



NEWPORT HISTORICAL SOCIETY

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RICHARD ALLEN

THE FISHING INDUSTRY IN NEWPORT, RHODE ISLAND, 1930-1987

INTRODUCTION

The Fishing Industry in Newport, Rhode Island, 1930-1987, an oral history project, was implemented under the auspices of the Newport Historical Society and the University of Rhode Island Sea Grant Program.

Through question and answer format, the tape-recorded transcribed interviews document the fishing industry from the point of view of its complex traditions and changes. They provide a body of unedited primary source material focusing on priority issues of local concern and those beyond the geographic area under study.

Interviews were conducted by Jennifer Murray of the Newport Historical Society and were transcribed at the Center for Oral History, University of Connecticut. Narrators include representatives of the floating fish trap industry, the inshore and offshore lobster industries, the inshore and offshore dragger industries, the swordfish industry, the wholesale and marketing sector, and fisheries conservation and management.

Oral history enables us to learn about our heritage from those who usually don't write about it. It supplies what's often only hinted at in written historical documents. Readers and researchers using these oral history memoirs should bear in mind that they are transcripts of the spoken word and that the narrator, interviewer, and transcriber sought to preserve the spontaneity and informality inherent in such historical sources. The Newport Historical Society and the University of Rhode Island are not responsible for the factual accuracy of the memoirs nor for the views expressed therein; these are for the reader to judge.

Copies of tapes and transcripts are available for research at the Newport Historical Society. Copies of transcripts are also accessible at the library of the University of Rhode Island, Narragansett Bay. As stated in the release form which accompanies each transcript, the memoirs are to be used for scholarly and educational purposes only.

RICHARD ALLEN

Richard Allen is Vice President of Atlantic Offshore Fisherman's Association which acts on behalf of offshore fishermen and lobstermen in fisheries management deliberations. Major issues of concern to A.O.F.A. are conservation, establishment of a countervailing duty on Canadian codfish, offshore oil exploration and gear conflicts.

Mr. Allen's manuscript contains important information pertaining to the fishing industry on a local, national, and international level. He outlines problems in fisheries management and depicts the industry from the point of view of its complex traditions and changes.

Tape I Side I

Biographical Interview

Early experiences working in the fishing industry

Education at URI Fisheries School

Occupation as Vice President, Atlantic Offshore Fisherman's Association
and as an inshore lobsterman in Point Judith, R.I.

Historical information about the fishing industry in Newport

Components of the fishing industry in Newport, late 1800's

Floating fish traps

Purse seine fishery

Gloucester mackerel seiners

Menhaden fishery

Present purse seine fishery for menhaden

Oyster farms in Narragansett at the turn of the century

Recent attempts at oyster farming through aquaculture

Haul seining in Narragansett Bay at the turn of the century

Technology brought into the fishing industry by World War II

Electronics and major changes in how fishermen went about
their business

Freezing fish

Foreign fishing in the Northwest Atlantic, 1960's

European countries needed cheap protein

European fleets rebuilt after World War II, much with U.S. aid

Development of foreign factory trawlers

Foreign fishing trawlers attracted to highly productive
Georges Bank

Large pelagic stocks attracted much fishing effort

As many as 15 foreign nations fishing off Northwest Atlantic
during 1960's, as many as 1,000 vessels

Foreign fleet very large prior to Magnuson Act, 1976

Continuous effort to control them through ICNAF

Allen's involvement in ICNAF deliberations

Foreign fishing pressure offshore prior to 1976 reduced stocks of
many species.

Many species haven't recovered from foreign fishing pressure

Current problems in determination of species depletion

No basis for knowledge of species abundance prior to
foreign fishing

Technology has changed

Demand for fish has changed

Yellowtail flounder depletion

Role of domestic fishing practices in depletion

Domestic conservation issues are complex

Older fishermen/younger fishermen/conservation outlook

Tape I Side II

Conservation issues, contd.
Generational attitudes, education and religion and how they're woven into current fishing industry management deliberations
Changes in the fishing industry and how they affect fisheries management
Rules of conduct
Gear conflicts between draggers and lobster pot fishermen
Kind of person it takes to fish the Georges Bank
Grounds fished by high producing New Bedford fishing boats
Fishing as a dangerous occupation
Crews
Drugs and alcohol in the fishing industry
Beginnings of the offshore lobster pot fishery
1963, Prelude Corporation
New technologies used for harvesting lobsters offshore
Hydraulic pot hauler
Longer trawls
Synthetics
Deep V hull
Description of Bill Whipple who established Prelude Corp.
Changes in society's perception of fishermen
Bankruptcy of Prelude Corporation
Difference between someone who gets into the fishing industry who has it in his family background and someone who doesn't have that advantage
Allen's involvement in fishing industry politics
Reasons for creation of Atlantic Offshore Fisherman's Association
Gear conflicts between draggers and lobster pots when offshore lobster pot fishery first began

Tape II Side I

High catch rates in early offshore lobster pot fishery
Number of pots used
Catch rates, 1987
Gear conflicts between Prelude Corp. and Russian boats offshore
Government attempts to develop the red crab resource
Prelude Corporation and the development of the offshore lobster fishery one of the first instances of outside investors in the fishing industry
Oil exploration on Georges Bank, 1970's
Geological significance of Continental Shelf submarine canyons
Old timers stories about fishing on the Continental Shelf
The Gully-- storms, heavy winds
Superstitions
Women in the fishing industry

Tape II Side II

Foreign fishing vessels off New England coast during the 1960's
Reasons for U.S. Government's lack of support for the 200
Mile Limit
Reaction of fishing industry to government's lack of
support
Fishermen's involvement in establishment of the
200 Mile Limit
ICNAF deliberations prior to establishment of the 200 Mile Limit
Quotas established for different species
Explanation of the 200 Mile Limit
Fisheries management system set up by the 200 Mile Limit
Fisheries management at the government level
Reactions of domestic fishermen to government bureaucracy and
regulations brought by 200 Mile Limit
Important consequences of the 200 Mile Limit
Reduction of foreign fishing pressure
Domestic management system
Problems with domestic management system
Banks became more interested in the fishing industry
post 200 Mile Limit
Investment boom in the fishing industry
System set up by the 200 Mile Limit unsuccessful in preventing
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Increase in the number of boats without increase in stocks
Limited entry and alternatives
Diversification
Enforcement of the 200 Mile Limit
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Rhode Island Fishery Management Council
Gear conflicts-- fixed gear fleet and trawler fleet increasing
all the time. More and more conflict
Government Gear Compensation Fund

Tape III Side I

Gear Compensation Fund, contd.
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Politics and offshore oil exploration
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Conflict between sport fishermen and commercial fishermen
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How decisions are made regulating the fishing industry
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Work done by Atlantic Offshore Fisherman's Association

Tape III Side II

Congressional moratorium on the lobster canyons
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 American lobster management plan
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 economic and political ways of making decisions
Maximum yield per recruit, resource harvest and implications for
 the fishing industry
 Social structure in the industry, how the industry comes
 to a consensus, how consensus is transferred into a
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Lobster conservation
Species conservation
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Accomplishing changes in the fishing industry
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Recognizing changes in the industry in fisheries management
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 Structure of fishing industry breaking down-- no longer
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 Investment tax credits
 Capital Construction Fund
 Subsidy programs
 Fisheries Loan Fund
 Fishing Vessel Obligation Guarentee Program
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Capital investment/ pressure on stocks/ revenue pie split up in
 in smaller pieces/ more pressure on each fisherman to
 oppose regulations that will hurt him more
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Domestic fishermen would not want government subsidies
Inshore lobster industry
 Historic information about inshore lobster catch
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Current inshore fishery in Newport
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 Quahoggers (Narragansett Bay)

Tape IV Side I

Offshore dragger fleet in Newport
Comparison of older and younger fishermen, their ways of working
and ramifications this has for the fishing industry
Conflict between tourism, development and the fishing
industry in coastal regions
Economics
The waterfront as part of the transportation system
Society's responsibility in maintaining public access to
the waterfront
Government's responsibility in maintaining public access
to the waterfront
State Pier in Newport
Comparison of state government's support of Point Judith's
fishing industry and Newport's fishing industry
Point Judith Fishermen's Co-op
Conflict among fishermen
Frustrating aspects of Allen's work at Atlantic Offshore
Positive aspects of Allen's work
Concerns for the future of the fishing industry

This is Jennifer Murray. I'm interviewing Richard Allen for the Newport Historical Society's Oral History of the fishing industry in Newport, Rhode Island from 1930 to 1987.

Murray: Where were you born?

Allen: Fall River, Massachusetts.

JM: How about your parents? Where were they from?

RA: My father was from around the Westport, Tiverton, Little Compton area. My mother was from Mattapoisett.

JM: What did your father do for work?

RA: [My] father was a farmer. Then he went to work for the Industrial National Bank, which is now Fleet, in the Farm Loan Department. Then he was in the Classified Loan Department, no relation to fishing at all.

JM: I'm sure a lot of similar issues have come up that your father might have had to deal with. We can talk about that later. Where did you go to school?

RA: I lived in Dartmouth, Massachusetts until I went into the first grade. Then I moved to Seekonk, went through the seventh grade in Seekonk. Then I moved to East Providence [and] went through high school in East Providence. Then I went to URI. Then I dropped out.

JM: You did? I was wondering about that. What was your first experience working in an aspect of the fishing industry?

RA: When I say I dropped out, then I went back again (if

you want my complete educational background [chuckles]). When I dropped out of school, I went fishing. [I] worked with a fellow that was developing the offshore lobster fishery.

JM: That was the first thing you had done in the industry?

RA: Actually I went hand-tonging quahogs for a summer before that.

JM: Where did you do that?

RA: In the Kickemuit River in Warren, but I lived in Westport, Massachusetts at the time. During my second year in college, I started going out on an offshore lobster boat because my brother-in-law worked on it. He got me to go weekends. I started working more and going to school less. Finally, [I] dropped out of school to work with that fellow and ran a fish market for him for a year or so before I got drafted.

JM: For the same company?

RA: Right. When I got out of the service, I went back to URI in the Fisheries School. I finished the two year program in fisheries, and then got my Bachelors in Natural Resource Development, and then a Master of Marine Affairs degree. It was interesting. Once I went back to school, I had a completely different attitude toward school because I knew what I wanted to do. It all was related to fishing.

- JM: What part of the service were you in?
- RA: I was in the Army, but I was on boats in the Army. I was in the Transportation Corps.
- JM: I assume you were in Vietnam at that period of time? Let's just back up a little bit. I want to get into all those subjects in more depth, especially the company you worked for in the offshore lobster industry and how your schooling added to that experience and made you choose different occupations. What is your job now?
- RA: I'm the Vice President of the Atlantic Offshore Fishermen's Association, which I do on a consultant basis. Along with that, I try to keep my hand in actual fishing as well. I have an inshore lobster boat. I didn't actually fish last year, but I will be fishing this year. [I'm] determined to do that.
- JM: You must miss being outside. Where is that boat?
- RA: In Point Judith.
- JM: Before Point Judith was developed, would you say that Newport was the port in Rhode Island?
- RA: I can't speak from personal experience, of course. It seems to me that it must have been. I'm not aware that there were any other big ports other than Newport. I find it interesting that the record landings in Rhode Island were made in 1889. At that time, Point Judith wasn't a port. There was no breakwater; there was no breachway. It was not a

fishing port at all. That makes me think that [it] must have been primarily Newport that was the port. I'm not sure how many small places around the Bay were used as landing places, but I would think that for shipment purposes most of the fish probably had to come through Newport. I know from reading old records that when the Fall River Line (the steamship line) was operating, fish was a big product. It was shipping the fish to New York from Newport.

JM: Yes, a lot of people have stories about that. Do you think it was primarily an off-loading port, or do you think it was a significant port because a lot of fish were caught here?

RA: A lot of fish were caught close by, I'm sure of that.

JM: Could you describe the methods that were used then?

RA: The floating fish trap fishery, I would assume, was one of the real big producers of fish, particularly edible fish. The purse seine fishery, I'm not sure exactly when that started or when that peaked, but I believe that a fleet of mackerel seiners from Gloucester was in operation there around the turn of the century. They followed the mackerel starting down off the Virginia Capes and New Jersey, Cape May -- in that area in the early spring. [They] followed them up the coast even to George's Bank in the summer time and then back down in the fall. As I understand it, they finished up around Block Island just before

Christmas. Then they'd knock off for a month or two during the winter. [They'd] go home, spend the winter at home, and then start again in the spring. I think Newport was probably an important port for that fleet as well. When they were fishing close by they'd probably land in Newport.

There also was a large reduction fishery - fish meal fishery in Narrangansett Bay. There were fish meal plants around the Bay, although I'm not really familiar with just where they were. That was a purse seine fishery as well.

JM: Would that have been all menhaden?

RA: I would assume, yes.

JM: Where were they?

RA: The plants?

JM: Yes.

RA: Two of them I know of over on the Tiverton side, I'm quite sure. Whether there was one around Common Fence Point, I really don't know. I just have heard enough anecdotal information to know that it was a pretty important activity at one time up and down the coast, particularly in Narrangansett Bay. Of course, Narrangansett Bay has always been the big area for producing menhaden even after the plants left. A lot of fish were caught here and transported to the plants in other places on the coast.

JM: Who have you heard anecdotes from? From people who

are talking about that now?

RA: It's one of those things that's generally known by people who have been in the business a long time. A fellow named Harold Loftus over in Point Judith probably knows as much about it as anybody because he was one of the fisherman that stayed in the menhaden seine fishery as consistently as anybody around here that I know of.

JM: He still does that, doesn't he?

RA: No. Harold Sr.'s pretty much retired now and Harold Jr. has sold the seine gear. They did it up until ten years ago and maybe a little later than that.

JM: Is that done in this area any more -- purse seining?

RA: Mostly for bait now -- Arc Bait Company. A couple of other small outfits seine menhaden for bait. The real big boats that traditionally came up from Smith Meal Company and Standard Products haven't come out lately.

JM: They were New Jersey boats weren't they?

RA: Right. The one company in Belford, New Jersey closed down and that plant's completely -- I think they have dismantled [it] -- tore the plant down and sold the property. Standard Products down in Virginia has just reopened another plant to supply the Purdue Chicken people with meal for the chicken feed. Whether that means they'll be back up in this area or not with the big boats, I don't know. We used to

talk about the big, green boats. I forget which company it was now. It was the one in Belford that had painted all their boats green. They were real large vessels that came up.

JM: Do you think they'll have any trouble if they do try to come back?

RA: Oh, I think there will be protests against them and things like that. Scientifically, it's pretty hard to make a case against them. The menhaden are so plentiful that it's just a pure emotional issue and competition.

JM: We've covered the floating fish trap industry and the purse seining. What other ways would a person make a living off the Bay during that more or less pre-technological period?

RA: Another thing that I'm not real familiar with, but I know was there -- the oyster farms on the Bay evidently were real big. Like I say, I'm not sure how much of the Bay was taken up in oyster grants but it was a pretty significant activity. I can recall reading about oyster wardens, people who were hired to actually sit out and guard the grants against poachers and things like that. My impression is that that was more the west side of the Bay than over in this area. Again, I'm not really that familiar with it.

JM: Someone told me that Luther Blount had an involvement

in that.

RA: That's the recent involvement. He tried to bring it back [with] new types of aquaculture. The traditional form was just leasing public bottom (large areas of bottom). I'm not even sure of the techniques they used to grow the oysters. It was basically just protecting the areas, I think, and doing minimal husbandry techniques, where Luther's operation was quite a bit more sophisticated and intensive.

JM: When would this have been that you're talking about? Not Luther, but the earlier . . .

RA: It's one of those things I don't have a good feel for. My guess would be the turn of the century and on into this century for a while, but I don't know when it died off. I don't know why. I've talked to people down in Long Island and Connecticut who are still in the business whose fathers or grandfathers got started in the business in Narragansett Bay. I think the pollution might have had a lot to do with driving them out.

JM: Does anyone around here ever talk about having done any haul seining or any beach seining?

RA: I'm not familiar with (anyone) right around here. I think anyplace along the coast that had open beaches that were suitable to set a haul seine, probably it was something that was done. It's one of those

things that's been very quiet. There are a few people left over on the other side of the Bay that were involved in haul seine fisheries up until pretty recently. But, I'm not aware of anyone that's done any haul seining recently.

JM: Over in Narrangansett?

RA: Point Judith side. I would think with the beaches that are here that there were probably people that were involved in it.

JM: What were they going for over on the other side of the Bay?

RA: My guess would be stripers would be one of the important things that they would have caught. Whether they'd catch any scup or butterfish at times, I don't know. My guess would be stripers would be the big thing.

JM: Technologically, as the country began to gear up for World War II, what do you think were the most important inventions?

RA: I don't know whether it was as they began to gear up or it was the aftermath of World War II that really brought a lot of technology into the fishing fleet -- particularly electronics. I think electronics that had been developed for the war or for the military, after the war slowly found their way into the fishing fleet. That was a major change in how fishermen went about their business with the fathometers, lorans,

and position indicating equipment.

JM: What exactly did the fathometers do?

RA: A basic fathometer just tells what the depth of the water is. Then you can also tell what type of bottom you're on. The fathometer replaced the lead line where the fisherman could tell how deep the water was and basically what kind of bottom it was. There was a time of transition where people correlated what they saw on the machine with what they knew the bottom to be. You could also use it to find fish. As it's become more and more sophisticated, the focus with that kind of equipment is on locating fish.

JM: What is the lead line?

RA: A lead line is a piece of rope with a cone shaped lead weight on it. I think it's seven or seven and a half pounds. It has a cup shaped bottom that you put tallow or grease in and throw it over the side of the boat. It's marked with different markings to tell how deep the water is. You know, Mark Twain, that's a lead line [chuckles] reference. With the tallow on the cupped bottom of the lead, when it hit bottom, it would pick up a little bit of whatever there was -- sand or mud or shells or stones, pebbles would stick to the tallow. When you picked it up, you could tell what type of bottom you were on. So you knew the depth and the composition of the bottom.

JM: There were probably a lot of people who just knew all

that from generations of experience. How about inventions like the freezer, fillet machine?

RA: I don't really know when those came in. Of course when did Clarence Birdseye . . .

JM: I think it was in the 1930's.

RA: . . . froze the first fish at Gortons in Gloucester back in the 1930's sometime. The whole freezing capability, as far as affecting the fishing industry and particularly the fishing industry in Newport -- the New England fisheries have largely been fresh fish oriented. Most of the frozen product that's on the market is imported fish. The entire U.S. industry is more geared towards fresh fish. Things like shrimp, you'd find a domestic product that would still be frozen. In New England and in Newport, very little product is frozen. It goes strictly to the fresh fish distribution centers.

JM: That's a big difference from the rest of the country?

RA: No. Most of the U. S. fishery is geared towards fresh fish, or has traditionally been. I think we probably see somewhat of a shift with better freezing technology now where you can maintain the quality so that it's close to fresh quality. It could be better than the poor-quality fresh fish. But freezing, up until recently, has generally been regarded as taking a lot away from the quality of the fresh fish product. The premium price was paid for the fresh

fish.

JM: What effect did the rest of the world's demand for frozen product have on the stocks during the 1960's?

RA: The foreign fishing really got going off our coast in the early 1960s. A lot of that was demand for cheap protein which, at the time, fish was cheap protein. Another part of it was the rebuilding of the European fleets after World War II. They were just continuing to develop -- even a lot of it probably with U.S. aid, the Marshall Plan, things like that. Their fishing fleets had been pretty well decimated by the war. They were in a position where they needed to rebuild the fleets. As they did, they went right on up into factory trawlers and started roaming the world looking for fish. Georges Bank and this area, being a highly productive area known around the world for its productivity, attracted a lot of the foreign fishing effort. At that time, we also had large pelagic stocks -- the herring stocks for one -- that attracted a lot of effort -- whiting, hake and things that were available in large quantity that didn't necessarily have a high demand on the U.S. market because it wasn't viewed as a good fresh fish, edible type of product. In the European cultures, a lot of those products were acceptable. The eastern Europeans didn't have a choice. They ate whatever the government told them to eat. The Russians, the

Poles, and East Germans obeyed. We had as many as fifteen foreign nations fishing off here during the sixties. As high as a thousand individual large fishing vessels at one time.

JM: You weren't involved in the industry at that point yet, were you?

RA: I got involved in the industry in 1963 in lobstering, and then I wasn't actually going to sea during most of that time and not offshore where the foreigners were working. It wasn't until 1976 that the Magnuson Act was passed. All during those years the foreign fleet was large. It was a continuous effort to control them through the International Commission for Northwest Atlantic Fisheries. I.C.N.A.F. was the international party that tried to get a handle on fishing pressure in this area. I was quite involved with a lot of those discussions, deliberations, and efforts to try to control foreign fishing prior to the Magnuson Act.

JM: Why did it take so long?

RA: International Law. Every country is sovereign. No country can tell another one what to do. No country wants to be bound by any group effort; it wants to maintain its own sovereignty. It was just a real difficult thing to get individual nations to do anything in concert.

JM: What effect did all that activity out on the Georges

Bank by all those countries have on the inshore fisheries?

RA: That's difficult to pin down. I don't think that there's any question that the fishing pressure was heavy enough to really reduce the stocks of a lot of species. Whenever you reduce the stocks, you spread them out a little more and make them harder to catch. The catch rates went down. Some of the individual stocks -- river herring for one -- that part of its life cycle is to come right in and go up the streams to spawn and they're schooling fish as well, so they were easy for the foreign fleet to catch. I don't think there's any question that they really lowered those stocks substantially. One of the problems is, I don't think that we know where we started before foreign fishing. Most of our looking at the picture looks at from the time foreign fishing started and forward. Even when we think a stock is in relative abundance now compared to what it might have been thirty, forty, fifty years ago, I don't think we've really got a basis for knowing that. As you say, technology has changed so much and the demand for fish has changed so much, that everything is different about the way we're looking at it. There's no question that the foreign fleets put a tremendous amount of fishing pressure that did a lot of damage to the stocks. A lot of the stocks really haven't

recovered as yet.

JM: Which ones?

RA: The haddock stocks are still in pretty low condition. Herring stocks on Georges Bank -- they haven't been able to actually find any spawning herring on Georges Bank in the last few years. The inshore herring stocks in this area have also been real low compared to previous years.

JM: So there are two different species of herring?

RA: Not necessarily different species but different subgroups of stocks that are geographically distinct. That's open to question with most fish as to what the relationships are.

JM: How about the yellowtail flounder?

RA: The yellowtail was hurt by foreign fishing. It came back some and now is back down again. I don't know if we can say that the state of the yellowtail stocks now is related to foreign fishing or whether it's related more to domestic fishing or to natural conditions or a combination of them. It gave enough of a sign of coming back that given the right set of conditions, it might have come back so we could have said that foreign fishing wasn't the important thing at this point in time. If there hadn't been foreign fishing, where the yellowtail stocks would be today, I don't think we could really say.

JM: Do you think that domestic fishing practices had a

least something to do with the depletion -- the lack of conservation and the decentralization of the industry -- sort of a belief that it would always come back?

RA: I think that has a continuing part in it. You have to put that together with a lot of other changes. That's somewhat separate than the foreign fishing issue. I think it was clear that foreign fishing did a lot of damage. Our ability, once we got rid of foreign fishing, to do something on our own and not to continue to keep the resources depleted, gets more towards the domestic issue. That really gets into the whole psyche and cultural background and education and relationship between the scientists and the fisherman and investment incentives. It's a really complex issue that I don't think anybody has sorted out. There's an awful lot of people working on that, thinking about it and trying to do something about it. To me, it's as much as anything an evolutionary process and an educational and attitudinal change. I think the older generation of fishermen, it was perfectly legitimate for them to feel that they couldn't damage the stocks, that the stocks would come back and they would just kind of harvest the high points. Fishing pressure was not controlling. More and more, with the developments that we've seen in technology and fishing effort, the

younger fishermen, in particular, are starting to say, "Hey, we can have an impact. It's not all natural cycles." Maybe when a fishery goes into a low cycle, a natural cycle, fishing pressure can keep it at a low point where it might otherwise have rebound and come back -- that there's just so much fishing effort out there now in comparison to previous times and with so much better technology, that we can have a lot more impact on the stocks. I think along with recognizing that, people are more and more willing to take action to do something about it. It's not something you can do quickly. You're talking about years and years of background, culture, history and tradition. You don't just recognize that it's a problem and cure it. I compare it to the whole environmental movement where we know a lot of the problems that we have in the environment and pollution, but as a society, we recognize as a balance between how quickly you can correct those problems versus the cost of correcting them and changing people's attitudes. If you look back fifteen years maybe, at the environmental movement, I think fifteen years ago probably the majority of the public felt that environmentalists were really out in left field and these things weren't problems and DDT -- how could they hurt you? In that fifteen years, I think it's clear now, the polls that have been done,

the public at large feels environmental issues are one of the most important things that we have to deal with. There's a lot of public support for them. If you're an environmentalist, maybe fifteen years was too long for it to take to accomplish that, but in terms of changing a whole society's outlook, that's a pretty quick turnaround.

[End of side one, tape one.]

RA: We just have to recognize how much of a long term effort many of these things are.

JM: Can you be a little more specific about generational attitudes, education and religion, and how that is woven into the issue?

RA: Fishing for many years was strictly a family father to son type of thing. I don't think prior to the last fifteen years or so, maybe twenty years, there were many people who came to fishing from some other background. Most people that went into fishing had a fishing background in their family. As with the rest of society, they didn't necessarily have a lot of formal education.

JM: They had a lot of education [laughs].

RA: Yes, a lot of education in the practical things they did. They tended to be close-knit communities. They tended to fish in a small area, not to roam too far. Although some did. Take the Gloucester fishermen who went up and down the coast. But fishing was not a

large-scale business. It was viewed more as a secure job. Even when I first started getting involved in fishing in the 1960s, there were studies done that showed that the fisherman actually subsidized owning a boat. His boat was his job. As opportunity, he may have been able to do something else to make more money, but by owning a boat, he knew he had a job because it was his and he was independent. He was not making money off his boat, he was making money from his job of fishing and supporting his boat. Over time, that's all changed to where there's a lot of new people coming into the business. They come into the business because they can make good money at it. It breaks down the traditional structures of the close-knit community that you once had. They don't have the family background in it. The boats are larger, more powerful, more technology. They fish on new grounds. They tend to interact with fishermen from other areas more, both in positive and in negative senses. Where one area might have developed certain rules of conduct and things that they operated by, you get this wider range of fishermen coming into an area who don't recognize those rules, so the rules start to break down and there's a lot of disputes and conflicts. With the industry becoming more profitable, people started looking at the boat as a source of income. Not as just a job, but a

source of income. You made money by owning boats. That made it so that people outside the industry wanted to own boats as well. You got the investors getting interested in the business. You got individual fishermen ,instead of owning one boat, now they'd own one, two, three, four boats because they could make money by owning boats as well as by working on a boat themselves. Those are some of the changes that have brought us to a situation today where we have a lot of different attitudes and a lot of people with different backgrounds in the business -- different ways of looking at the business. I'm not sure we recognize those kinds of changes in our management deliberations. [That's] one of the things that I've felt, myself, being in the business about twenty years now or little more than twenty years. I tend to think about the business as being the way it was when I got into it and not how it is today. When we think about the fishermen and protecting the interests of the fishermen, we're talking about a whole different thing -- when you're talking about today's fishermen versus the fishermen of twenty years ago.

JM: Do you think most people think that way?

RA: I think it's a real mix that makes it difficult because some people are coming at it with the idea of the individual owner-operator -- the poor guy who got

a skiff and worked his way up in a little bit bigger boat and worked hard and now he's at a certain level compared to . . . They may think about him back in those early days of getting started in the business, when the same individual may now own three or four or five boats and be ashore and may have a fish business ashore and things like that. So when you talk about who you're doing this for and why and how they think about things, there's a lot of mix of how people are coming at it.

JM: What are those rules of conduct that you spoke about?

RA: There's various things. One of the big areas of conflict is between draggers and lobster pot fishermen. Different areas had worked out different arrangements between the two groups -- certain areas where they recognized that one type of gear was going to be, so they wouldn't infringe upon it.

JM: This was an agreement made between the two people?

RA: Either between two people or just over time developed between two groups that had traditionally worked in the area. As new people came in, they were advised to what the situation was and they tended to stick with it. The more outsiders you get coming in, the more people that aren't subject to the local pressure to conform to the rules, because they don't operate out of the local port. Those types of things tend to break down or make it harder to establish those kinds

of things as well. As the grounds expanded, the offshore lobster fishery developed in an area that had been traditionally trawler territory and then the number of trawlers increased at the same time. Then all of these boats coming from widely separated geographical areas made it real difficult to develop those kind of rules of conduct. It's been a very contentious situation.

JM: When was the first time you went out on the Georges Bank ?

RA: Well, I haven't spent much time on Georges myself. First time I went out was probably 1976 or '77. I thought I was going to the other side of the world.

JM: What was it like out there?

RA: It was just water [chuckles].

JM: What time of year was it?

RA: It was in the summertime when I went. I set lobster gear on the near side of Georges. I've never been fishing on the far reaches of Georges Bank. It's just another whole mentality of getting yourself geared to go that far. It's a strange feeling. It was for me. You would think, you're a hundred miles out in the ocean, what difference does it make if you go another fifty or a hundred miles? [Pause] I think it's an interesting thing (it was to me) to learn that a lot of the real high producing boats in New Bedford -- the groundfish boats -- that I had

always thought fish on Georges Bank, actually fish a lot closer to shore. They fish around the Great South Channel, Nantucket Shoals and the backside of Cape Cod, and Pollock Rip.

JM: What was the last one?

RA: Pollock Rip is just outside of the entrance to Nantucket Sound between Nantucket and Cape Cod. It just takes a real special effort. There's a lot to fishing on Georges Bank. The Point Judith fleet, until recently very few of the boats fished on Georges.

JM: What kind of a special effort? You mean psychologically?

RA: Yes. Of course, it takes the right equipment. Once you go that far, you're committed to it. Most of us that do more day fishing or short trip fishing listen to the weather and plan our trips around the weather and try to duck in if the weather looks like it's going to be bad. When you go that far, it's pretty hard to escape being in some pretty brutal weather. You have to have the equipment and the mental attitude that you can go out there and just stay there through whatever happens to come along.

JM: Have you ever been out there in any brutal weather?

RA: Not on Georges. Just offshore here and the edge of the Continental Shelf. I've been in some fairly bad weather, but I guess I don't feel that I've been in

any of the really worst of the weather that's come along that a lot of people have.

JM: How far out is the edge of the Continental Shelf?

RA: It's just about a hundred miles in this area.

JM: Is that a big issue -- people who go really far out -- coping with danger?

RA: Oh, sure. I think that's one of the things that people don't talk a lot about -- just by the way people listen to the weather and pay a lot of attention to the weather. It's a combination. It's not only danger, but it's a high degree of discomfort as well. It's just not fun to be on a boat that's getting tossed around. You've got to kind of wedge yourself in. You have a hard time getting around, getting a meal, and holding onto your glass and things like that. As much as anything, I think most people just don't like to put up with that kind of thing.

JM: Plus put in a lot of long hours.

RA: Sure. One of the things that most fishermen would agree, they say the hardest thing about any trip is leaving the dock. It's throwing the lines off. It's something that people don't talk about much, but over the years, if you pick up on a few comments here and there, you find that it's a pretty common thing that people can find a lot of excuses for not going out. That's one of the big differences, I think, between

the real successful fishermen and those who are not quite as successful, is their willingness to just -- when it's time to go, they go. They don't find excuses not to go and they don't pay an over amount of attention to the weather. Some of them become legendary because of it.

JM: Can you think of anyone in particular who's legendary [chuckles]?

RA: Yes. A fellow named Bob Brown. There's a few people that probably stand out like that, but it's kind of a continuum. There's not one group that's real go-getters and another group that are real sloths or anything. People just fall in a continuum from one end of the scale to the other. I do think that's a major part of how successful they are. You have to be out there to catch the fish. That's one of the keys, certainly.

JM: What does that Bob Brown do that you talked about?

RA: He's done a lot of different kinds of fishing. He's from Marblehead, MA. He used to go tub-trawling, lobstering, probably done some gill-netting. He's one of the top offshore lobstermen. In recent years, he's gone to swordfish longlining, probably doing some tuna fish longlining now. He tends to roam further than anybody else trying to find the newest grounds where other people haven't been before.

JM: How about crews? Has that changed over the years

from what you can see? Is it hard to get a good crew?

RA: I would say it's harder now. Of course, there are a lot more boats now so they require a lot more crewmen. Whether there's any fewer good crewmen around or just that there's the same number of good crewmen, but there's a lot more boats that need crewmen. I wouldn't really say that there's any less good crewmen. One thing that I found and I'm not sure how much of just a personal thing this is with just me -- a generational question again -- is that when I started skippering a boat and I was in my mid-twenties, late twenties, a lot of the crewmen that I had were pretty close to me in age. They tended to be people who were interested in fishing. People who get involved in fishing, or at least at that time, it seemed that fishing became their life. That's what they talked about and were interested in. [They] just spent a lot of time dealing with it. As I've come and gone in and out of the fisheries in recent years, it seems to me that the crewmen I've been exposed to didn't have that kind of interest. Of course, they are a lot younger than I am now. Their interests are more in motorcycles, cars and drugs and things like that as opposed to fishing. So I found a real generational gap between myself and the crewmen.

JM: What happens when you get out there and you've got

people that are hungover or doing a lot of drugs?

RA: I can't say that I've had any real serious personal experience with drugs on a boat. I've had some minor (problems) -- people smoking marijuana and things like that that I've discovered. My impression is that once you make an issue of it, it's not a real problem. Until the issue comes up, people may try to get away with something. As far as I know, once I discovered that it was going on and said, "Look, I can't have this. Anybody that's got any kind of drugs that's around this boat or its operation, is all done," as far as I know, the problem disappeared. That's not to say that it isn't more of a problem on some boats. There's a lot of concern in the industry about that problem.

JM: When you started in the offshore lobster industry, that was a pot fishery, not trawling, right?

RA: Right.

JM: You were with Prelude, weren't you? That was the first. Tell me about that. I read that you got in on that when they were first starting out. Is that correct?

RA: Yes, that's true. 1963, '64, '65 -- in that time -- when Bill Whipple that founded Prelude Corporation really was the one who started the offshore lobster fishery. It was an interesting time. It kind of got broken up for me because I got drafted.

JM: How long did you work for them before you got drafted?

RA: About two years, part of it part time and part of it running the lobster company.

JM: Where was the lobster company?

RA: In Westport, MA.

JM: What were the new techniques they started using?

RA: That was about the time the hydraulic pot hauler was starting to get introduced. Hydraulics were relatively new on fishing vessels. That was one of the big developments, not to say that they introduced the technique, but they probably carried it further. It was that technique that allowed that fishery to really get going. It probably would not have been able to expand as it did if we were still back using the old winch heads to haul lobster traps on. Because of the pot hauler, setting long trawls -- strings of traps on one line -- was a lot easier to do. The introduction of synthetics -- synthetic ropes, synthetic twines in the heads of the traps -- was coming in then, and that was a big help. A lot of people [were needed] to fish the big strings of gear that we used there. The larger traps that Whipple used, he picked up on from some other people. He didn't really originate the traps, but he certainly put them to good use and moved offshore further. Even the deep V hull, which didn't really

have much of a lasting impression on the offshore lobster fishery, but it did in the sport boat fishery.

JM: What is that?

RA: That's a hull configuration that just carries a V shaped hull all the way back. A whole hull rather than a keel, rather than a fairly flat hull on the stern with a keel hanging down from it. The hull itself carries a deep V. Ray Hunt, the designer of the first Prelude offshore lobster boat, was the developer of the deep V hull. It became popularized in the Bertram Hull. The Boston Whaler was another of his designs. Bill Whipple was the kind of a guy who knew people and was thinking about new developments like that. That's probably one of his most characteristic elements -- he goes at something in a completely different way than anybody else has done. It was a high speed boat. [It] could get them out further than anybody else had been in the same amount of time.

JM: How did he know all those people? Wasn't he a minister?

RA: He was a minister from Marblehead, MA. I think his family was reasonably well to do. I think the contacts he made in Princeton, Boston University and the Marblehead crowd -- you know, Ted Hood and all those kinds of people. Just to give you an idea of

the kind of attitude and traditional and cultural things that go into the fisheries. . . . When I was in college -- my second year -- I was in the college of arts and sciences as an English major. I had started out as an engineering major and found I didn't like that. When I started flunking out my second semester of my second year, the dean called me because I hadn't been going to many classes. The Dean wanted to know what the story was. I told him I'd started working with this lobsterman down in Westport, that I'd been working more and more for him and found that I liked to do that and school wasn't really appealing to me too much. He tried to talk me out of quitting school, particularly to go fishing. He said, "It may be fine for a while, but these fishermen, there's nothing wrong with them, but they're just not your kind of people." In fact, the fellow I was working for was a graduate of Princeton and Boston University School of Theology, an ordained minister. It seemed a little strange for him to tell me that these weren't really my kind of people.

JM: There's a lot of ignorance like that.

RA: I think that's changed a lot over the last ten or fifteen years as well.

JM: I hope so. Is he still involved in that company?

RA: Prelude was bought out and eventually went bankrupt. Bill Whipple ended up buying back some of the assets,

going into the offshore red crab fishery which again was a totally new fishery that he developed. [He] did quite well at it with a corporation called High Seas Corporation. Then he got carried away again as he's went to do with developing new things -- maintaining a big shoreside staff and things that just are not traditional fishing-type operations -- high overhead. That corporation went bankrupt about a year or so ago. As far as I know, he's back again. [He's] got control over some of the assets and he'll probably be back fishing. That's been his cycle that he goes through. He develops something and makes a big thing of it, a real successful thing, and then just goes too far with it and loses it.

JM: What did you do when you got back from Vietnam?

RA: I went right to the University. I got an early release from the service to go to school and started in the fisheries program.

JM: How did you decide to go into that? Did you do a lot of thinking when you were over there?

RA: Yes I did. I'm trying to think how I . . . I guess before I went to Vietnam I found out about the program. I'm not sure how. I remember going to talk to Dr. Holmsen who was one of the originators of it. [I] applied for it and I got my acceptance. I was only in Vietnam for five months. I had a lot of time to make the preparations before I went, so that by

the time I got over there, it was pretty well underway. I had pretty much decided that I wanted to be involved in the fishing business. That was the way to do it without having a family background. I was pretty much lacking in a lot of the skills of somebody that had grown up in the fishing business.

JM: Like what?

RA: Just navigation and the knowledge of seamanship, fishing gear -- all of those skills that a fisherman develops that I didn't have any background in. I needed to have a way to catch up as quickly as I could.

JM: How did you decide to go into the more political side of the industry? Did you decide then or was it just something that sort of happened?

RA: I'm not sure. I guess it must have just happened. It's probably related to the fact that I decided to stay in school when I got through with the two year program. I bought a boat, an inshore lobster boat at that time, so I was able to go lobstering during the summer and arrange my schedule in school during the fall and spring so that I could still go lobstering.

JM: What was the name of that boat?

RA: That was the Bev-Ann. That's my wife's name. In fact that boat's still around Newport here.

JM: Who owns that?

RA: A fellow named Danny White was involved in it for a

while. I'm not sure who actually owns it now. As far as I can see, I must have just had an interest that kept me going to school. Then when I went into the Master of Marine Affairs Program. That's almost totally a policy-oriented curriculum. At about that time, Jim McCauley came to me. He had been one of my instructors in the Fishery School. He's a fisherman from Point Judith. He's now president of the Co-op. Quite a few of the fishermen had decided to form the Atlantic Offshore Fisherman's Association. It was called the Atlantic Offshore Fish and Lobster Association at that time. Jim came to me and asked me if I'd be interested in representing them on a part time basis.

JM: Representing the Co-op?

RA: No. Representing the new association that was just being formed. So I started in with it right out of school and kept going back and forth between actively fishing and doing the representational activities. I tend to run in cycles on that. When my frustration level increases with the politics, I find I have to get back to fishing. Then the more I'm at sea, the more I start thinking about the things that are going on ashore that are affecting the business, so I start to get more involved in that and end up ashore for awhile. I'm presently trying to find a balance where I can't do just one or the other, but keep them going

together.

JM: Fortunately or unfortunately you never really find it [chuckles]. Getting back to the techniques used by corporations like Prelude, was there conflict between them and the dragger fishermen who had been out there? I'd heard there had been some problems.

RA: Yes, there was. He'd start setting fixed gear on grounds that the trawlers had been working on and you almost automatically have conflict. How you try to work it out is the important thing. Sometimes it can be worked out reasonably well and other times it's just real tough to do it. That's the issue that Atlantic Offshore's been working on. It was the issue that brought about the formation of Atlantic Offshore and the issue we've been working on for these fifteen years and still working on.

JM: Were you directly involved in any of that when you were out there?

RA: With Prelude Corporation?

JM: Yes, with problems.

RA: No, I wouldn't say I was at that time. When I was fishing on Prelude, I really didn't have much of an idea of what was going on around me anyway. I was just so new at it that all I knew was that traps came up over the side and I was to take the lobsters out of them, put bait in them and push them out over the stern. Which to me is kind of an interesting thing

thinking back on it -- because Bill Whipple started to train me to run the boat and I had no concept at all. When the line went over the side, I didn't have a vision in my mind of what it was doing on the bottom.

[End of side two, tape one.]

JM: . . . [were others] out there in the same boat pretty much?

RA: No, I wouldn't say so. I would say most people had more background and more familiarity and knew a little more about it than what I did at the time.

JM: About how many pounds of lobster would you take in one trip?

RA: That's always variable. The big trip that I remember was in the fall of the year when we'd gone down off beyond Coxes Ledge.

JM: Where is that?

RA: It's about twenty, twenty-five miles due south of Newport, between Block Island and Martha's Vineyard. We had gone beyond that. That had been the extent of the range of the normal lobsterman up until Whipple started. In the fall of the year when the other fellows quit and came back from Coxes Ledge, brought their gear ashore, we kept going beyond that. [We] had some real high catch rates. They actually got better after I was involved. We had three thousand pounds of lobsters out of three hundred traps which

at that time was pretty phenomenal. There have been trips since then, and in the years right after that as the boats got further offshore, when the catch rates were even higher than that. They've dropped down again a lot now. That would be a pretty amazing catch now.

JM: Has the size decreased at all?

RA: Size of the lobsters?

JM: Lobsters.

RA: Yes, that's a normal development in the transition from what was essentially a virgin fishery to a developed fishery. It's like going into a forest where the trees have been growing for hundreds of thousands of years -- they're all big trees. If you cut them all down, then you start cropping them off at smaller and smaller sizes as they come along. That's really the situation we've been in in the offshore lobster fishery. I feel we've been cropping all those old animals that had been around that hadn't been fished on very heavily, although there had been a real significant trawler fishery for lobsters offshore. When the trap fishery started, it was proven to be much more effective. At least at most times of the year, the catch rates were much higher so a lot more product was taken out of that resource. Now we're down to a point where in some areas, we're really fishing right at the legal size.

We're just cropping off the small lobsters as they reach the legal size. If the legal size is right and the other conservation measures are right, that should go on indefinitely. That's not a problem. It's just different than going out there and finding a whole new resource to start on.

JM: Did you see a lot of really big lobsters when you were first out there?

RA: Well, certainly a lot larger run than what we have now. The traps didn't tend to catch as big a lobster as the draggers would catch anyway. Most of the really large lobsters that I've seen came off the trawlers.

JM: How big would they be?

RA: Up in the twenty to thirty pound range. I think the largest lobster I ever caught myself was seventeen and a half pounds and that one was hanging on the outside of a trap when it came up. It wasn't inside the trap.

JM: Did you eat him yourself [chuckles]?

RA: No, we sold him.

JM: Did you have much knowledge at that time of problems with the Russians?

RA: Actually, I guess the real problems with the Russians seemed to start after I was in the service and got out of the service. I was going to school when most of those things were happening because Prelude

Corporation was really just starting to expand when I was drafted. When they got the big boats and went offshore was after I had left. They started to have problems with the Russians when they got the big boats and started to go further offshore.

JM: The Russians or Prelude Corporation had the big boats?

RA: Prelude. I wasn't personally involved in that.

JM: You've mentioned that Prelude was involved in getting the red crab. Did they come into the lobster traps or did you have to have a different kind of a trap?

RA: Well, Prelude really wasn't involved in that. Bill Whipple, the founder of Prelude, was involved in that after Prelude went bankrupt.

JM: That was later then?

RA: Yes. It wasn't too much later. Prelude didn't last too long. It was the mid-seventies when they went out of business. The red crab resource had been recognized for a long time as being available in deep water beyond the normal range of the lobsters. After you go as deep as what you normally catch lobsters, then you get into the red crab. The government knew about it and there were different efforts to try to find out more about the resource and develop it. Bill was the one who decided to go down there and set traps and try to catch them. He ended up modifying the traps quite a bit into a specific crab trap, but

he used the same basic technology that he'd developed for the offshore lobster fishery which actually gave him a much better leg up in the red crab fishery than it had in the lobster fishery. He had really gone overboard with technology for the lobster fishery -- that wasn't needed. All the people who came along after him did it with a much lower level of technology and much less costly technology. He was kind of priced out of the lobster fishery, but the technology was probably more necessary in the red crab fishery. It was more worthwhile there so he capitalized on the previous failure by using it in the red crab fishery.

JM: Were there many people that you worked with when you went out on the offshore lobster boats in those days who had been in the industry for a long, long time? Those more traditional type individuals?

RA: I would say not so much. Prelude Corporation and Bill Whipple and the development of the offshore lobster fishery was probably one of the first real instances of outside investors and bringing new people into the business. There was a real mix. Of course, there's always a few people that had been traditionally involved in the fishery, but his need for crewman and the scale of the operation brought a lot of people into the business that didn't have a background in the fishery. There's a lot of people

in the fishing business today who got their start working for Prelude, particularly in the offshore lobster fishery. There's people in other fisheries as well that were involved with Prelude when they first got started.

JM: How about all the environmental things that were going on at that time, especially the oil exploration out on the Georges Bank?

RA: Oil exploration didn't really amount to too much. It was pretty short lived and it didn't make any substantial finds. That was one of the first big issues that Atlantic Offshore got involved in. I think we were the first group to submit any negative nominations in what they call the "Call for Nominations." When the Department of Interior first asks if anybody is interested in leasing anything, they go to the oil companies and ask for nominations of areas that they should consider holding a sale. At that time, they also asked for negative nominations, or areas that people didn't want to see leased. I think we were the first ones that gave a specific list of block by block areas that we didn't think should be leased out.

JM: What areas were they?

RA: There weren't that many of them really. It would be hard for me to go back and figure out exactly. One concept that still holds true today is there's a

congressional moratorium on leasing what they call the lobster canyons. That started with us going out and identifying the submarine canyons on the edge of the continental shelf as highly productive areas. That was picked up by Congress and there's still a moratorium. There are a number of areas up and down the shelf that both for fishing and lobstering we identified as being heavily concentrated areas and put in those for negative nominations. Not all of them were successful. They still put some of them out for lease despite negative nominations. We did a lot of testifying at hearings and things on the leasing process.

JM: Who else was involved?

RA: There were a lot of people involved. It seems like a long time ago now. [Chuckles] A lot of people from the oil industry. There was a whole group of public relations types that we used to meet with. We had what we called the New England Marine Industries Council that was a combination of fishing and oil industry types. Howard Nickerson from New Bedford was involved in that. Gayle Charles, Jake Dykstra, Jay Lanzillo from the Cape, Mickey Swain (he's dead now) from New Bedford. There was a whole raft of people; Hugh O'Rourke (he's dead now), he's from Boston, Tom Norris (he's dead now), he's from Boston. There was quite a group of people that were involved

in that issue.

JM: Why are they called submarine canyons?

RA: Because they're underwater. They're old river mouths that when the continental shelf was dry land, it was like a big cliff. The continental shelf goes out at a fairly gradual slope until it gets to about a hundred fathoms in depth, then it falls off real steeply. That's the edge of the continental shelf. The canyons tend to be right there. The remnants of the rivers that used to flow across the continental shelf and then the upper part of them all got silted in. Like Block Canyon, you can see the remnants of it all the way from just below Block Island right down across the continental shelf to Block Canyon.

JM: Have you ever heard any stories about older people fishing out there?

RA: The fishermen from Point Judith talk about fishing in the Gulley which has, depending on who you talk to, different definitions. Basically it's on at least the outer half of the continental shelf. Some of the boats they used to go there in and some of the breezes, the wind they used to have to lay to in and get blown around and things. . . It seems it was a whole different approach to things then. You didn't have the weather forecasts that we have now. [There were] a lot fewer boats and they tended to get caught in a lot more storms and things like that.

JM: Are there any good or back luck sayings or things that they ever talk about, or is that something you don't talk about once you get on land and it's safe again?

RA: Oh, there's a lot of back luck omens. Tipping the hatch cover upside-down is bad luck, whistling on the boat is bad luck. You whistle up the wind, that's why you don't whistle. Saying pig on the boat is bad luck.

JM: Why is that one bad luck?

RA: I don't know, but it is. You don't say pig on a boat. [Chuckles] Some people get real upset if you do.

JM: Still?

RA: Yes, some of the old timers tend to hold to that kind of [thing]. Bringing a black suitcase, I think that's a bad thing to do. Of course, having women on the boat, that was always bad.

JM: Well, how about women on a boat? Do many women try to get on?

RA: It seems like there were more back a few years than there are right now. At least that's my impression. Unless you don't hear so much about them now. I would say probably five years ago, there was a lot more talk or it was a more highly visible issue than it is today.

JM: Back to those sayings, did you hear many things like

that when you were actually out on a boat, or are these things people just happen to mention?

RA: It depended on who you were with. If you turned the hatch cover upside down, you'd hear about it or if you said pig or something like that. With some people, it's a half joking kind of thing, but it's a normal topic of conversation that comes up.

[End of side one, tape two.]