

Cameron Thompson: I am just going to get this paperwork out of the way. For any sort of these things, maybe just go to Jim and then Andy first. But can you please state your name, birth date, and place of birth?

Jim Barstow: My name is Jim Barstow. I was born in St. Louis, Missouri on 9/21/43, during the Second World War. I showed you – [laughter].

Andy Barstow: I'm Andy Barstow. I was born in Brockport, New York, December 8th, [19]69.

CT: And what is your current address?

JB: Right now is 66 Tenants Harbor, St. George, Maine.

AB: 268 Beechwood Street, Thomaston, Maine.

CT: So, how long each of you live here for then?

JB: We've been here since [19]72.

CT: So, you have been here the entire time. Why do you live here then and not some place else?

JB: There's a lot of women here. [laughter] There used to be a distillery over here. They used to make rum. [laughter] No, I just have a lot of friends I grew up with here. I am close to Monhegan, where I used to summer. When I came here, the Ocean House Hotel was for sale. So, my wife and I bought that, fixed it up. It was kind of fallen down. We bought the Seaside Inn after that. Then we bought the Monhegan Boat Line. Back in [19]76 is when we bought the boat line.

CT: Andy, you were born in New York, but you grew up here then?

AB: Right. Yes. Just kind of grew up in the business and same thing. Love the area and stay right there. [laughter]

JB: He went to sea for ten years.

AB: Yes. I did go to sea. I went to Maine Maritime and sailed on tankers.

CT: Maybe you could get to tell me a bit more about your family in general? Do you all come from a large family?

JB: Well, on my father's side of the family, it was – by the way, I would say he had two sisters. But my mother's side of the family, they are a large side. They're from Pennsylvania and New York State. They're all farmers. So, he has about two hundred cousins down there in Pennsylvania and the state of New York. [laughter] That's where we get all our white oak from. It's from that side of the family. We're very lucky that we have relatives that have huge pieces of land. They really don't care about the oak that we are able to go in there to harvest and rebuild

our vessels. It's very hard to find lumber yards that will cut lumber today to retrofit boats. It's all cut dimensional. When you look at it, it looks very nice all stacked up. But it's not worth a plug nickel when you go to put it in a vessel. All the strength has been taken out of it. So, it actually took us a couple of tries to get my cousins to understand to leave the sweeps and the kinks of the trees and all that stuff because we want that. We want to put that strength back in the vessel. There's another perfect example. The lumber that used to come out of there all the time came up here on railroad cars to feed the boat building industry. It's pretty hard to find any mills today that will cut lumber that will fit any size vessel besides a skiff or sixteen foot or twenty-five foot or thirty foot like a lobster boat. But a regular heavy-duty working boat like the *Laura B* and *Elizabeth Ann* is pretty hard to find. There was a guy up in [inaudible] Maine that used to make knees. You know what I mean by knees?

CT: No, I do not.

JB: When you go onto a vessel and you look right like this timber in knees. This timber does a great big fancy knee and that it's shaped like it looks like a piece of wood. I mean, it's been milled to look like nice. All those people with families that when they would harvest their logs, that they would take those trees. Then what was left of them and put them off to the side and let them stand for a year, and then saw them to take that out of the tree. I'll show this paper. I'll show you what I mean. You got a tree as they grow from the ground. The farmer comes along and waxes this side, right? Then the farmer takes [inaudible] the leaves out, puts them in a pile, and burns them.

CT: [inaudible] stumps.

JB: But what we want is this part right here. Because what we do is when we build a vessel – and as we build the vessel. This is the clamshell. This is the outside of the hull. We need these knees in here. They come out. They look like that. We pin right...

CT: I know what you are talking about. I've seen them right now.

JB: Well, that's what these are made up. It takes a lot of work. Somebody knows how to do that. The last guy I know that used to do that has fell out of his loft and killed himself, unfortunately. So, we have to do that ourselves now.

CT: But you have strong connections still with your family in Pennsylvania, and they help you out?

JB: That's right.

CT: What about the rest of your family? Is there much family in this area in Portland?

AB: No.

JB: No. I have the...

AB: No. It's pretty much us, really. I'm starting a family now. My sister is starting a family and my brother. But there's not a lot of relatives up here in Maine. Way back in the past there was, I think, right?

JB: Right. Barstow used to work around in Augusta.

AB: In Augusta.

JB: Right. They were part of the shipping industry, build ships from the Augusta down to Bath. On the road, there used to be a shipyard in Bath.

CT: Right.

JB: The Barstow Shipyard so...

CT: So, you do have connections to Maine now?

JB: 1634.

CT: But your family left the area and then you came back?

JB: Like my father left, the war came along. He didn't want to be in the family businesses up here, which was a hardware business, ship chandlers. He left here, went down, and became one of the editors of *The New York Herald Tribune*. He met my mother, and that was it. The only reason we came up here is we had a house on Monhegan Island. So, I came back up here. So, I hated the city. My father wanted me to be a journalist. So, I spent a couple of weeks as a copyboy writing obituaries and running copy for my father and other people in the business. [laughter] After two weeks of that, I ran away from home and came back up here. [laughter] Those days fishing was very zany and ground fishing and trawling. So, if you didn't work on one boat, you got paid on another. If you didn't get paid on the other, you clean another boat now so...

CT: Was your family ever involved in fishing at all, or just like the boat building side of it?

JB: I don't know. I mean, there were lots of them in Kennebunk. I know they were very involved in the ice business. They shipped ice on down the coast for many years.

CT: How about spouses and spouses' family? You said you just started a family?

AB: Right. I have two kids, two daughters, and a wife.

CT: Is she from this area?

AB: She's from Augusta. Yes.

CT: Any connection with fishing on her side?

AB: No.

CT: And so...

JB: If you're looking for that, some guys, they've been fishing for five or six generations. We've been maybe 15, 20 generations ships channels and ships captains. I've got a half a dozen log books written by my great, great, great, great grandfather. They sailed from Salem, Massachusetts; Canton, China; Gardiner; Bath. He spent years at the sea.

CT: And so, your children or your grandchildren, would you want them to get back involved with the boat building and being involved in sort of this aspect of work in waterfront?

AB: Well, I would love it if they want to do it, definitely. That's always the hope is that we can keep this family business going on down the line. But it's hard to make a living in Maine. It's very difficult to stay in Maine.

JB: Between the state rules and regulations. You see we're stationery business. You know what that means?

CT: Explain it to me.

JB: Well, I mean, we're subject to all kinds of political people, come down and look at us like we're painting the hull, inside the dock that we're killing the environment. They run up the road and get their [inaudible] friends and tell us how bad we're doing things and how we're killing everything. Kind of forgot that 30 years ago, they stopped making paints that are bad for the environment. All this stuff has been taking place. But they have really hurt us here. Not just us, but all our friends that use the dock to ground out to work on their boats. Because, for the same reason, they don't have the money to go to these bigger places and to be all and have a tent put over the vessel, have the bottom of the boat covered. So, every little speck in nonsense is picked up and categorized in "This is poisonous. This is not quite poisonous. This might be poisonous." You know what I mean? I don't know. Have you been to a shipyard? Have you ever worked in a shipyard?

CT: I do not work in a shipyard but...

JB: If you go to this one up in Rockland, North End Shipyard or Journey's End, you'll see is this waste dirty water thing. What is that for? [laughter] That's a [inaudible] water that comes out as the boats come in there pretty well. When they clean the hulls, they have to collect all that water now and dispose of it. That costs money.

CT: So, how about I move on, then I will come back to this? Maybe tell me a bit more about the business. So, it is the Monhegan Boat Line?

JB: Yes.

CT: What year was this established?

JB: About 1914.

CT: Obviously, you bought it. What have been some of the significant changes in the business?

JB: I used to be able to go out there with a load of hay. That would pay for the haul, pay for the trip. I can carry hay all year, and that wouldn't pay for the first trip. [laughter] The economics strains drastically on what does and what people can do. Also, the public down out there has changed drastically. We used to do all the freight in the afternoon and passengers in the morning, and then go out the last trip and bring back whatever passengers who wanted back in the afternoon. Today is not done like that. You never go to work at a supermarket or a restaurant and expect in the middle of the day or when they're serving dinner, loading their supplies, and doing their inventory when they're doing their kind of work. It was the same with us. When we bought the business, there were like seventeen or eighteen vendors that used to tend to the stores out in Monhegan. It started to get down to like ten or twelve and then eight, nine. They were delivering big trailer trucks. For them to come down here in the middle of 2:00 p.m., it was hard for them to begin with, just to get down here to maneuver or to deliver. We used to have a terminal on Rockland and Thomaston. They turned that with trailers around up there. Then around, people were complaining and it was interrupting traffic. The police department and the fire department up there whoever else was – had a [inaudible]. [laughter] You know what I mean? Once it became a nuisance, then it became a nuisance. You know what I mean? So, nothing there ever to go away. The other part was that like the guy, the salesman would come down and tell us – they would say, "Nobody really does this anymore. We used to do this twenty, thirty years ago, but nobody delivers anymore in the afternoon all your supermarkets in Rockland and Thomaston and the other areas. They all deliver 2:00 a.m."

CT: So, what do you do now then?

JB: We start down here at 5:00 a.m. Our first boat leaves here at 7:00 a.m. Freight boat leaves at 7:00 a.m., and it's loaded. It's tumbling right over so...

CT: Maybe you can sort of describe all sorts of goods and services you provide them through the boat line?

JB: You name it.

AB: We bring everything you can think of out there. But I think what you're getting after is with the changes with the business. When he bought the business, he made some key improvements to the business that made it really take off, if you ask me. Number one, he took the *Laura B* and he rebuilt her. She was an open stern. So, when he went on her, she wasn't very comfortable. People were cold, wet...

JB: Especially on low tide.

AB: – the whole nine yards. Right. Yes. So, he rebuilt the boat. He closed in the stern, and

really went out of his way to make it comfortable. Then a little bit later on down the process, he – everything was done by hand at that point. Everything was loaded by hand. He went to put a mast and a boom on her and got a forklift. So, then we went to pallet. That made a huge difference with moving the freight. Then the third thing he did was make a huge dock down there. The dock was much smaller. Now that we have a larger dock, the trucks can come down there. We can park the cars down there. So, if you ask me, those are improvements that he did that really made the business take off.

CT: So, the business provides freight service for Monhegan and ferry service?

AB: Right. Passenger, freight. We also carry the mail. We have puffin cruises. We have lighthouse cruises. We do charters too. So, basically, we do all those things.

JB: So, the thing is...

AB: Fifteen, twenty years ago, we took ninety-nine percent of everything that goes out there that you can think of. Nowadays, there's barges that run out there. There're other boats now taking people out there. So, we're probably down to like eighty-five percent of everything that goes out there. But we still handle quite a bit.

JB: The problem with that, that really takes away from the island. A lot of people don't realize that. That when you take one source that does everything, and then start eating away at it, it makes it less vulnerable for what we can do for them.

AB: Right. It makes it harder for us to make a living.

JB: The biggest problem we have in Monhegan is that I love doing what I'm doing. We love doing this business. I mean, we do nothing to spite or harm anybody, or do anything when it comes to the one side of the business, I mean, there's dignity to that to even think that way. But a lot of people, the boat work ethic that we don't have to worry about it. [laughter] You know what I mean?

AB: There's been a change on the island too. Back when he was running the boat, the island had was mostly working people. I mean, there were some artists out there. There were some wealthy business owners. There was always the wealthy family. But the heart of the island was working people. They all work together to get everything done. Nowadays, I mean, the same thing is going on in Maine. It's little by little the working people are getting displaced. The big money is coming in. The attitudes are changing. This is different than it was twenty years ago that way. So, stuff that was easy back then is hard, and stuff that was hard for him back then now is easy for us.

CT: So, how are you catering your business? I mean, that do not match when...

AB: Well, we try a new...

CT: – we were doing puffin tours twenty years ago but...

AB: No. He wasn't doing puffin tours. That's right, we got into that. That definitely helps with any shortfalls that we've had with losing freight. On the other hand, because now there is more money out there, there's more freight. People are buying more stuff. They're willing to pay more for it than the working guy used to be willing to pay for it. So, it's a trade off. But it's definitely hard to make a living when you have a seasonal business in Maine with high taxes. We're not getting a lot of help from our government. They said they want to keep the youth in Maine. I'd love to have signs up there on [inaudible]. I put one up there to promote puffin cruises. The DOT came along, had our phone number, everything on it, beautiful sign. They hold it out off the ground. They didn't even call me to tell me that they took it. I reported it to the police. I finally tracked it down. Our state took that. There're all kinds of stuff like that that the state does. It doesn't really help us out.

JB: I have a cousin who lives in Pennsylvania, a very wealthy, very successful businessman. He's into insurers industry. He started when he went to work for this man who was quite old for the business that they were in. But what he did was – let's say, you own a factory and you make us [inaudible]. You have hundreds and hundreds of people working for you, making these [inaudible]. Well, you got a company that fixes the roof. Then you have a company that delivers your product and a company that delivers your raw materials and a company that was storage. Every one of these people had insurance policies and companies and different groups that insured it. Well, he came in and started putting packages together. This started to exist because it was easy for him to do. It had nothing to do with making it easy for the industry that he was trying to service. But he found out that there was a niche. This is like thirty-five years ago. But he came up here about twenty years ago, and he says, "You know, Jim." He says, "You know what I do now." I say, "Hey." He was very successful when we were right here. He said, "You know, I didn't realize. It took me a little while to understand it. But do you know if any of my companies want to move to New England, that we are asked not to let them do it." I said, "You've got to be kidding me." He says, "No." He said, "Because of the environment to the state of Maine and the attitude towards business is terrible." Everybody hates everybody when it comes to working in a factory. I said, "Wow." Since I've been on the Chamber of Commerce and stuff, that's true. I mean, like in this towns, as soon as you start doing something and be a little successful, everybody hates you. It's not just this town. It's every town along the coast. You know what I mean? It's...

CT: Is that more of a cultural thing, you think?

JB: Definitely, it's a cultural thing. How do you change that form of prejudice? Just like Monhegan Island, sometimes they had the best deals going through the state and federal government. They shoot themselves in the foot, and they wind up with nothing. [laughter] You sit there, and you can see it happening. I mean, I'm not saying this is viciously right. But it's just the way it is. In the state of Maine, in general, I think that is changing these last four, five years. But this town is typical. You can't do anything in this town without knowing there's all kinds of rules and regulations. We both had the fire done. We want to remove this wall, it sticks up behind this back ten feet, but we couldn't do it because...

AB: We went to a special hearing. They said, "Well, you had to prove four things." The last

one, they said that we couldn't prove that it was going to cause us financial hardship to move that wall. So, because of that, they denied us. So, I started thinking about it, and say, "Well, let's see." I had to spend x amount of dollars to buy this piece of property. So, if I could break it up into x square feet, I could show them that because that wall is not there, that I can't use my property the way I want. But it's just ludicrous.

JB: Especially going into it, you would think that someone would help us. You know what I mean? All we wanted to do is to be able to turn the trucks to get them in, to get this fishing boat in there to be able to work on it. So, we wouldn't have to...

AB: We run into stuff like that all the time.

JB: – all the time.

AB: I mean, they didn't have restaurant when Linda took that over. They came down and held their certificate for some reason. They held them up for like three months, four months. He has a business trying to make money. They shut that business down. I would have sued them, really, if they had done that to us, shut us down for four months, and start on the busy season. That's ridiculous.

JB: Ridiculous.

CT: So, I was trying to lead the conversation. [laughter] You say, working on fishing boats, so besides the work that you guys do for the boat line off to Monhegan, you have other sorts of services?

AB: Basically, we have all these tools and infrastructure to take care of our own business. That's our main goal. But because the season is so short, we find that we have time in the winter. It's nice to keep crew through the winter. So, our goal is to find enough work so that we can keep our base core work into the winter. So, that comes summer time, everybody is still here. I mean, obviously, it's nice to make money too. But that's the main goal behind the whole thing. Like I said, we have to have all this infrastructure for our vessels.

JB: By the way, for the last two and a half years, since the fishermen have been in such trouble here in our town, they would let all these draggers work. Dragging ground out of our block, use all our equipment, and we've never charged them.

AB: Right.

JB: Two reasons. If we charged them, there's no way they can afford anyway. Second of all, if we charged them, they'd be mad at us. [laughter]

AB: We first put the blocks in. I mean, the blocks cost \$20,000. I mean, it's amazing to think just put down some – what are those? Twelve by twelve.

JB: Twelve by twelve.

AB: But yes, by the time permitting and getting the help down there to do it. So, at the get go, we did get a little money. But since they've run into such hard times, we have been trying to help them out the best we can.

JB: They all have the same size vessels that we have.

CT: How would you...

JB: They're all our friends. They're all our friends. I mean, they give us a fish once a while, or haddock, if we ask for it in a nice way. He goes down there and works on the net reel for eight hours, ten hours, welding, pulling, banging in. Taking them apart, heating and straightening them out, and went back in shape and re-welding them back up, putting them back, and then running all hydraulics on them. With the [inaudible] for that, that'd be \$75 an hour.

AB: Yes.

CT: So, these other services you provide for fishermen and whoever else, it is not part of your main business?

JB: No.

CT: But you just...

AB: Right.

JB: Just doing it.

AB: Right. It's...

JB: We wanted it to be.

AB: Right. If you look at the season, you have your choice. We run year-round despite of the problem because we have [inaudible] contract. We have to run year-round. Because of that, you have to keep things moving. So, then you have your choice, do you want to start off with new people every year? You know how frustrating that is to get a group of people together and try and run this thing. By the time the summer is over, maybe everybody knows what they're doing, and then you start all over again. So, like I said, because we have these tools, because we already work year-round, and I went to Maine Maritime, so I have a bunch of different things that I can do. So, that's what we've done. We take on all kinds of stuff. We do floats. We just worked on building a dock over there. We work on cars, outboards, pretty much whatever comes through the door. But it kind of has to fit our schedule, that's the thing. In the summertime, I'm too busy. I don't take on a lot of work, maybe a couple of boats. Then in the wintertime, we take on a little more work.

JB: Maybe get also...

AB: I can only do fiberglass.

JB: – those are the boats that take business away from. All they do is take the gravy. We do all of the work. We do all of the heavy stuff. We do all the blocks and building materials and stuff that people walk on.

AB: Well, that's right. That is the frustrating part. Because this business was built up starving him over years way back, and once it finally looked good, people come sliding in. Just like we've done the puffin cruises now.

JB: Yes.

AB: We started off losing all kinds of money. We'd run with two people on a nice day. Now, it's at the point where we're looking good, making money, and people are looking at us to get ready to jump in to the puffin cruise.

JB: So, we used to do that. We used to run well away to Matinicus Rock. We did that for years. That was the only two months, two weeks, you could actually see them. The last two weeks in June. Now, they've got this island over here. But they flew them over there from I guess – I don't know if it was American jet helicopter, or Canadian jet helicopter. But they flew the first, I think, four couples or six couples.

CT: They started that new colony.

JB: They started that island. Yes, a colony. Research of what we said.

AB: Anyways, if we got, we had all the people that went to Monhegan. I mean, our boats look pretty good. [laughter] We might go on vacation.

CT: How would you characterize your relationship with the fisherman in this community then?

AB: I think it's pretty good. Yes. I think we get along fine. Yes. That's one thing about Port Clyde. I think it's –which is different than Monhegan now, is Port Clyde still has a work in base of people.

JB: Yes.

AB: That base of people is welcoming. I think that's the big thing. Monhegan used to be like that. It used to be welcoming. I mean, it still is a little bit. But nothing like it was twenty years ago. That's what Port Clyde still has. It has people like us, like the Thompsons. Even the fishermen understand. They're inconvenienced at the store and lots of cars. But they all understand that's where their lobsters go. The natives aren't eating all the lobsters. It's the people that come up here. So, I think everybody in this town is welcoming and tolerant, and that's what makes it all work, I think.

JB: This is a working community, and still is a fishing working community. We have the biggest dragger fleet in south of Rockland. I mean, the second biggest dragger fleet in the state of Maine, next to Portland.

CT: I am wondering if you would talk a bit about the working waterfront. Before that grant, have you looked into getting one of those,

JB: We had a fire here. Christmas morning, we lost the shop that you were in. They came down, the state came down, sent these people down. When we left this office, [laughter] we thought they were going to give us a shop. They were going to give us all our new rail. They want to up put a railway in for us. They were going to put a new grounding blocks. They want to rebuild our dock for us. They were going to put machine shops in and hire people. I mean, holy smokes, do you know what we got? We got the lease. We went to SBA.

AB: We dropped them.

JB: I mean, they drove us crazy.

AB: Yes.

JB: When they would make a mistake in their books, that's what really pissed me off. I tell you they would go over our books and say, "You made a mistake here, mistake here." Then we get their books back. But they wanted this. I mean, what they said, "Can you just do your books, so coincide with this?" Otherwise, we cannot alter our books. But they could all do their books when they made a mistake, and it wouldn't fit with their format. Whoever wrote this program in the beginning, some guy down in – [laughter]. It's like dumbfounded. I guess you have to have the right patience to deal with those people. Then they wanted us to pay for all our law firm, the people, and the lawyers they used. We told them no. It wasn't the deal.

AB: Yes. We didn't actually own that piece of property over there when it burned. So, we had to do something. So, we ended up purchasing that piece of property, and hanging ourselves out there a little bit. But we were trying to tell them was, "Listen, if you give us the infrastructure, the jobs will come." If we had a railway down here, you're going to have more boats down here. Then the people that work, or in this community can come down at work. They're telling us, "Well, we want you to hire them. I was saying, "I'm not going to hire all these people. I don't want to be in charge of all these people. Give us the infrastructure, and the people will come down."

JB: Right.

AB: There're all kinds of boat built just around here. But there's no railway that services that much boat. [laughter]

JB: The way the government grants are set up. Otherwise, if we take a government grant for \$100,000, we have to guarantee three jobs for a year. Then we have to be okay.

AB: The wages are more than 100,000. That they'll get more than what I make. [laughter]

JB: Yes. The hardest part is how do you know that you're going to be able to germinate that kind of...

AB: Especially off the get go.

JB: I know people in New York City that do this. I have cousins that are New York City pilots. He said, "Just cheat. Just fill the books out there differently. Just fill it out to meet their needs." I can't do that. [laughter]. You know what I mean? There's no way that I can do that. But that's the way those people do it. I mean, how do you hire twenty people down here and then expect, and guarantee each one of their wages and know what exactly what they do. I mean, I hear your uncles that were very smart superintendent. I mean, he built the Verrazano Bridge as prelims. There're pretty well credentialed people, I think. But they told me to do something like that, you got to be crazy.

CT: So, you just could not deal with it in advance?

JB: So, we just couldn't with it.

AB: No.

CT: What could they have done that would help?

JB: They could have...

AB: They could have loaned us the money over there without running us through the wringer like they did.

JB: Yes.

AB: We would have got a lower interest rate through the SBA.

JB: Right now.

AB: But they just ran us through the wringer so bad and wanted us to sign conditions that just weren't warranted that. Finally, at the end, they pulled this one more condition. It was just ludicrous. We pulled the plug, and just said, "We can't do this. This is ridiculous."

JB: That was the same time they were asking us because they made a mistake in their books a month before. They wanted us to correct our books to coincide with their book. That was all right. I felt like that guy and thrown off through that window. [laughter]

CT: I am sort of wondering, since we are talking about this, how is the infrastructure in Port Clyde? I mean, this does not meet the needs of fishermen. Your needs are what really?

AB: We need help. I mean, the dock is getting tired on me. I've got to take care of it.

JB: We could use a railway in this town.

AB: Right. I'm getting older. I'm just wondering how I'm going to do this grounding block thing when I'm sixty. [laughter] Because you're fighting the tide, and you have to be motivated and well organized and...

JB: Strong.

AB: Yes. So, the dock, the gift shop down there, that's getting old. Those are two things I have to deal with, and a railway. To get out of the water, to go to – we were there last winter working on the boat, 150,000.

JB: You're the only up to North End Shipyard. The problem with the North End Shipyard...

CT: It did cost you 150,000 to take the boat out?

AB: Well, the job we did, or if we did, we are only halfway done on that part of it.

JB: So, the other problem there is we have to be off that railway by April 1st, because they have to use the railway. So, it's not one sided. Usually, we used to go to a railway, you got to rail in. Then you were there until you were done. You went overboard, then the next vessel went on. But today, there's so few railways that once you get on them, you have to get off them. It's like climbing a moss. They had the railway over here in Tenants Harbor. We were the guys on the railway. They said there'll be no more commercial traffic on this railway.

AB: Right.

JB: They tore the whole thing out. They tore the whole thing out and build some sort of a slipway like a public landing. Nothing has gone over there.

AB: Nothing is going on.

JB: Absolutely, nothing.

CT: So, as this...

AB: That was a reasonable railway, where you could go over there. You could be there for three weeks and leave there with a \$1,500 bill, 2000.

CT: Is that a common problem then for all the boats and this?

AB: All of us.

JB: All of us out there.

AB: Yes. All of us commercial guys.

CT: You just do not have any place to take your boat out?

AB: Right.

CT: That cost...

JB: Unless you go to a place that went \$150 an hour or \$50, \$75 an hour for machinist.

AB: Right. If you go to North End Shipyard, which is probably the next best deal around. You're talking \$1,500 and then I'll plus, it's \$205 a day.

CT: So, how do you all deal with that?

AB: While we put in these grounding blocks, and we ground the boat, twice a year. As long as there's no major issues, I can deal with most of it that way. The coast guard has been good enough to work with us too on it, and to allow the inspections done. But like the inspection we had last year, the guy said "I want the boat out of the water. I want to draw a halt."

JB: Was it dry?

AB: Right. This was a big inspection. So, we said, "Well, if we're going to go on the railway, let's just do it." So, we did. We hauled out. We built a building over the boat. Because we were there, we did a lot of work on the boat. But now we're...

JB: We put our planks.

AB: It's not like we could just pay that out of our pocket. We had to go borrow money now. We have more long-term debt.

CT: What do other people do then?

AB: Well, these other guys, the fishing fleet isn't regulated like we are. So, it's not as stringent on him. But a lot of them, the ground out here. They were going to Lyman-Morse. Lyman-Morse was welcoming us, the commercial fleet. But they are not anymore. So, I don't know if their funding got yanked to help the commercial fleet.

JB: They just know. The only reason they told us is because when they told us that was a bad – there would be no commercial traffic down there. The people who sold in the pocket like the wires. People like that. I wrote them so many nasty letters, but they decided to haul some. I'll tell you, when we go to a railway – I don't know if you've been on the boats.

CT: No.

JB: Well, you should go on our boats and just look at the way we maintain them. You get on the engine room. I mean, you can eat off the deck down. But when we come out of the railway, we leave that place ten times better than we find it. We clean everything. We pick up everything. There's not a nail out of place. But we do everything over again. We re-grade the property if we have to. I mean, we leave it spotless. We do that at Lyman-Morse. So, we went back there the next year. We're thinking what we're going to do with this big job up there. They didn't want any commercial vessels. They didn't do a thing up there all last winter. They bullshited us.

AB: Donnie Paulson was going to get out up there and talk to him this summer.

JB: Yes.

AB: Okay, okay, and then they told him no.

JB: No, exactly.

AB: So, he went on our grounding blocks

JB: He's in trouble.

AB: So, that's your choice. You're trying to get somebody like Lyman-Morse with a big travel lift. Like I said, you don't want to put an old wooden boat on a big travel lift because it's pressure. A wooden boat should be supported along the keel the whole way, not just in three points. So, you got Lyman-Morse. You got North End Shipyard, which is fairly busy. They have an actual railway. Then you have right in Rockland...

JB: North End Shipyard.

AB: No.

JB: Journey's End.

AB: They have a travel lift too, a 50 toner. Then after that, it's up to Camden, Wayfair.

JB: Right.

AB: They are more on the yachts.

JB: They said they were going to haul us too. To travel at distance every day...

AB: Right. In Camden.

JB: Yes. That's

CT: So, I am wondering why you stick with the wooden hold that boats in? [laughter]

JB: Because no matter what vessel you have, there's problems.

AB: Right.

JB: If you had a steel vessel, we had the other vessels fiberglass. I mean if you go to sea long enough, no matter what you're under...

AB: They all have their good and bad. But to replace that boat, the *Laura B*, this boat that we have, I mean, she's very functional at her job. But you're looking at a couple of million dollars to replace that boat. So, that's why we keep taking care of that boat. [laughter] Plus, once you give up on that boat, you given up on your historical end of this whole business. You'd be amazed at how big that is with this business. That boat, the *Laura B*, her historical significance.

CT: You think that draws a lot of people in it.

AB: It does. Yes. It separates us from all these other boats that are around here.

JB: [inaudible]

AB: Right. People come up just to find that book. She was...

JB: She was in World War Two. She was decorated during the Second World War.

CT: So, I am going to move on to more general community-based questions. Can you tell me about this community when you were growing up here, I guess?

JB: Here, there was like forty kids looking on the street.

AB: There was a lot more kids when I was younger.

JB: In other words, the factories. You had pork-like packing over here, which was a sardine plant. Then over here where – I guess I don't know what is it called now.

AB: [inaudible]

JB: Not [inaudible]. But there were...

AB: Cold storage.

JB: – John [inaudible] was.

AB: St. George Marine?

JB: St. George Marine.

AB: Mosquito Island.

JB: That was called cold storage. That was a four-story building that went all the way from the whole end of that peninsular, out into the harbor. What they used to do is all the ripped fish. Do you know what a ripped fish is?

CT: No.

JB: You take a fish and you rip the backbone out and put it up to dry. What they used to do is they used to have these huge beams in the ceiling with the head screws in them. They would put barrels under these things and fill them with fish. Then they would take this. It was like a vise. They would force the fish down into the barrel. They would keep doing that until they wouldn't accept it anymore, and they put the top on. That would go either down south down in Caribbean.

CT: No. It is just a packet.

JB: Like dry salt, or go to Europe. I mean, growing up, didn't you have any buckeye? Your family never fed you, your grandma never fed you with that?

CT: No. [laughter]

JB: You're lucky. [laughter] If we didn't eat it, we got hit with it. [laughter] But dried cod fish, it was stable so...

CT: So, how was the overall economy at that time, whether we are talking about...

JB: It was poor. But it was – I don't know, it was more of like a farming community. It was not...

AB: You're talking early [19]70s, right?

JB: Yes. I mean, like all my friends when I first moved up here, Carl and Ramey and all that, once a week, we take a car and we'd all chip in and give \$20 a piece to the guy. One of us will get down to Portland. We fill a thing with bread on your dog – now, 10 cents of loaf bread. We go next door to the hotdog place there. Everybody were like 10 feet, 20 pounds. Because we have four kids, Carl had five, and Ramey had six. Everybody in town had island kids. Whatever money was leftover, we'd buy like Twinkies or whatever treats for the kids. Then I came back, then these kids were unloaded. We'd stick in freezers and stuff like that. Then later on, we had a food go up in here for a while. He was always charged with the peanut butter. [laughter]

AB: Buckets of peanut butter. [laughter]

JB: We had a baseball team. The kids went to school. They went to sports. You got to stand too like I had a van. I was construction at this business. They had no seats or any in the back because we had the hotel that full of old mattresses. I speak with fifteen kids in there. We drive and we go [laughter] bank or to a baseball game. I mean, nobody paid attention to that kind of stuff before.

AB: Right.

JB: I remember they'd laugh at me. Kids would "You missed my stop." [laughter] But it was a good thing. So, I don't remember...

CT: But there are less kids here today then?

JB: Yes.

AB: Yes. I mean, I think it's on the rebound a little bit. I mean, you go back like five years and it seemed like they were no kids right now. But yes, it's on the rebound, but definitely less. I mean, there were forty of us at least running around.

JB: Yes.

AB: We could too.

JB: We had the hotel...

AB: We all let loose to run around in Port Clyde. [laughter]

JB: We had the Ocean House Hotel. It had that huge dining room with a big woodstove in there. As soon as there was a power outage, everybody, all the kids would come over. Because being a carpenter in the long time, I might always have piles of woods. The kids could pound nails into. Plus we had the big old stove going in the kitchen. I know the power would come on, and all the kids will go, "Ahhhh," and go back home again. But we all had old Ramey come over and made breakfast and supper. Whatever it was, it was always Nancy and Kathy. There's a little more community evolved. The other thing too was what used to happen was we used to – in one time, once I had the boat, once a week, I'd be towing offshore or going off shore towing a boat home. Sometimes getting involved in situations where you go out there for a day, and you're out there for three days before you get any sleep. By the time we got home, we had to crank that out of the – carried [inaudible]. You know what I mean? That was pretty. But that's all gone because the fishing fleet is gone. A hundred fifty baggers [inaudible] that used to run out of here are gone.

CT: So, maybe you can tell us more about that. Describe what the waterfront was like, what the different industries were like.

JB: Well, like there were always two to three boats down in our dock. There are pictures down in the dock and down in the store. You'll see great big draggers on the end of our dock over here. But as you went around the peninsular, that was every dock had. When you look over here, the harbor was filled with boats. The only time there was a little chafing is probably when would come up to the point where the boats would bang into each other. Also, arguing in chafing about, something like that.

AB: There was a lot more movement because the boats were allowed to fish. They're not allowed to fish very much now.

JB: Right.

AB: But back then, there was a lot. Boats were in and out of the docks. Guys with lamp and fish. Trucks were moving.

JB: Right.

AB: There was a lot more movement. They're in the store, get in stores. This was normal.

JB: Right. Like any Philip Johnson, you had four boats and two big trucks. Gary Anderson was the same way. He had two, three trucks and five boats. Actually, he had that big, huge fishfinder there one time.

AB: Yes. Sailboat.

JB: A hundred and eighty feet long. I went out with the *Laura B* and towed her in from out of Portsmouth. [laughter] That's when Hurricane Bob came along. We went down. Our coast guy got really screw that up. I remember we pulled in the New Gloucester and steaming in there, and it was pulled. I mean, it was all I could – I had no money [inaudible]. All of a sudden, we're coming into this dock and all these trucks start coming down. [laughter] I picked my radio up, and I said "Doug, we are not moving." [laughter] So, we hit the side dock, but it was nice. They all came down and helped us tie up. The women went down and wait for us [laughter] to take us all home. We all slept. I think we got in the car [laughter] and slept for a week.

CT: So, the town is pretty dependent on the fishing industry then?

JB: What's left of it?

CT: It was.

AB: It was.

JB: Yes.

AB: Yes.

CT: Was there anything else going on?

JB: Well, you had the sightseeing industry. Then behind that, you had a huge bait business, the cuttings and renderings. Then you had your shrimping business. The shrimping on top of that. So, that was another – I mean, when it was at the height of it, small boats were at 2000 pounds. Larger boats were at 8000 pounds. Boats used to be lined up at the lighthouse and getting ready to unload. All of the box will be lit up. Then you had the ground fishing in between lobstering

and shrimping [inaudible]. There was a truck leaving here every day twenty, 30,000 pounds, some going down to Boston or Portland. They started the ball at this exchange. I guess that's not doing very good now either. So, it's improbable. But there was a huge buying and rendering and plant on Vinalhaven. That was great for Vinalhaven. It only lasted about ten years, and then it died a very slow death. These are the days of fishing, when to an industry to fill huge [inaudible] to mass produce. Today, with the way fishing is, that cannot happen anymore. Fishing has to be, if you own a boat, you go out and you catch a Pacific catch. You bring that into a group like this fresh catch people here, and they will sell everything they possibly can of your catch. But it's pretty limited, the markets, where it's going, how it's going to get there. It's not the huge – when everything didn't get processed down here, which was probably only about five percent, everything else went to Rockland up to [inaudible]. Those 1,500 people worked in [inaudible]. All they did was cut fish for the military. You had O'Hara that cut fish for the private sector, hospitals, everything else, [inaudible] and all that. That was all institutional. It was fun being part of that. It was fun going up there. It was fun walking down the line. All girls come on. There's pinch, there's scratch. They're trying to get a piece. [laughter] All that kind of stuff. But when they dances, they used to have — every company used once a month at every dance. You know all that, but it's all gone.

AB: Internet and credit cards. [laughter]

JB: Exactly.

CT: What about the rest of the economy? How is the rest of the economy changed here?

JB: In the state, it's all tourists now. I mean, tourist is the number one. When we first moved here and bought the Ocean House Hotel, I went to a hotel, whatever you call it up, in Augusta. I think we were the 29th industry in the state of Maine. Now, tourism is the number one industry. So, that's terrible thirty-five years.

CT: How is the role of fishing in the community change?

JB: How is the role?

CT: The role of fishing in the community?

JB: The role of that, right.

CT: So, economically, there is not as much going on. But what else?

JB: But there's still lobstering as a very stable – that's pretty stable. I don't think that's changed very much. Like Monhegan, I don't think the amount of poundage per year out there has changed, but like here. But the way it's marketed. It all used to go to Canada, and then it used to be all Canadian lobster coming down. Now, it's all. People are trying to make it so American lobster. [laughter] Like Mrs. Bean is trying to do.

AB: Right.

AB: Yes. I mean, I would just think that there used to be a lot of people working on the boats. Because the boats aren't here, those people aren't here.

CT: But do you consider this place a fishing community today?

AB: Yes.

JB: Yes.

CT: So, why is it a fishing community today then?

JB: Well, you still have...

AB: Mostly because of lobstering.

JB: Lobstering. Yes.

AB: Yes.

JB: Plus is the only place that has – we have ten draggers left. I said, "This was actually second."

AB: They're trying to revive the groundfishing fleet.

JB: We're the second biggest fleet in the state [laughter] next to Portland. It's cut off. When I heard that a couple of years ago, [laughter] I was dumbfounded. [laughter]

CT: So, what are the most important kinds of commercial fishing here then? Is lobstering...

JB: Lobstering and shrimping in the winter, and then groundfishing.

AB: Groundfishing.

JB: What they told [inaudible].

CT: Do most fishermen have multiple licenses?

JB: Yes. The ones that are still here. I mean, it's really hard for a fisherman out because now they have – always Glenn was here. But they have, in other words, a guy has sectors. You know what I mean? So, if you got a good sector, then you're doing well. It's like lobstering, you know if your bottom is good bottom. Your family, they had that for many years and you have a good thing.

CT: Do you think fishermen are participating in a lot of non-fisheries work here as well?

JB: Yes.

AB: Yes. I think they are branch out, a lot of them. There's a lot of them now that do landscaping on the side. That one-ton dump truck. I've seen this [inaudible] factor moving to Port Clyde. I don't know how else to call it. But it's been an influx of people from both side of the state with money, buying up houses. So, there's a lot of work that way now, as far as caretaking. I made a joke the other day. I said pretty soon all of us are going to own a one-ton dump truck and a excavator. [laughter] Run around planting trees with people. But I think a lot of them are doing that in trying to find other things to get into besides just lobstering.

CT: But you see that they are working a lot for these sort of people from way then?

JB: Yes.

AB: Well, they're working for everybody. I mean, the locals like to hire locals. But they're working for these people too.

JB: It's like these people make a lot of them.

AB: It's a lot of them. If you sat down here and watch, I mean, it's not something you would have seen fifteen years ago. A bunch of one-ton dump trucks with excavators, and guys running around with riding lawnmowers. That's what they do for a job. Back then it was just kids and push mowers here and there. Yes. I think it's changed quite a bit that way.

JB: It's like this person next door that used to belong to the one of the people who used to own his business. It got so expensive. They went up over \$500,000, where we couldn't buy it. So, there's no way we could support that kind of mortgage fee. Anyway, so a person bought. It was the person who bought like thirty-five, forty acres on Harper Island. He tore half the waterfront down to build this house. Then totally rebuild the waterfront after it was all over, to back the way that they wanted it. It was okay with the state. I mean, you should have seen it. There was a vessel, like a landing craft that was here.

AB: Yes.

JB: It was day after day going out there with trailer truckloads of trees and rocks and shrubbery and mold and moss. [laughter] These people can afford that kind of stuff.

CT: Maybe you can talk more about this wealth factor that you mentioned, when did you start seeing the wealth come in here?

JB: Well, it's always been here.

AB: It has. I've thought about it. It's been here, but it just hasn't been out, and in your face, I guess. You didn't quite recognize it.

JB: The people that had money too are a little more...

AB: Quiter or something. Yes.

JB: – quiet. There were people that are like our parent's age. So, they were more acute to, I think, because of the depression and because of the reality of life at that time that they didn't want to throw it in anybody's face. They probably knew too if they threw it in somebody's face, that they got to leave the house up there for eight months out of the year. They might come back. [laughter] [inaudible] windows in it. [laughter]

CT: So, skipping ahead, could you maybe talk about the housing situation? Like how affordable is the housing situation here now?

JB: Along the shore, we can't afford it.

AB: Right.

JB: If I hadn't bought this business over a handshake and there's no way that – when I did buy it, everybody told me the house is too expensive. But I paid 135,000 for this piece of property. They all say that was – at the time, properties around here were something for 250. You know what I mean? So, let's add the dock and everything else.

CT: But how is that change?

JB: Now, I don't know. We're talking about some [inaudible].

AB: The town is [inaudible] was the first acre on the water at 750,000.

JB: Yes.

AB: So, that's just the land. Then they go for the buildings after that. Then if you have a dock, and it just keeps on going. [laughter] You got to go up to a union before things start to look somewhat affordable. Or at least, if you want to stay in Port Clyde, you got to go to the back road. You might pay 30 an acre or something.

CT: So, I am now getting back to where it was before. Do you think the fishermen in this port are doing better or worse than twenty years ago?

AB: That's a hard one.

JB: I think the dragger are doing very bad.

AB: Right. The lobstering are doing good.

JB: About the same. It's always been fairly consistent.

AB: The saving grace for the draggers may be that they're actually going to work less but make more. Hopefully, that's what happens. That the price of fish come up. I'll be all right with that. [laughter]

CT: Do you feel the community here is resilient? The fishing community here is resilient or...

AB: Yes. They keep working.

JB: The ones who are fishing draggers, there is nothing left. So, if they call them resilient? Yes. But resilient because there is nothing left. You know what I mean? The boats are in trouble. Our gears in trouble. We have a meeting here once a month about midcoast Maine fishing alliance.

CT: What are the...

JB: We're trying to raise money, so they can have money to fix their boats and stuff. Now, to form this cooperation, it was extremely hard for the IRS for us to form this cooperation. It took us years to get it going. Because when you raise money to support other businesses to make money, then that's an IRS. That's one of the red flags came up.

AB: Right.

JB: Not only did they come up with red flag with skull and crossbones though. All of us who were involved were pretty scrutinized about what was going on. So, we get some people that we're all charging all kinds of endowment funds and knew how to take care of this kind of stuff. They had the lawyers in Boston and in places that could allow the avenues of that to happen. But they still have what they're doing. They're taking their own catch, and they're marketing their own catch.

AB: Right.

JB: Have no hard time doing it. Because as soon as they got a little successful, and really started to take on some good stores, and some stores are really looking forward to them, other companies started to [inaudible]. You know what I mean? [So, they got back into this same old routine. Nobody wants to see their...

AB: Just like ours. Right. [laughter] To get it going, you have to know that somebody is going to come in besides you.

JB: Maybe they want some stuff with the Southwest Harbor.

AB: I thought all that was going good. See, that's why I thought that they were going to get back together but...

JB: They're still doing good.

AB: Yes.

JB: Bob is still driving.

AB: Right.

CT: Just wondering, you mentioned it was the fishermen's alliance? Is that what you mentioned?

JB: Yes.

CT: So, you were involved in that.

JB: Yes. Board of directors.

CT: Was that?

JB: I'm in the advisory board of directors

CT: How was that formed?

JB: How was it formed?

CT: How was it formed and why?

JB: It was formed about four years ago. So, we can try to get money to have to – from the government and from organizations to fund these draggers so that they could keep fishing.

CT: What prompted the organization?

AB: We also...

JB: We had two to three people dragged and drowned and died.

AB: Right.

JB: [inaudible] Johnson died and [Nick Jimmy Weaver?] and [Ellen Lord?]. They went on. So, that was another thing. But we're talking about a town trying to understand. I mean, have you been down to this Marshall Point?

CT: As of the last?

JB: Yes. You see the monument we have down there?

CT: No. I will go check it out though.

JB: Okay. But if you go down there, you'll see that. There were people that didn't want that.

CT: I cannot believe that when I heard that.

JB: They didn't want it. I mean, it was things like, "Well, the compass rose, did you have anything to do with that?" I said, "Yes. I designed it." "That figures." I mean, stuff like that.

CT: Crazy.

JB: This people run the historical society. Because they didn't realize that we spend our whole lives as merchant seaman looking at the compass leaving home and coming home. I mean, that's our number one fact. Everything else is based around that. A lot of other stuff. So, we had a party on the dock and then we raised 35,000 one evening. [laughter]

CT: Wow, way to party.

JB: Yes. They came all the way from Gloucester.

CT: What do you see as a major strength of the community here then?

JB: Just the fact that it's a fishing town, I guess?

AB: That for us, anyways, that is tolerant and welcoming. I mean, if people were coming up here, and they were yelling profanities at them and stuff like that, which happened, here and there in the past, I mean, that's not good for business. [laughter] But everybody is tolerant and welcoming of tourism.

CT: Everything else is going on here.

AB: Right. I think that's a huge difference. I think if that starts to go away, and all of a sudden, people up here don't want other people up here, then that's going to be bad for everybody.

CT: So, do you consider the fishing community here to be vulnerable?

JB: In what way?

CT: Say, there is a threat, would they be able to withstand the threat?

JB: I mean, there was still quite a bit of it now with fishing regulations and some of the intricacies of it. The fact that they had all these advisors on these boats for all these years and then federal government pay attention to it, just made all those rules last year. You know what I mean?

AB: [inaudible] the money, right? If we lose more and more areas for work in waterfront, that's bad. Then if for somehow, somehow like enough people came up here, took over our boards, and we're like, "Well, we don't want to hear loud noises." Because I've heard this a little bit here

and there, and it concerns me a little. We don't want loud noises at 5:30 a.m., and all of a sudden, some ordinance comes out that you [laughter] can't start working until 9:00 a.m.

JB: Right. [laughter]

AB: Stuff like that.

JB: That has happened.

AB: Yes.

JB: Because fishing boats leave early in the morning. They start their engines at 4:00 a.m., leave at 5:00 p.m.

CT: What do you see as other sort of threats to the fishing community here?

JB: Just the public. Let me ask you a question. You're twenty-five?

CT: Twenty-six.

JB: Twenty-six. How much do you know of the United States Merchant Marine? How much does it affect you personally?

CT: Personally?

JB: Yes.

CT: Not much.

AB: [laughter] You're honest.

JB: I bet you, everything you wear came on over an merchant ship. Everything you had at home came over on a merchant ship. So, it may not been ours. [laughter] The public has allowed that to happen. I think that's probably the biggest problem we have with the public and fishing with the public and working waterfront. Just like this working waterfront with you. We were left out of it.

CT: A disconnect, is that where you...

JB: Huh?

CT: Are you talking about a disconnect?

JB: The public has tunnel vision when it comes to that. I mean, I have 105 friends that are all a New York City Harbor pilots. They say this all. That they give lectures, and every time they give a lesson. [inaudible] just gave a lecture up in Rockland in about a week to two weeks ago.

They all say, "Jim, I never know that ever happened in the city. We never knew that happened on this coast." We never knew that [inaudible] looking at their labels on their clothing after he talks. [laughter] The cars they drive – what do you drive for a car?

CT: I drive a Volkswagen.

JB: Volkswagen. [laughter]

AB: Yes. [laughter]

JB: That's the...

AB: I guess the other threat that's possible is that disease too. That would be terrible if they ever made it up here. I mean, I don't know everything about it. But it sounds kind of scary and it sounds like...

JB: You mean the lobster disease.

AB: Yes.

JB: What happened to that?

AB: Might be connected to the temperature of the water or something. But that was very bad.

JB: Yes. Well, it's like a blind tick. There's no way to –

CT: Cannot prepare for.

JB: – prepare for this. Yes.

AB: Yes. I think the lobster and then all that is part of the drawer of tourism. So, if that was to go away, I think this would hurt everybody...

JB: Okay.

AB: Pretty bad.

CT: But what...

JB: A couple of months ago, you said, this is a very nice working community. Otherwise, we have the fish buying station over there, the bait and fish, and as well as big boats come in. I mean, it's really a working waterfront. So, people come down here. They really see that the community is making money from vessels coming in here...

AB: Right

JB: – and creating revenue.

AB: That's it. We have to be allowed to work.

JB: Yes.

AB: We can't have the town up there telling us what we can and can't do. We have to be allowed to work.

JB: Yes.

CT: What do you see is what you said, let us see, you can adapt to certain threats or strengthen the community?

JB: Well, they say, you should go to the town meetings. Okay. Now, I've been going to town meetings. For six years, I was on the work in the waterfront, right? When the thing went through, the one night I wasn't there, we were excluded on it. I mean, I don't understand that kind of thinking. How can just fishermen be involved – and not fishermen either. It's just lobster fishermen.

CT: Sorry, I did not quite understand that.

JB: Under the state mandate for working waterfront, it's just lobstermen. Working fishermen, docks, working docks, tugboat docks, like shipyard docks, shipyard waterfronts, they're excluded. There's nothing for them. Then when you go to kind of any legislation now, you're not part of the working waterfront.

AB: They say, "Well, are you part of the working waterfront, right? Well, we can't help you out." [laughter]

JB: Every time bouncing off the ceiling. [laughter] That's the tragedy of it, you see. It's like when I went to the Brown in New York City, we had an institution that was called a [Seamen's Church Institute?]. Now, if you're a merchant seaman, and had a merchant document, either ordinary papers, save these papers, documents, and you would go in there. It only costs you \$2.50 for a room. It was a very nice room and a meal and breakfast. The other part of that was, if you were studying for any license, if you were studying for a lifeboat entanglement and endorsement or an AB endorsement or officer, "I'm going for a second mates license." "Okay. Fifth floor, east wing." You go up there. The whole place would be setup for you to get a second engine, second license, second officer's license. Same with the engineers. They were in another part of the ship. That was just New York. You went to Baltimore, it's the same thing. All the way down to Texas, Houston, Beaumont, Texas, [inaudible] towns had a Seamen's Church Institute. Boston, beautiful, I mean, it was beautiful. It was all wood carpet, and often these guys in the old days, carved in ivory. You know what I mean? [laughter] All has gone by the wayside because the public is – like a homes for seamen. When I went to maritime school, we all had to go out there and polish all the brass. You know what I mean? All the doorknobs. But the school – I mean, it was the places for retired seamen, they had the belts. Every eight

hours, bing, bing, bing, bing, bing, bing, a bell. Everybody shifted, everybody was – the whole thing was baseline. You don't have that anymore. The only place left is Virginia, down the country somewhere. [laughter] [inaudible] was there.

AB: Is that right?

JB: Because he was on the U.S. Department of [inaudible]. He had this note one day said that they had to inspect the new Seamen's Church Institute.

CT: I just have a few more.

AB: So, that's the problem. [laughter] One of the problem.

CT: Public is not connected anymore.

JB: Yes.

AB: Huh?

CT: The public is not connected anymore.

JB: No.

AB: From the fishing.

CT: So, speaking of that, what about in this community? How would you characterize your relationship that maybe fisherman's relationship with non-fishermen or people that are not involved in the working waterfront?

JB: Well, I think we're pretty well – I mean, we know both sides, and we're good friends with both sides. I don't know. That's just us though, I think. You know what I mean? I don't deliberately burn bridges or make adversaries, or you know what I mean?

AB: Right. We're trying to be helpful in the community.

JB: Yes. Exactly. We were trying to somewhat...

AB: But we stick out for ourselves when we have to. Sometimes we've had our problems here and there trying to do stuff, and had some of these people that have different agendas. You got to stand up and stick up for yourself. It's about the best you can do. Get up and go to work. Every day start your forklift out at 5:30 a.m. [laughter] That's what we do. That's the one thing we do. We do work here every day.

AB: Yes.

CT: Has fishermen's access to the waterfront changed?

JB: The what?

CT: Has fisherman's access to the waterfront, or just waterfront access in general?

JB: There's lot of access.

AB: Yes.

JB: I mean, look over there. The people who use...

AB: They get consolidated way before. All these houses and docks [inaudible] fisherman. They have their own dock. Now, they've been kind of consolidated into a couple of wharfs here and there. Some of them, like the coop, they are part owners. But some of these other ones, they're not. Somebody else owns the dock, and they sell their lobsters there. That's their access to the waterfront.

JB: Next generation of the people who own these properties. The people use their own Port Clyde packing these whackers. They live over here. They've cut all that property. All those little fish houses, they used to rent to fishermen. Yes, some of the fishermen were paying the access. Some of them drunk too much, and some didn't bring enough. [laughter] You know what I mean? The next generation came along and the third generation, and they were, "You're not going to sign the lease." They're not going to sign a ten-page lease. We don't want you and they get rid of it. Now, they're [inaudible] rent their properties out, the yachts that come in here. So, that's another...

CT: So, describe that then, if you would please, like who else is using the waterfront now?

JB: Yachts. It's like at the Belfast, they save that one spot there. But there's still putting those condos in there and stuff that are going to be – at first, there was going to be just a hotel. Now, they're making some sort of marine condos out of it. The value of the property become so valuable to the public. When you live here and you get down by the store, you walk around the store, and you walk down towards the shore, not the public landing, but come to a house that has a picket fence. [inaudible] and that's the end of that. There's a house over here. That was his father's house. Now, when I was in my teens, I used to fish with that guy. Ford and his father had seven miles of twine. Otherwise, they come over to the Drifting Beach, tie the door off full of twine, and line all together. How many? Three miles. So, they put three, four miles of twine, tie it all together. They'd all lace it up for going more evening. Total there at nights, wait for the moon to go down. When the moon went down, tied off the shore to a tree, take a boat, and run it. Just like setting a stage. I mean, the curtain across the stage.

CT: This is the first I have seen then.

JB: You'd catch the fish. I mean, I'm sort of 50,000 bushel over there at one night. But that was (Chet?), who was the son of a man who owned all that. Then they had an airplane and it used to fly to spot the fishes, stuff like that. He was only one man. There were two or three other people

in town who did that. So, the [inaudible], he had a huge fleet, Nova Scotia [inaudible]. I mean, you look over here and they'd be wrapped it up everywhere. But it's all gone by the wayside. They've got these offshore draggers that they don't seem to – I think they stopped them now. But hopefully, that will allow the fish to come back in here. Legislation is sort of because – thank God, it's so good. It's the same. It's good that we don't get as much as we get.

CT: So, I am switching. I just have a few more questions. How important is tourism to this community now?

JB: Very.

CT: In what way?

JB: Ninety percent of its income, some ninety percent of ours.

AB: Well, to the businesses that are left, I mean, we're all tied to it. Like I said, is this a faction of this community now that doesn't have to worry about it? Doesn't have to worry about making money. But for us that our left, even the fishermen, I think we're all tied to it.

CT: How do you feel about tourists and people from outside the community who want to move here?

AB: I think it's great. I think it's great that – like I said, we're welcoming. We welcome people up here. If people want to move up here, then so be it. It's a little tough to take when they want to get into the politics of the town. [laughter] It's tough when they – like they leave an area because they don't like it. But then they come up here and want to change it into it. So, that's tough to take. But I'm not going to be one of those that says, "I got it, and you can't have it." I think it's good that people come up here.

JB: See, when I was a boy, you can walk along the shore from that side of town and just leave the mouth of the river and walk and go hunting. You can go all the way to Thomaston. Then you could shoot a deer all day long. You can't do that now. As soon as you start walking, you get, "Hey, get off my land." [laughter]

AB: I really don't think you can stop change.

JB: Right.

AB: Things are going to happen and change is inevitable. But I do think it would be nice if the things that are left, if they would support them, and we would love some support. [laughter] You know what I mean?

JB: Right.

AB: I think that they've already changed a lot of laws to prevent some stuff or rules to keep it from getting over run down here. [inaudible] will always keep Maine from getting overrun if

you ask me. But we would love some financial support. [laughter]

JB: I'd like to see some industry.

AB: Right.

CT: What do you feel have been the most critical changes in the community?

JB: In this community?

CT: Since you have lived here? Yes.

JB: Most critical. I think just basically the zoning laws. They always say it's just a little thing. But every time you go to do something, you've got a lot of little things. They're just little things that you [inaudible].

AB: It is true. We used to be able to kind of just if you want to do this, you could just go do it. Now, they want apartment for everything. Basically, they want to tell you what you can and can't do for everything.

JB: So, we can't have the St. George anymore, can't have a township anymore. You know what I mean? So, that's the difference. I think that's like anywhere in the state.

CT: What do you think the community will look like ten years from now?

JB: Huh?

CT: What do you think the community will look like, say, ten years from now?

JB: I don't know.

AB: I think it'll be pretty close to what it is now. Hopefully, with the Dragon Fleet, the fish comes back for them.

JB: That's my biggest hope.

AB: I think tourism will keep on growing.

JB: That's my biggest hope that the fish will come back.

AB: Hopefully, the few businesses that are here that aren't owned by wealthy or still family owned.

JB: Yes. [laughter]

AB: But there's big businesses that are folding now. Two of them used to be like Billy Atwood.

He was the biggest. You know who he is, right?

CT: No, sir.

JB: He used to be the biggest lobster buyer in the county. He's sold out. I don't know who I forget who he sold out to. But what's going to happen there? We noticed that when big businesses, like that family-owned businesses, when they sell out, the second generation or the generation that bought it really don't make it.

CT: So, wrapping up, what do you like most about living in Port Clyde?

JB: The women. [laughter] No. You really didn't have to worry about locking your doors. You know everybody. It's a great community. You know what I mean? As a community, we have to raise money for somebody or something, we always able to do it. I wouldn't want to live anyplace else. [laughter] Let's add a million dollars. [laughter]

AB: What I think of Port Clyde is just the top of the hill, looking out to the harbor. Every morning, I just – it's very nice. [laughter]

JB: Yes.

AB: Yes. It's a good place. Then like I said, it's nice to have summer. But it's also nice to have winter. Winter could be a little shorter but – [laughter]

JB: Yes.

AB: So...

CT: Well, thank you. I am all set.

AB: Good work.

CT: Do you think I missed anything or anything else you want to ask?

JB: No. That sheet that you were asking us questions from, did you make that up, or is that a premade from the state?

CT: No. Our group made it up, our research group.

JB: Yes.

CT: So, there are about four of us here with different levels of interaction with the project. But there are quite a few of us working on it.

JB: Yes. I'd like to see the final report. [laughter]

CT: We are going to turn this off.

[end of transcript]