

Anna Henry: Can you just state your name, birthdate, and place of birth and current address?

Douglas Anderson Jr.: Douglas Anderson Jr., 12/16/48, born in Rockland, Maine. Lived my entire life in Port Clyde, Maine and presently reside there, 686 Port Clyde Road, Port Clyde, Maine.

AH: So, why do you live in Port Clyde and not somewhere else?

DAJ: Well, obviously my family lived here and so I was raised here. My family being in the fishing industry especially on my mother's side of the family, and my father being involved in the fishing community in the part that he was contracted by a gentleman to build a herring plant here in Port Clyde back in the 1940s. But I grew up here in a fishing family, no different than some young fellow that grows up on a farm out in Iowa or someplace else. Your family, it's your heritage, it's what you do and you are introduced to it at a young age. You become familiar with it. For the most part once I understood fishing and being born into that heritage, I enjoyed it and desired it and continued to live as that was my profession.

AH: So, you mentioned your family a little bit. Where did your family originally come from?

DAJ: Well, my grandmother she was raised on Friendship Long Island. Her mother was I believe half Native American. Her father's side were Munros, so they came from Scotland. Then she came here to Port Clyde as a young woman and worked as a chamber maid in one of the hotels that was here called the Wawenock. My grandfather was born over in Pleasant Point which is over by Cushing. Then his family on his mother's side lived on an island here, Hupper's Island right here in Port Clyde. He moved from Pleasant Point over here to Hupper's Island when he was five years old. His father died and his mother and her family they came over and lived with other relatives on Hupper's Island. He started out just as kids. That was it. You grew up around the shore. You chased around the shore at low tide for lobsters. You dug clams. You grow up doing the things that you need to do to survive in this community, in this part of the world.

AH: Are you married?

DAJ: Yes.

AH: Is your spouse involved in the fishing industry at all?

DAJ: Well, her father was a fisherman. He was a cook on scallop boats. He fished with me. So, she grew up in Rockland. We met and married and she moved here to Port Clyde. Of course, my whole life has been fishing, having boats, and so she's been part of that.

AH: Does she contribute to the business as a bookkeeper or in other ways or just less formally?

DAJ: Yes, we work jointly in doing the things that need to be done. She helps to keep the books. She raised our family. We ran a seafood business in Rockland in the 1980s and she managed that while I fished. Then for a couple years I came in and helped to run that. But most

of the time I ended up going back fishing to help keep it going. But she's been involved through all of that.

AH: Do you have any children or grandchildren?

DAJ: Two children. I have a daughter and a son.

AH: What are their ages?

DAJ: Kirsten is forty-one next – I got to figure this out.

AH: Ballpark is good enough. [laughter]

DAJ: [laughter] She'll be forty-one in October. Chris is thirty-nine.

AH: Are either of them involved in fishing or have been?

DAJ: Well, Kirsten of course has three children. She is married to a fisherman. Chris is a full-time lobsterman. He's done other types of fisheries. He grew up from a young age learning how to be a fisherman. Kirsten worked in our seafood restaurant all when she was growing up and going to school, picking shrimp, and working in the restaurant and behind the seafood counter and doing stuff, various things.

AH: So, we are also interested in the broader community. So, can you tell me a little bit about this community and then what it was like when you were growing up?

DAJ: Well, when I was growing up there hadn't been the transition from the older-style boats to the newer boats. There's always a little bit of a transition, but not so dramatically. When I began fishing, a lot of it we were taught by someone older, by my grandfather and other men. We learned the old-style way of fishing, how to find the bottom using a compass, and running by time and using landmarks on the land to know where we were and using LORAN-A. Then LORAN-C came along. That was a big thing for us when we got LORAN-C and we didn't have to manually change all the stations on the LORAN. By the time you got done going through the whole procedure of finding the numbers of where you were, you weren't even there anymore.

AH: [laughter]

DAJ: Then LORAN-C came along where we thought that was just miraculous that we could look at LORAN and see both sets of numbers viewing continuously and changing automatically. So, we could pinpoint on the chart or graph where we were at all times. Of course, that still left considerable room for error. Then of course, all of a sudden, then came along chartplotters. The first ones were paper and ink and we had sheets of paper. I got sheets of paper down solid from paper plotters. I got five hundred sheets and I've plotted in five miles increments from Cape May, New Jersey all the way to the Northeast Peak of Georges when I ran scallop boats. I still have those papers now down solid. But then with technology and horsepower and the availability to get money, it was a lot different. When I was growing up, I saw my grandfather

and other men, if they wanted a new boat they worked and worked, sometimes years, and saved until they got enough money to buy the materials. Then they built the boats themselves or worked on it with someone. They'd hire a good craftsman and work with him and like that. Then all of a sudden, as I was telling Cameron, it was in the late [19]70s that the government got the big idea that, well, we can help the fishermen get new boats. So, I remember one of the first companies that you could get to work with you through a government subsidized program was GE Leasing Corporation. They were heavy in the financing at that time. But basically, what it came down to was the government put together a program guaranteeing the financial people that they would back this. What you had to have was you had to have 12.5 percent of the money as a down payment, show that you could get 12.5 percent credit or means of buying equipment and stuff like that, and they would finance 87.5 percent of the money if you could meet this criterion. Basically, what it was, it was a deal that the bureaucrats, that our politicians put together down in Washington believing that the New England fleet was old and tired and wearing out, and it was. But instead of letting it come its natural course, they intervened and they knew a better way of doing it. I'm still bitter about that. I just think that that's where a lot of government intervention began. Here we are here today doing a social impact study. I don't care and I don't mean any disrespect, but no matter how much studying you do on the communities, there's going to be issues that aren't going to be reflected in this study that we recognize it's going on right now, today. But back then that way of life was that you worked hard and you bought something when you could pay for it. Then all of a sudden, it got easier because it done two things. It created a means of building up the fleet of boats in New England to harvest the fish. It also created ship building in the southern part of the U.S. anywhere from Alabama and Mississippi over to Florida. So, it was a good deal. The politicians thought, "Oh, this is great. We're going to create jobs and ship building in the south and get a new fleet of boats from New England." Well, I'm not saying that fishermen are dumb, but it's sometimes we're a little thick. We'd rather go take a beating in fifty-mile-an-hour wind than have to sit down and fill out all the paperwork to get a grant or to get a subsidized means of buying a boat and it's just not our forte. So, they would go and get financial advisors and business people to help them fill out the grants and to do all of that. But what happened was there were business people that saw this opportunity. I know there were lawyers, I knew lawyers, there were even doctors that at that time that were making enough money that they needed a tax shelter. So, they said, "What a good deal. For 12.5 percent down, we can buy a fishing boat and we can get tax credits for buying this fishing boat. We can have a shelter to cover some of the money we're making." What they didn't know is they didn't know anything about fishing. They didn't grow up in a fishing community the same as most of the real fishermen did. They didn't know the guys that were capable of being good fishermen, apart from the guys that just talked a good story. So, as these boats got built, there were some built by fishing families. But there were a large amount of these boats that came into the New England fishing fleet that was built by corporations and built by professional people that had another motive rather than carrying on a tradition and being in a fishing family. The result of that, many of the men and the skippers they hired couldn't back up their talk. When the payments started piling up and they decided, "Well, I guess I don't need this tax shelter anymore. It's costing me more money now than it would have," all of a sudden, you started hearing in the late [19]70s, [19]80s, a lot of boats being sunk. There was stuff going on. Insurance rates went up. Boats were lost. Made financing for someone that was legitimate a lot more difficult because the financial institutions were getting scared of what was going on. So, that all had an impact on us, on a guy that maybe was going the straight and narrow and trying to work towards building his

own boat. Then there was a lot of things out there. The insurance rates were higher. All of a sudden, it was tougher to get the money and all sorts of things. It was the case back years ago when I heard my grandfather tell of how fishing was when he was a kid. Of course, when he was a kid at thirteen, he was on a schooner and had a dory with two tubs of trawl. Then all of a sudden, he worked all of his life to be able to build a forty-five-foot boat and batter himself. There's a picture of the boat he built. He worked all of his life. He had a twenty-eight-foot boat with a Model A engine. He would go out here to Metinic and trawl small net and doors and fill that twenty-eight-foot boat. It would hold probably 2,500 pounds of fish and she'd be pretty heavy loaded. He'd come in here and take the net and doors and the equipment off the boat so it would lighten her up a little bit because there were so many fish. He'd leave here and he'd steam all night from here to Portland in this boat with no radar, no LORAN. He would stand at the wheel steaming this boat all night long, holding a five-pound dory anchor. When he got tired, if he fell asleep at the wheel, he'd drop the anchor. Dropping the anchor would wake him up.

AH: [laughter]

Cameron Thompson: [laughter]

DAJ: He'd pick it back up again. When he got to Portland Head, which took him about ten hours from here at Port Clyde to get to Portland, he'd have to put some gas in it or get into the harbor. He went in there and he sold his fish right where even today, Burnham & Morrill has a place in Portland, and that's where he sold his fish. They bought fish there.

AH: So, fishing has always been important in this community, it sounds like?

DAJ: Yes, this has been a fishing community. We live on the end of a peninsula, and we are the closest port to the deepwater fishing grounds in this area of the coast.

FS: Are they dinners?

DAJ: Yes.

FS: Because I just ended up cooking up those.

DAJ: Yes. Their mothers are dinners also. You got enough to go yet?

FS: Oh, yes. I just took those six that were in the wire basket. But if I had anymore I didn't know if I was supposed to...

DAJ: Yes, those five or six that are crawling around, they're dinners.

AH: So, let us talk a little bit about your specific experience in the fisheries. What fisheries have you participated in?

DAJ: I started out as a youngster lobstering. My grandfather was a stop seiner where the herring would come to the cove and they'd shut the cove off. I grew up as a teenager stop seining. There

were purse seiners before that, but it was about the time that the Sardine Factory, Stinson Canning Company, Port Clyde Packing Company, Green Island Packing Company started investing in some boats of their own for purse seining and hired fellows to run their boats and to provide fish for their factories. I thought that purse seining was it. I thought that was great. No longer did I have to sit there and wait and hope the fish came in at night. I could go right out there and find them and go after them. I went on a sardine carrier for two years for Port Clyde Packing Company, an old boat called the *Muriel*. We'd go get stop seine herring when available, but we'd also chase the purse seiners. I didn't want to go on the carrier, I wanted to run a purse seiner myself. When I was about twenty years old, twenty-one, I went to – actually, I was twenty. I knew that Holmes Packing Company in Rockland had a boat called the *Wave Guide*. It was an old Nova Scotia-built boat. She was pretty rundown. She was in hard shape and they were looking for a captain. My grandfather had sold that company a lot of fish through his years of stop seining. So, one day I got in the car with him and we went up. The general manager of the plant in Rockland at that time was a man named Kermit St. Peter. We sat down and my grandfather talked with him and told him why we were there. That they had a boat and that I was interested in it. Kermit said, "Well, do you think he can do it?" My grandfather said, "Well, if I didn't think he was capable of doing it, I wouldn't have brought him out." He said, "Well, we'll give him a shot." So, they gave me the boat. I made plenty of mistakes. But somehow, between sundown and sun up in the morning, we generally caught some fish. Some nights we had a few and some nights we'd load the carrier. Then I'd come in and work on that boat all day long trying to glue her back together so that we could get out that night. I wasn't a highliner by any means, but I did catch fish for them all through the season. So, I worked for them two years and then I bought my own boat. By then the purse seining was turning around a little bit. It was getting more difficult to find the fish.

AH: This was herring, right?

DAJ: This was herring, yes. So, when I bought my own boat, it was a dragger, and I started groundfishing. Of course, the herring seining was a summertime job. In the wintertime when I was in high school, I'd pedal shrimp out of the back of my car all around town. Then when I got out of high school, I had a pickup truck and we used to buy shrimp from the shrimp boats in the winter and drive them up into New Hampshire and Vermont and pedal shrimp on the side of the road. Then I said, "Well, I'd rather go fishing myself." So, I started going on boats shrimping. The sardine carrier I was on, the *Muriel*, the factory decided that they would rig that boat up to drag for shrimp. So, instead of us having the winter off and drawing unemployment, we'd go shrimping. So, anyway, at twenty-one I bought my own boat. It was a boat that the bank had, they'd repossessed from a fellow. Again, we went out, talked with the bankers, and they agreed to give me a shot. So, we took over the boat and I started groundfishing. At that time, we could catch groundfish in the spring of the year right out here, six or seven miles from home, just out back in Metinic and across to Monhegan. We'd catch haddock, cod, gray sole. There was very good gray sole in at that time and dabs and blackbacks and hake and about any of the groundfish. It was common to go out and come in at the end of the day with three-, four-, five thousand pounds anywhere in there. Then when the groundfishing was over in the fall of the year, we would rig up and go scalloping and we scalloped. I started in 1971, was the first year I went scalloping. I rigged my boat up here in Port Clyde. Then we steamed from here down to Stonington. That's where the boats were catching a lot of scallops, in the Stonington area. We

ended up, up in Blue Hill Bay fishing. For two winters we fished in Blue Hill Bay and the scalloping was good. Then I kept that boat five years and sold it in 1976 and ended up taking a friend of mine's boat, the (*FOB?*) was the name of her. There was a lot of scallops down off the back of Cape Cod, down to Pollock Rip, down off Chatham. We went down there and fished. We fished out of Provincetown, fished there from August to December. Then the weather got tough and it got hard to get down in. So, I brought the boat back up here to Maine to the fellow that owned it. I ended up going to New Bedford and going on a boat out in New Bedford with my father-in-law, he was cook on it. I made one trip with the fellow and the owner of the boat asked me if I wanted to take the boat. So, that was the first boat, the scalloper, in New Bedford that I took. She was an old, wooden, eastern-rig boat. She was about seventy feet. The name of her was the *Blue Sea*. She was built during World War II over on the banks of the Waldoboro River over the Storer Shipyard in the Waldoboro River. She was pretty tough shape, but it opened the door for me. It gave me a chance to go into New Bedford and prove what I could do and it just opened the door from there and gave me opportunity to go to bigger and better boats after that.

CT: Scalloping or what?

DAJ: Scalloping, yes.

AH: So, how long did you scallop then?

DAJ: Well, I stayed in New Bedford until 1980. I was there roughly four years. Had two other boats after the *Blue Sea*, the *Pocahontas*, and the *Lusitano*. Then some friends of mine or a guy I knew in Portland called me and asked about a particular boat that was for sale in New Bedford, the *Sea Trek*. She was a big ninety-five-foot eastern-rig boat built over in East Boothbay, Fuller Shipyard. I told them what I knew about the boat. Then the next thing they said, "Well, if we bought this boat, would you run it for us out of Portland?" I consented to do that. So, they bought the *Sea Trek* and I ended up going captaining for them and fished out of Portland for a couple of years, [19]81 and [19]82.

AH: Was that still for scallops?

DAJ: That was still for scallops. At that time, there were a lot of scallops on the northern edge of Georges and we were shell stocking. We put machinery on deck of the boat and we were actually culling the scallops. Some of them were too small to legally bring in. So, I'd have the crew that'd shovel them into a hopper which would go up a conveyor and the scallops would fall on a splitter, some going one way, some the other. It would go over a couple of machines like gravel shakers that we made with eccentrics on them, shaking them. The small ones would get down through the iron grate and go into a wet sluiceway and go right back overboard. The ones that we could legally keep would come down the pan and go into a tray and we filled the boat and we'd lug them into Portland. There were about four boats, four or five of us at that time, lugging shell stock into Portland. That was in the early 1980s.

CT: So, the season, I thought it was a winter season or a fall season.

DAJ: That's the inshore fishery on the coast of Maine. But the sea scallop fishery for the East Coast of the United States in federal waters goes twelve months a year.

AH: So, after you were in Portland scalloping, what did you do next then?

DAJ: Oh, that was when my wife and I started a restaurant in a seafood market in Rockland. While I was on that scallop boat in Portland, I didn't have a boat of my own. I went to Nova Scotia and had a boat build, a forty-two-foot Nova Scotia boat, and brought her home and rigged her up for gillnetting. Had a fellow run her for me gillnetting groundfish, palla, pait, codfish.

CT: That was out of Rockland?

DAJ: That was out of Port Clyde. Let me see. After that boat, I bought an old boat called the *Lone Wolf*. She was a Maine-built boat. She had some age on her. But I was dragging groundfish and we were catching scallops in the net also. I had a small skiff that I was fishing a few hundred traps in, a couple hundred traps there at one point. So, I kept going back into lobster and off and on, but not for any amount of time, for just maybe a season. Then I'd get out of it again. I wasn't drawn back to lobstering at that point.

CT: Were you living in Port Clyde then during this time?

DAJ: Still living right here, yes. My wife and I built this house when I was twenty-one years old. We raised our family here. That was in 1971 when we moved into this house. We're still here forty years later. But then I bought another boat while we had the restaurant in the mid-[19]80s. That was a fifty-foot eastern-rig boat. I went shrimping with it. I went groundfishing with it. Went scalloping with it. Even one summer when my son was sixteen years old, and some of his buddies, I got a little nostalgic. Out of all the fisheries, the one that really drew me to it was purse seining although at that time there was really no money in it for a small boat like I was doing. It wasn't a good financial decision, but I rigged this boat up to go purse seining because I wanted my son to see what it was like. So, I took him and his friends and we purse seined mackerel all one summer and sold the mackerel up to O'Hara's. We didn't make any money, I can tell you that now.

AH: [laughter]

CT: [laughter]

DAJ: Come that fall, I said I got to go back scalloping. Well, in fact, in 1985, I think it was about that time that fish was getting very expensive to buy, our restaurant business was very seasonal, and it was very tough. I had put on an addition on the restaurant. I had spent more than I should and I was in financial trouble. I ended up going back to New Bedford. In fact, I ended up in Cape May, taking a boat out of Cape May scalloping again for two years to get myself out of financial trouble. So, I jumped into where I could make the most money at that particular time. That's the way fishing was. It was always the same here growing up. We went from what was in season. Shrimp was in season the wintertime, so we'd fish shrimp. Some of us would go scalloping instead of shrimping, and I was one of those. In the spring of the year, we

could catch groundfish, codfish, haddock, and some blackbacks. Then the dabs would come after that, and we'd catch dabs. Then after that in August, in early September, and October, gray sole. We'd catch gray sole. By then we'd be into the fall season and either preparing to go scalloping or go shrimping again. So, our fisheries changed according to the season. But that was kind of free enterprise. Then all of a sudden, things begun to change and government intervention was dictating to us what we could and couldn't do. It forced guys to make a decision, well, you can't do both. You're either going to do one or the other. So, it forced us to make some hard decisions as to which way we'd go. Watched a big transition with boats, electronics. We went from what I talked about, the old LORAN-A, and it changed the whole industry. It changed the way we lived here. The old way of doing things, the old timers were dying off and we were a younger breed coming along. Then all of a sudden, we saw young guys coming right out of school that knew how to run the new electronics and they were instant success overnight because they didn't have to learn the bottom the way we did. They could just go and take all the technology that was available and jump right in and do it and better than we could.

AH: So, can you talk a little bit about how the fisheries you have been involved in here – do you need to get that? How those stocks have changed or how the markets have changed?

DAJ: When I was first groundfishing, I was paying 13 and 14 cents for a gallon of fuel. We were averaging probably around 13 and 14 cents for a fish, 16 cents maybe. I can remember one winter we could catch so many shrimp that one of the fellows said if he could get a guaranteed market for all he could catch for a nickel a pound, he'd take it. We were fishing for 17 cents for raw shrimp, and we put cookers on. There was a market over in Denmark. The buyers here in Port Clyde decided that we could cook shrimp and they'd buy cooked shrimp. So, if we sold the shrimp raw, we got 17 cents a pound. If we cooked them, we got 27 cents a pound. It was a dime for cooking. But you could buy wire for your boat. Everything was relative. The cost of the fuel and the price for the fish was all relative to one another. But when I look back and think of what we got paid for our product, and we'd sell scallops for a \$1.40 a pound. A big price would be \$2.10, so 20 cents a pound. When you look at things today and inflation, we had the inflation on the selling end, inflation for the price of the fish is gone much higher. But so is the inflation on the expenses. In fact, I think at this point the cost of going has increased. The inflation on that has continued to go up and especially since 2008 with fuel prices soaring again. Obviously, the boats that catch bait for the lobster industry burn a lot of fuel. So, the cost of bait, the cost of fuel, and everything has gone up. But yet, the selling price for our product has gone down.

AH: So, how do fishermen adapt to that? Do you change your fishing strategies when that happens or?

DAJ: You try to do what you can. But basically, like I said earlier, fishermen, the mindset is I just need to work harder. You go in more weather and you stay longer days and you work harder to survive. So, you just put all the burden on yourself. There's no magic answer how to overcome it. I definitely don't believe that the government has the answer. Because it's pretty easy for most of those guys to sit in a room and make decisions that affect my livelihood but they're still picking their paycheck up at the end of the week. The decisions that they deem

important really aren't as important to some of us as they think they are. They think they have a crystal ball and can look into the future and determine what they're going to do to change the course of history and change the nature of fishing and it's going to be better for all of us. A proof of that is yes, they changed the scallop industry so much that now the guys on those boats are making phenomenal money. They're coming in with bigger trips than we ever landed by using things within their regulations, optimum yield, and letting the scallop grow not taking it as a juvenile until it got to optimum yield. But they'll also tell you that there's a lot of scallops on the bottom that are dying because they never get caught. What a lot of them don't want publicized is the fact that along with the big money that come in the scalloping – I don't have the numbers. You people could get the numbers who were just a little working and studying, but how many different owners actually owned permits in 1994 or 1992 or 1990? We'll say [19]90 and [19]91. Those permits now have been all consolidated. The number of different owners or families or businesses that owned them back in 1990 compared to now, you're going to find that there's a much smaller group of people that have full control of the offshore scallop fishery on the East Coast of the United States. Some of us couldn't go through the tough time because it got so tough and so we bailed out and we went to something else. I sold a small permit, a permit for a one-ten-foot drag boat. It was in the early [19]90s and I sold it for \$15,000. I took that money to help get me back into the lobster business. I said I can put this money to work right off by buying lobster traps and going making money with them. If I'd have hung onto that permit, that permit today is worth \$750,000. Everything looks real rosy, but you have got some people that have stayed in the fishery and the fishery has become so good that you have some that were – the big got bigger. I got a friend of mine and I give him credit because he stuck with it all these years. He's gone through the good and the bad and he's still in there. He's hanging in there and I give him credit for that. But there's a lot of guys that didn't make it through that their permits have all been bought up and put into big corporations. I grew up in a small community and it was more of a heritage in the thing. Now, I put in years of my life scalloping, I can't go scalloping simply because I didn't follow the procedure and I got shut out through technicalities and because I couldn't make it through the tough time. But my life as a scallop fisherman to me right now counts for nothing because that doesn't earn me any favor in any way. So, am I a bitter? Yes, I'm a little bitter. But what also people don't recognize, there was a direct coalition between this area where a lot of men came from and went scalloping in New Bedford. There was a connection between Rockland, Maine and New Bedford, Massachusetts. The scallop fishery is one of the tougher fisheries. I think that's why you don't see pictures of scalloping on reality TV as like you do with *Deadliest Catch* because I don't think the industry wants it revealed as to how much money they're really making and some of the things that go along with it. Some of the things that go along with it is we've got young men in this area – I don't know if it's more than others. But for us that live here, it sure seems like there's a lot more influence of hard drugs in our area with the young fishermen that are fishing out of New Bedford and making a lot of money. There's a lot of drugs in this area. I had my turn and I played with drugs, alcohol. Part of it was, is because those earlier years when I was scalloping in New Bedford, I was making money back in the early 1970s for a man to make \$70,000 in a year. I was still young. I didn't know how to handle it. I didn't know how to hang onto it and manage it. That's what's happening today. What you talk about when you talk about the young fishermen that are leaving this area right now and going to New Bedford and getting jobs and coming in with paychecks of thirty or \$35,000 for twelve- or fifteen-days' work. How are they an asset to the community? You find some that are an asset, that raise their families and manage their money

and live a respectable lifestyle. But you find a much larger percentage that it's led them in the area because they had so much money and made it so fast and so quick, they didn't know how to manage it. The first thing that happens, they don't pay their taxes and they get in trouble with the Internal Revenue Service and they don't spend it in the right places. What happens is, is they go to the government for a compromise to bail themselves out of trouble. They get the compromise because the government says, "Well, they have no assets. They don't have a piece of real estate or something we can put a lien on." They'll try to levy their wages and they'll just jump from one job to the other until they get caught up with. Generally, that's not until there's a W-2 form sent in on them and they say, "Oh, yes, this man's working here." The other downside of that, the social impact of it, is now they're coming home to a community and some of them bring the drugs with them. The young people in the community are saying, "Look at the money." The young kids, fifteen years old are looking and saying, "Look at the money this guy's making. Man, he's getting rich. That's what I want to do." So, it's bringing in a whole different legacy into our community. Then how many of them end up in trouble and end up in rehab units and looking for help to overcome their addictions and we end up with methadone clinics and everything else? That's coming out of taxpayer's pockets. So, when you talk about social impact, it's a lot deeper than just seeing a fishery change. It's a lot deeper than that. Maybe was it wrong, that the government maybe should have stayed out of it and let the families continue to do the fishing the way they thought and the way that it was for years? Or to create such an opportunity for young men to go out and make so much money so fast that all of a sudden, it was so attractive and so good that the wealth overcame them and led them down the road that maybe they wouldn't have gone? So, I don't have definite answers for these things, but I think it's something that you have to look at. Is bigger and more money always better? Or is maintaining a heritage and the way of life and the lifestyle that you grow up in, is that better? But the fact that to get more fish out there and to get more income and all that, is that really what's better for us? That's the problem I have with social impact studies. I don't have the answer. I have my opinion, that's all. For some things, the price is too high. The money may be there, but the price, if it takes a grandson or if it takes a friend, and because of the attraction, the addiction that went with it, for the love of the money and everything else, I think the price is too high.

AH: So, you mentioned a few times being either in trouble with money or being kicked out of a certain fishery. So, how did you respond to those times? I know you said you went to scalloping in New Bedford once, you also had the restaurant. Did you do anything else outside of fishing or?

DAJ: Well, like I told you, [laughter] I lived that careless lifestyle too. Part of my problems wasn't because of the fishery. It was because of my own stupidity. I'll be the first one to admit that. I turned back to the fishery to bail myself out. I had done that until later in life, I really came to the realization that I had to change a lot of things in my life. I guess the financial, there's a lot of things that go along with. It's you have your mountain top experiences and then you have the valleys and you can be flying high today. When I was in the seafood business, I was buying mahogany quahogs from down east down in Cutler. I had two trucks and I was trucking them into Pennsylvania. One 4th of July week, I sold quahogs in Wilkes-Barre, Pennsylvania and throughout Pennsylvania. I had a real good week and I made a profit of \$7,000 that week. That fall, red tides set in down east in Maine. But the boats could come up here and fish for mahoganies. So, I put a float out because you had to purge them. So, I found this old badge and

we drilled holes in it. We tried to get circulation through it and it worked pretty much. It worked well for some of the time. But all of a sudden, one week the guys caught a lot of quahogs. I loaded it up with quahogs and I had to hold them an extra day or so. I overloaded it and I lost \$7,000 that week. That's the fishing business. My grandfather had a saying, he said, "There was days in the fishing business I thought I was going to get rich. There was days in the fishing business I thought I was going to stop. In the end, I didn't do either."

AH: [laughter]

CT: [laughter]

AH: So, do you consider this place to be a fishing community today?

DAJ: Yes.

AH: Why is that?

DAJ: We are the last port and the most eastern port in Maine that still has a dragger fleet. But the difference is we used to be able to catch fish seven, eight, nine miles, seasonal migration of fish into the waters here in the approaches to Penobscot Bay, and that's no more. We don't see that fishery. That fishery is not around anymore. The guys have to go so much further to catch any fish. I don't know how much longer they'll be able to hang on. The shrimp fishery for the last couple of winters has helped them to survive, and I'm glad it did. I fully expect that at some point, I think we're going to see a scallop fishery come back on the coast of Maine. Fishing is you get a lot of surprises. When I grew up, I didn't even know what a menhaden looked like. Then all of a sudden in my twenties when I had my boat, menhaden hit the coast of Maine and the rivers were full, they were dying on the banks. They were everywhere, so we seined menhaden. We rigged the boat and went and seined in menhaden. Now, they have seemed to disappear again. At one time we could go out here and catch a hundred or two hundred pounds of scallops a day. We became efficient in between the draggers and the divers and the shoal water. We can't do that now. But I see signs from time to time of small seed scallops. I expect someday there's going to be a rejuvenation of scallops on the coast of Maine. The shrimp has kept those guys going the last couple of winters. If they lose the shrimp fishery, with what days at sea they have, I don't know how they'll survive. I don't know. They can't go into the lobster fishery. The young guys going to school, kids that want to – I got two grandsons that that's all they want to do. Some of the other ports, it's the same way. There's a lot of young guys that grow up in fishing families and it made a way for them to get a student license and to complete the requirements needed so that when they come out of high school, they can go into lobstering. Lobstering has been one of the most stable fisheries on the coast of Maine, sustainable for a number of years. But we sure didn't expect in 2008 that we were going to go from a \$4.50 cent price of lobsters to \$2.50 cents overnight, and that's what happened. So, there's always something that comes along that you can't count on whether it's a mechanical failure, whether you blow an engine in a boat, you are riding high, you think you're doing good, you're starting to see, you're getting ahead. I can't complain. I've raised my family. I have a home to live in. I keep working in the fishing business. My wife and I ten years ago when the urchins played out and I dragged urchin winters for a while and the shrimp fishery was bad, I looked at her and I

said, "I don't know what to do winters anymore. I don't see how we can sit here in Maine and do anything." I said, "Let's go to Florida." So, for ten winters we've been going to Florida. We have nothing fancy, but we have a little place in a retirement park down there. So, fishing's been my life and it's provided for us, it's provided for my family. So, I can't say that it's bad, it's been good. I've enjoyed being a fisherman. I've seen a lot of things. I've done a lot of different types of fishing. But the more outside influence that we get into the fishery continues to disrupt a lifestyle.

AH: Do you think fishermen in this port are doing better or worse than twenty years ago?

DAJ: When you say fishermen, are you leaning towards the groundfish fleet?

AH: Well, no. I mean fishing in general, but it could change. It might not be the same for everybody.

DAJ: Right. That's a hard question to answer simply because of what was a dollar worth twenty years ago here and what's a dollar worth today and what will it buy and the cost of living. What were we paying for health insurance twenty years ago and what are we paying for health insurance today? Fuel prices, everything considered, I believe we're doing worse. We're just doing worse. There's not enough money. We're survivors. We continue to keep our families together and keep our property and to do these things, but it's not easy. I'm sixty-two years old and I thought I'd be having it easier by now. I think I'm working harder. I know I'm working harder now than I was twenty years ago. We have a little business there that sells seafood to the tourists in the summertime, takeout stand. I'm lobstering. I go to Florida in the winter and I sell lobsters and Maine seafood in Florida. All winter I sit up and sell three days a week. So, I've got to work twelve months a year in order to maintain what I have and to keep from going under. The dollar it's there's more competition, it's harder to get it, and it doesn't go as far.

AH: So, would you say the fishing community here is resilient?

DAJ: Yes. But that resilience is becoming harder to obtain and harder to achieve with all of the new laws and regulations that come down. Because some of the avenues that we've gone into to be resilient, are being taken away from us every day. We have a new problem now. We are fighting for our lives to be able to continue. We don't know from day-to-day when some environmental group that has a lot of clout and has a lot of lobbyists in Washington and a lot of people listening to them, is going to influence people to say, "You know those lobstermen up in Maine, the right whale is really in danger, and you should make them take those lines out of the water." How do we fight that? The MLA and different ones continue to go to meetings and fight, but it's a constant battle all the time. We're not going to be left alone because somebody else they're saying, "Well, just because you guys live in Maine and were brought up in a fishing family and was raised on the coast of Maine and a fisherman, that product doesn't belong to you. That's a natural resource. It belongs to all of us as U.S. citizens." That's the mindset, right? I don't know what their background is or how much inheritance they had or anything like that, but they've worked hard. They have a belief that what we are doing is detrimental to the nature of the whales or to the seals or to this or to that. They dedicate their lives to influencing people to help them. All of a sudden, they come along and pass laws that directly impact us and take our

way of life away from us. This is the danger that we live with every day. These are the things that I hope that in a social impact study are considered. That who has the more right? Is it more right to put a family in a situation where they might have to lose their home and go in foreclosure? Or is it more right that the whale can swim freely in the ocean? Is there any compromise in there? Or is it all one side or all one way or the other? The compromise is tough to find because someone's always pushing to have it totally their way.

AH: So, what do you see as the major strengths of this fishing community?

DAJ: The only real strength is that to the best of our ability, we continue to try to work together. We have our battles amongst ourselves, but we're fighting a much bigger war. So, in that area, we try to stick together. The no-quit attitude. Most of the fishermen I grew up with and the young fellows I see growing up today, they're going to continue to fight and work. Even when they should be getting more for their product or someone takes ten more days of fishing away from them or whatever, they won't quit. They won't give up. They're still going at it. How long can this continue? How long before we're overcome by regulations and things that are simply going to do us in?

AH: So, do you consider this community to be vulnerable?

DAJ: Absolutely. I got two grandchildren that want to go into the fishery. What I say to them is, "When I grew up, there were forty-four sardine factories on the coast of Maine. Today, you can't find one." When I was dragging, I could go out here and I could pretty much count, "Well, next year in the spring of the year, I'm going to rig my net this way, I'm going to go out and catch groundfish." You can't do it anymore, that's gone. They're saying in their mind, I listened to them talking, they're saying, "I'm going to have a forty-two-foot lobster boat with an offshore permit and I'm going to do this and I'm going to do that and all that." I say, "You better be careful because—" I say, "—overnight something can come along and take that away from you." Overnight, we can get a letter in the mail that says, "This section from Portland Head to (Tippmann Inn?) is closed to the taking of lobsters because we saw three right whales swim up this channel. So, take all your traps out of the water." What if they'd done that in August or September? What devastation would that—so, we live with this fear. Are we vulnerable? We are vulnerable because we don't have the clout and the numbers to fight this like some people do. The thing that's really discouraging about it is a lot of the people that are fighting this cause that can directly impact us, don't understand what they're going to do to us. Things are put in a different light. When I'm in Florida in the winter, I have people come to me and say, "Oh, you guys are getting rich. You caught more lobsters last year." [laughter] I just laugh and say, "You don't know the half of it." You read something in the newspaper that said Maine had record catches of lobsters last year. They want to know why I'm charging 10.95 for lobsters in February and they read an article in the paper in February that talked about the lobsters that were caught in August the prior year. But they just caught up with it and they don't understand that was six months ago and those lobsters are already gone to market or they're being held somewhere or been processed or whatever. So, there's a failure of communication between what actually takes place in a place like on the coast of Maine and what the rest of the nation perceive it to be. When I have friends come here from Ohio and I take them around and show them our lifestyle here, they're amazed at it. Their comment is, "This is nothing what we imagined." So, it's

misled. How it's portrayed through the media, many times it's misrepresented. People really don't understand what this lifestyle is about. So, yes, we are very vulnerable. There are no certainties. We can be out of business. My grandsons in fifteen years could be saying, "Wow, remember when we were going to have this boat and we were going to have eight hundred traps? Now we're down to one-fifty traps and we can only fish them for three months of the year." That's not farfetched when you look at all the other fisheries. What they've said in the very beginning, the government said – well, I sat on the Industry Advisory Council. Then we met with the oversight committee the second day, then we'd go to the big New England Regional Council the third day, all rate and succession. From what we discussed as an industry and what would work and help conserve our resources got watered down the next day when we met with the oversight committee and it was rejected by the New England Regional Council. That's not enough, we want more. So, for these young guys to think there's a certainty that lobstering business is going to be like it is today fifteen years from now, is absurd.

AH: Do you think that there are things that fishermen can do to adapt to these threats and challenges or to strengthen the viability of fishing in this community?

DAJ: The most difficult thing to accomplish what you are saying is that we're fishermen and fishing is a full-time job and lobbying is a full-time job. Even when we were doing different fisheries, we had to stop doing one to do the other. We couldn't do them both at the same time. We got some guys here that put a lot of time and effort into protecting what we have and doing the best that they can do. But there's no way they can match a trust fund baby that has a passion in their heart to save every whale and fights it 365 days a year. We can't compete.

AH: Are there people here who represent the interests of commercial fishermen in this port?

DAJ: Yes.

AH: Who would that be?

DAJ: Gerry Cushman has done a lot to represent us at the state level and also at the federal level. We have the MLA. We're members of the MLA which supports and they have a lobbyist. They keep us updated and we try. Of course, the coast of Maine, the lobstering is set up in zones and districts. You have so many districts and within every district you have so many zones. Each zone has a representative for that area that goes and meets each month at the state level and discusses the concerns. The legislation that's coming out of Washington is going to directly affect us, the lawsuits that are placed against us for doing something that someone believes is wrong. So, it's an ongoing battle.

AH: Are fishermen here well organized?

DAJ: They get tired. If they really got mad and got head up over an issue, probably the issue would have been pretty well finalized by the time the guys would get mad enough and really band together to go try to stop it. It's like the boy who kept calling wolf. After a while, we've been through so many of these situations that said, "All right guys, we got to get together and we got to go fight this and we need everybody's support. We need everybody's help." Sometimes

we recognize that that's what it took. Other times we recognize that it was a false alarm. A lot of the guys just plain have gotten tired of fighting on that respect. It's not our nature. It's not our calling. Ours is out there. We fight the elements. We fight the weather. We fight the breakdowns, the maintenance of the boats, and the storms that stave up our gear and we fight that way. But this is a battle that we're not really prepared to fight, so we hire guys to fight it for us. I'm not sure if that's as well perceived it would be if we fought it ourselves. But who's got the time? We're too busy trying to keep what we have and make a living. We don't have time for these battles. An example of that, and not to get political over this issue or not, not to mean anything by it, is the gay equality thing of same-sex marriage in Maine. How many times will this make we're going to vote on it? If it is defeated again, the next year, there'll be a petition and it will come back again. It's going to continue and continue until one side or the other gets tired. This is where we're at in the fisheries. Every day there's a new issue. Every day there's something coming at us. A lot of that is coming out of the environmental community. I don't think that fishermen are not against environmental issues, but I'd rather say we are conservationists. We try to protect our industry, but there are others that want to take it to extremes. So, we're having a hard job to meet in the middle. Being a conservationist is one thing, being an environmentalist is another. If I'm stepping on someone's toes, I'm sorry. But that's just the way I see it. [laughter]

AH: So, I am going to change gears a little bit and talk about relationships in the community. How would you characterize the relationships between fishermen within this community?

DAJ: Do you have sisters or brothers?

AH: I have a sister.

DAJ: Do you ever have a fight or an argument?

AH: Yes.

DAJ: But do you love her?

AH: Yes.

DAJ: Here we are. If a fisherman gets broke down, if he has trouble with a boat, I don't care if you caught him cutting one of your traps off the day before, if he's in trouble and in danger you'd go get him. We all have different opinions. We don't always agree on everything. We get short with one another. But when it comes right down to it, if anyone was in trouble even if they needed a part and you had it, for the most part – I can't say that we don't have exceptions because there's exceptions to everything. But for the most part, guys will help one another and do what they can and yet over and above our differences.

AH: How about between fishermen and this community and other communities nearby?

DAJ: Pretty much the same unless it's a real extreme situation and you've got someone that's going against the grain completely that's going to disrupt things and cause problems. But I

fished the whole length of the coast scalloping. I used to leave here the last week of October and sometimes wouldn't bring my boat home until February. We just fished up and down this coast from here to Eastport and from here to Block Island. Up to the western, things are done a little differently. When you get past here and go east, it's kind of a little different lifestyle. I guess we're backward because we still believe that a word of mouth is our word and we stand behind it. If someone comes in, you'd go down and say, "How are you doing? You okay? You find a place to tie your boat up? There's a mooring out there you can use." There's always someone there to give you a hand.

CT: What about between fishermen and non-fishermen in the community? How would you characterize that relationship?

DAJ: I think in most communities that I've been around in this community particular, we see a cooperation because a lot of the non-fishermen respect the job of the fishermen. A lot of them are directly tied into the fishing industry with what they do. The guy that's in heating and plumbing, probably half of his customers are all fishermen. The guy that's in glass business, he's got customers that are fishermen. Let's face it, in Maine you've got fishing, you've got potato farming, you've got blueberrying, you've got logging. We had shoe manufacturing but that's taken a big hit. But you've got a few major industries. Then off of those industries, we all need accountants. We all need a gas store to go to. We all need to go shop at a supermarket somewhere. We all need doctors. We all need lawyers. So, those other jobs feed off of the major things like fishing or logging or whatever it is. What's Maine known for? Maine's known for lobster and fishing to some degree, potatoes, and things like that.

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

DAJ: Yes. Along with the times families that owned shorefront property, taxes became so high that they could no longer hang on to their family land. Some have had to sell it. Some have just chosen to sell their land because the price was so attractive back a few years ago when real estate was booming. It's obvious we've had people come into our town and pay inflated prices for property simply because they wanted it, which was their right. The person didn't have to sell if they didn't want it. But it's become more difficult, so we've lost. When I grew up, there was one, two, three, four, five, six, seven, eight, nine different fishing docks in Port Clyde, places where you could go and sell lobsters or fish or take commercial fish out over that dock and do business with them. Now, I can think of one, two, three, four, and one of those is the co-op which we just entered into an agreement with the state of Maine. We received a grant to build a dock that could be used by the draggermen in Port Clyde with the agreement that that dock will always stay and be maintained as a commercial fishing dock. If we at any time sell that, we have to pay back that money with interest. That was the intent of us as co-op members, that we want that to stay as a commercial fishing dock in Port Clyde, because we're losing all the docks around us, we've lost them.

AH: So, who else besides fishermen are using the dock space or waterfront?

DAJ: Some are maintained privately for their own personal use. The store dock in Port Clyde, the general store, they used to buy lobsters there. When I was a kid, I sold my lobsters to the

man that owned the general store. He had a man on the wharf every day and they kept bait and they sold and they bought lobsters. The Monhegan Boat Dock also. The man that ran the Monhegan boat that had that dock also had a man with a bait shed and he bought lobsters there also. There was the Port Clyde's Camry, the Port Clyde Sardines, that was a commercial fishing dock where we sold our herring. There was the cold storage which was a commercial dock where boats from Gloucester and other ports would come in and take out their fish. They'd box them and barrel them and truck them from here to put them on the train or truck them from here to New York. We unloaded fish there for many years. That's owned by a family and no longer used by commercial fishermen.

CT: So, who is using it now then?

DAJ: The family that owns it, the (Swaka?) family.

CT: Who is using the waterfront now?

DAJ: Who's using it?

AH: Is it all the [inaudible]?

CT: Currently because these –

DAJ: Well, the man that owns the Monhegan Boat Dock, they've been very good to let guys if we got in a situation that we had to hoist something off of our boat, they'd even take their boat that has a crane on it and pick it off for us or whatnot. But there's no commercial buying operation that commercial boats could come in there. A few years ago, I owned two boats. One was a seventy-two-foot steel trawler, and the other one was a sixty-nine-foot wooden scarlet boat. The fellow that owns the Monhegan Boat Dock, Jim Barstow, allowed me to keep my boats sail. But since then he's put on another ferry boat and he no longer has room for a commercial fishing boat to tie up there. So, he expanded his business and that was loss to the increase of his business. The general store dock, they had floats there, and they catered to the yachts that'd come in the harbor in the summertime to get them fuel and provisions and whatnot. So, there's no commercial fishing activity off of that dock anymore. The sardine factory burned down, that's gone. The cold storage is owned by the Swaka family. They bring a yacht up every summer and they tie that. There's a couple of other people that own islands out here that have boats to transport stuff back and forth to the island and have people come. So, there's no more fishing activity on that dock. The only four now that I know is Mosquito Harbor which they just went through a big shake up, but they're back in business. The co-op, Todd Simmons, and there was another. When I was growing up, there were two docks up on Horse Point. There was where Port Clyde Lobster is now and the next dock beyond that was Monahan's and they bought lobsters and stuff there, but that's there no more. That's just owned by one of the fishermen for his own personal use. So, yes, we've lost waterfront. Yes.

AH: How important is tourism here?

DAJ: Tourism is big for me. [laughter] We are not a major tourist spot. We're not like

Boothbay Harbor or Bar Harbor or Camden or like that. We're just a small community. Within the town, we didn't want to become a place like Camden or Boothbay. So, some years ago they passed a law where you can only have one family dwelling per acre. You can't have condominiums in Saint George. So, we've done that. So, we don't have the accommodations in Saint George to accommodate commercialized tourism. We have a lot of mom-and-pop stores like my little takeout, bed and breakfasts. It's kind of unique. Port Clyde has a direct attachment with artists. We have a lot of people come here to paint. That might have had some influence from the fact that the Wyeth family has been around this area for so long. Tourism is important to us, not so much to the fishing trade other than the fact that that tourism in the state of Maine overall helps to move some of the lobsters that are caught and that type of thing. If it wasn't for the tourism in Maine, I'm not sure we'd be able to maintain even the price that we have through the summer months for new shell lobsters. I don't know what the influence of that would be. It's hard to really call it so much tourism down here, as we have a lot of people that have moved into the area this summer here. So, I guess if that's a little different than the people that pack up and come here and look for a motel room and spend a week in the area. But there are a lot of families that come and will rent a cottage in this area for a week and like that. We don't have as much right now as we had a few years ago. It wasn't too many years ago that if you went down into the center of town on a summer day you might not get down through that because of traffic. We don't see that as much now, especially in the last three years. This economic downtrend has affected us just like everywhere.

AH: So, you mentioned people coming from outside the community moving here. How do you feel about that? Do you think the town should cater to the interests of those people or?

DAJ: [laughter] No. I believe we should respect them in the fact that if they like the community and they move here. But the thing that upsets a lot of those that have had roots here a few generations is when people like the area and they move into the area, and then the first thing they want to do is change stuff. That irritates and gets people riled up a little bit. So, that's not received really well. But the fact is, and I use this example again with my grandchildren, is we grew up here in this community. After Labor Day in the early fall, and people left here, we pretty much had as kids, as teenagers and what, we had the whole run of the town. We hunted and we hunted on the points. There'd be five or six cottages there, but we didn't bother the cottages. We went down and hunted the point for the deer right there. Or we went down there duck hunting or we went rabbit hunting or whatever. Anyone that hunted here hunted for meat. There was the sport of it, but it wasn't just a sport, it was a way of life. We never wasted any of that which we hunted and killed. It was used as food. It's kind of like right now, if you went into the city, if we went into a depression or a major recession or whatever, how do people get the food? But if you live in an area like this, we may not be able to. If things got really bad, what are you going to do? You try the best you can do to be law abiding citizens. But if it means whether you're going to put food on this table for your family tonight or not, and a turkey walks across your front lawn here, whether it's in season or out of season, if you haven't got money enough, you're going to shoot the turkey because it's a matter of survival. So, we've learned to live off the land. If you need to go dig a mess of clams, you go dig a mess of clams. I understand all the regulations and I think that just about all of us try to live to them to the best of our ability. I got guys that were real upset. In our town, we had a \$15 fee to get a recreational clam license. I was grateful for it because some of the guys in the commercial clamming

business that fee helped them to do conservation work. I can remember when there was nobody doing the conservation work that the state just shut down all the flats and we couldn't go dig a mess of clams because there was plenty of clams but there was no place open. You had to dig in the fear of looking over your shoulder and having the clam cop run down the flats and handcuff you or take your truck or whatever. Now for \$15, this place is open that we can go and dig a mess of clams and like that. But we have the opportunity that we can go and there's still resource we can live off the land. It's changed a lot because now we have people that – I was scalloping in the Saint George River one time. This was years and years ago. This was thirty – no, it was forty years ago [laughter] almost. It was forty years ago. I was dragging scallops out in the river. The guy had moved here and bought shorefront property. He was standing on the front porch of his house hollering at me. I couldn't understand what he was doing. Finally, I shut the boat down and I listened. He wanted me to leave there because those were his scallops.

AH: [laughter]

CT: [laughter]

DAJ: He said, "You're dragging my scallops," because they were out in front of his house. But they were down in sixty feet of water and he thought those were his scallops. Well, this guy, boy he's sure mistaken. [laughter]

CT: [laughter]

AH: [laughter]

DAJ: We have some that come and people that get so upset if someone turns around in their driveway, and so we have a few of those.

AH: What do you think this community will look like in ten years?

DAJ: Unless there's some type of fishery or something that comes along to save the dragger fleet, I'll be very surprised that if in ten years the dragger fleet is in Port Clyde. I think that what we're going to see in the fisheries is we're going to see more of a trend of fishermen beginning to catch fish in the old-fashioned method of trawls and catching them on ground lines with hooks and bringing them in in that manner. I think there's more and more emphasis on marketing the local fish that's brought into the community as Fresh Catch is doing down here. I think there's an emphasis to do that. I don't think that Fresh Catch would even be there if it wasn't for subsidies and by intervention by certain organizations that made it possible for them to try what they're trying. I don't think that they could ever have done that on their own to start up and go do it and do it in the manner that they're doing it. They wouldn't have had the facility for one thing. I think that their marketing techniques still have to be refined a little bit. I wish them well. I hope they're doing good. For one thing, I serve haddock and I can't get a dependable supply of haddock from them. As you might know, probably the only real dependable supply of haddock is through big major companies that are buying haddock out of the North Atlantic, up around the Faroe Islands, in Iceland, in Greenland, in the U.K., in places like that. Because that's the last fishing grounds for the haddock, is up there in the North Atlantic. The catch of haddock along

Georges Banks, there's a small fishery there. But it's nothing that businesses all over New England that serve haddock on their menu can depend on. You have to go to that other fishery that's far and up there. So, I don't know how the marketing of fish will be handled ten years from now. I'd like to see them succeed, but I have my doubts. Simply because native people are going to know how they can buy fish or they know fishermen. This guy worked on my chimney or this guy works on my car, and so if I'm a fisherman he's going to be able to buy fish from me direct in a barter rate or whatever. The only time that the real fishing community could sell like co-op style selling fish locally is, one thing they want you to buy the species that they're catching at the time and that's difficult for some restaurants and markets. The other thing is I don't know if in the end, if the quality is going to dictate to the consumer that they can afford to pay the extra price. I don't know how that's going to go. It's been tried. It was tried in Rockland with the sea bank boats, the trawlers that came there back in the 1980s and they hooked fish and had better quality fish and they tried to get more money for it. In the end, the market wouldn't pay them the more money for it because it was all about profit and loss in the business. So, they didn't succeed. So, it's been tried different times and it hasn't succeeded yet. Whether it does this time or not with Fresh Catch's concept, I don't know. But I don't think those draggermen will be here. Who knows? Can you tell me what the price of fuel will be in ten years?

AH: [laughter] No.

DAJ: So, that's going to be a big factor. I think the whole style of fishing is going to change due to the environmental impact, due to the expenses, the cost of going fishing, that impact. I think you're still going to have the major ports like Gloucester and New Bedford and Portland, and even Portland now is getting tough. That waterfront's getting eaten up with other more economically sound things than fishing. We know the struggles, the auction's going through, and vessel services and all of that. The plight of the fishermen I think is a tough one here.

AH: So, would you still go fishing if you had your life or career to live over?

DAJ: Yes. I say yes, but if I was a young man and hadn't already seen Georges Banks and a lot of the offshore and seen the things that I'd seen and come through some of the storms that I'd come through, if I was my grandson growing up right now, I can understand what's calling him to do it. I've had my time. I don't have the same energy and the same visions that I had then. So, to sit here and say, "Oh, I'd do something different." Well, in reality, probably I wouldn't. The only thing that I am glad that I did do is I mixed a little bit of other stuff in with the fishing. I learned what happened to the product on the other end. I learned how hard it was to market it and how it was received by the consumer and where some of the money goes in between. I think that if you could ever get the fishermen to really join together, the fishermen should be marketing their own product. They should be taking the product to the consumer. But it's nowhere near a level. But is it to say that these guys that are in business doing a good job aren't doing good? No. They deserve the right to do what they do. It takes somebody with that expertise to market the product to the cruise line and to the red lobsters and to this type of thing. But there's nothing to say that if the fishermen – it's been a little bit of a downfall literally. When you asked how they got along, we get along fairly good within our communities in our lifestyle. But when it comes down to money and business decisions, we are all very diverse. Working in a co-op, as I work in a co-op, we have twenty-two members of the co-op. When we sit down to

have a meeting and look at, well, let's go in a new direction, then there's a lot of discussion back and forth. We generally find ourselves split, some that have the interest to branch out and to expand and go into a new area, and some that say, "I'm happy right where I am. Don't disturb it. Don't do anything to upset it. It's not broke, don't fix it." So, you got arguments both ways. I think that to get the whole coast of Maine to get together to market their product and really join together and stand united, that's probably a greater task than bringing back the haddock to within five miles of the shore. [laughter]

AH: So, would you advise young men to enter the fishery?

DAJ: I support my grandchildren for wanting to be in the fishery, but my advice to them is, is to go and get an education. Not even to diminish it, but more so to get an education maybe in a vocational line. Learn a trade. If something goes bad, have something to fall back on. Have a plan B. Have a backup. You never know when you might actually start to learn a trade in a different field that someday you might decide, "Well, I'd rather do this anyway." Dealing with boats in the fishing community, whether it's working on the shore, hooking up a pump system for lobster tanks, or whatever, you need to know something about plumbing. You're always dealing with electric motors or DC current or something. You need to know something about electricity. Almost everything you have has an engine in it. You need to understand how an engine works and what part of it, the fuel does in the air. So, you need to have some knowledge in that. Somebody has to build equipment, the Davis, the fabrication for the metal along the boats and stuff. Maybe welding's a good trade. But there's all these different trades that have functions within the fishing community. So, I've encouraged them to say, "Listen, I know you want to go fishing, but either take a night course, an adult course, or go spend six months or two years in a vocational school and learn something to back yourself up." Because there's nothing for sure. There's no promise that what you see happening here right now today is going to be here ten years from now. That's not definite. So, that's the advice I give them. Sometimes they look at each other and say, "Oh, gramp's giving us another speech on the deep end."

AH: [laughter]

CT: [laughter]

DAJ: Sometimes they agree.

AH: So, what do you like most about living here in Port Clyde?

DAJ: I liked my childhood. I liked the freedom I had of crawling in and out of boats and seeing the different types of fisheries and watching the men work and learning my profession. I don't see that happening so much now. I don't see the older men taking the time to teach the young men that it used to be. As a youngster when I grew up, we had less distractions. I got one grandson that doesn't care anything about fishing. He's all into computers and games and stuff like that. It's a big distraction. Yet I to the others say, "Don't worry about him. Who knows? He might go invent a game to go on the computer and make more money than any of us will."

AH: [laughter]

DAJ: So, I say what's good for you isn't necessarily good for him. But for me, I wish that I could take my grandchildren back and show them some of the things that I saw. There's still some of the places, the outside islands down Matinicus. There are still some places that remind me of the way it used to be. But they're getting few and far between, they're disappearing every day. The influence of the technology today, the outside influence is taking away a lot of that which I knew as a youngster. I miss that. But this is my home and so yes, this is where I'd have to live and the ocean is part of my life.

AH: Well, that wraps up the questions that we have. Are there any other issues that we have not talked about that you feel are important?

DAJ: I've thrown in what I wanted to, where you let me anyway.

AH: [laughter]

CT: [laughter]

DAJ: So, I think we've pretty much gone over it.

AH: Do you have any recommendations of anybody else that we should talk to, either that fishes out of Port Clyde or Rockland?

DAJ: If you're looking at a lot of the history of the way life used to be here and the changes, the impact that things have had on this community and whatnot, I got a guy I grew up with and he's really good at remembering the way things better than I am at remembering the way things used to be. That's Langdon Wilson.

AH: Langdon Wilson. He would be in the phonebook if I looked up his number?

DAJ: I believe it is, but let me check.

AH: Did he used to fish?

DAJ: Oh, yes. He grew up a fisherman.

[end of transcript]