union in 1953.
- [XX]: Ok. Yeah, because you said you had records of her. But before that, when you were a Union member, was it ok to just take a cash job like that for a crew member that didn't want to unload?
- [JD]: Well, during that time, you couldn't police everything anyway, it was almost impossible. It was based on the individual. But as the years went on, for example, if you had your health and welfare, or you had a pension plan in place, and you took cash, the thing was, you were not getting a credit, you would lose your eligibility because if it didn't show on the books, you wouldn't get a credit for that job, so you're only defeating the purpose. So you couldn't have your cake and eat it too. There wasn't much of that going on during that time; I don't think so anyway.
- [RB]: Just look at the old picture you saw of her with the scallop bag on her head. I think that came back from the time when they used to sell the scallops by the gallon. They weren't

worth much. So that was her whole pay right there, on her head. A bag of scallops where about 5-6 gallons, maybe.

[JD]: All of that, Reidar, easy. And during that time, what was it, maybe \$0.26?

[RB]: Yeah, \$0.26 per pound times 40 pounds. Figure that out.

[XX]: Wouldn't that be nice to have now, the amount of scallops.

[RB]: I think that's why you see that picture of her, with that bag on her head.

[XX]: That was her pay, literally.

[RB]: Literally. What else would you do with a bag of scallops?

[JD]: Wouldn't you eat them, Reidar?

[RB]: 40 pounds?

[JD]: Do you have friends? [laughs]

[XX]: A big party.

[RB]: Everybody used to get a big mess too, all the crew used to get messes, like 6, 7 pounds, 8 pounds, 10 pounds like that you know. But they weren't worth much. Today, you're looking at a mess of scallops, it's like gold.

[XX]: Especially if you have to buy them retail like I do!

[31:15]

[RB]: When I started scalloping in '63, it was like \$0.50 per pound, \$0.48 to \$0.50. Not much money.

[XX]: What's interesting is to see what has happened with the scallop prices compared to what's happened with the fish prices. So many of the fish prices at the fishermen's level, at the ex-vessel price, is still very low.

[RB]: Yeah, compared to what the scallops are. Inflation wise, they should be much higher. And those prices in the system that you see, you know, the fish way up there. But they come down very, very fast, and you land a few.

[JD]: That's why today you see the dragger, a lot of the dragger men on deck, they are leaving if they are young; they are going scalloping and you can't blame them. The money is scalloping right now. It has been for the last seven years.

[XX]: I guess one thing that's surprising given Mary being there lumping so long ago before there were women commonly on the docks, it's interesting that now, there still aren't any women doing any lumping.

[JD]: Like I say, over the last ten years, I've received probably over half a dozen calls and I just think it was check and rank, check on the Union whether or not we would take a woman into the trade. It never came through that someone was going to come down and actually work as a lumper. I've seen various women on a boat, offloading. It was probably for a day or so and that was the end of it. I didn't see anyone doing it as a career and I don't think you will in the future.

[XX]: Unless there's something you can think of that I haven't asked you, I think we can close up. I really appreciate all the time that you've spent here. You've already been interviewed, and I assume you've already been interviewed in the past, Reidar, about your own history?

[RB]: Oh yeah.

[XX]: Because that's really valuable. I think today they are focusing on women but we have to keep the whole history in mind.

[RB]: Like I say, I wish I had know her for more years, because then I would have more to tell you. But I came right in the very end of her being around.

[XX]: It's really fascinating. I'd love to know what inspired her to start in this business and continue as long as she did.

[JD]: I just don't know where you'd get that information from. Like Reidar was saying, if we don't tell the history today, it's going to be gone. And we see a lot of the old timers and they are just getting older.

[34:26]

[RB]: Some of the real old timers are already dead now; Woody Bowers, that could tell you a lot about her probably.

[JD]: Yeah, Woody just recently died.

[RB]: Unbelievable. Such is the times.

[JD]: That's it; change of times. You have to accept it. Might not like it, but we accept it.

[XX]: That's the one thing that's certain, right; there will always be change.

[RB]: One of the old timers that is around that I know, you remember him, Teddy Pedersen, that had the *Fairhaven*?

[JD]: By name, I don't, Reidar.

[RB]: He must be down close to 90. That guy is still around. He's got a clear head; you should get a hold of him.

[XX]: That's good to know. I'll make a note of that actually, and find out if they've... what's his first name?

[RB]: Theodore, we call him Teddy. Pedersen. But a happened to see him, not too long ago, half a year ago at the supermarket. So I know he's still around. Him and his wife. So that's a name for you.

[XX]: Well thank you. Since there's been no women lumpers, I won't ask you any names of lumpers to talk to.

[JD]: No, and I don't see it happening.

[XX]: Well, maybe things will change. The stocks are coming back, right?

[JD]: They are. If we could only catch them.

[RB]: Well I need to go back to work.

[36:17] [End of interview, End of Recording]