



**MORECAMBE BAY PARTNERSHIP
HEADLANDS TO HEADSPACE ORAL HISTORY PROJECT
2015-2018**

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TRANSCRIPT OF INTERVIEW

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FRONTSHEET

INTERVIEW NO: H2H2016.23
INTERVIEWEE NAME/S: Dave Bates
YEAR OF BIRTH: 1940
INTERVIEWER/S: Mandy Bannon
DATE OF INTERVIEW: 04/08/16
LOCATION: Bolton-le-Sands
TRANSCRIBER: Sally Newton

Summary of Interview:

No of Tracks: 1

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Interviewer: So Dave Can I start by asking you your full name, your date of birth and the place of birth please?

Interviewee: David Bates, 16.05.40, Lancaster, Bowerham, Lancaster

Interviewer: Can you tell me about your parents and grandparents: their full names, if you can remember on both sides?

Interviewee: Dad was George Bates, mother Margaret Ann. Dad was a male nurse up at the (Lancaster) Moor Hospital; Mother a housewife, like they all were.

Interviewer: What about your grandparents?

Interviewee: They came from Coalville (at) the turn of the century... the 1900s, a little bit later probably, to work on the opening ... me granddad...on the opening of Warton Crag – when they opened the quarry up at Warton Crag. He was a shot-firer there – that was me Dad's dad of course.

Interviewer: ...and...he was using explosives?

Interviewee: Yep, yep, yep.

Interviewer: ... and on your mum's side?

Interviewee: She was ...Her dad (sighs) ... I'm pretty sure he was ex-mayor... would it be of Cleckheaton? – Cleckheaton - mother was born 1909... err... and they moved over here to Warton, Warton near Carnforth, er... in er... when she was about 3 years old...er...and then her mother died very young and then her sister eventually died very young so she was really left bringing her younger sister up and then... err... then she married me Dad. They moved to Lancaster.

Interviewer: So you grew up in Lancaster. Can you tell me a little bit about your childhood? What part of Lancaster?

Interviewee: ... Bowerham in Lancaster? Er...yeah, it was obviously, by the time I was about 5 the war had finished and they were good times. They were just good times, you know, er ...always playing out because there was no computers or anything to watch or TV so it was all outside, making your own fun.

Interviewer: So can you tell me about when you first became involved in fishing in the bay?

Interviewee: Well, the first thing I remember about fishing – and we didn't go shrimping – me Dad used to...he was a male nurse so he didn't get much time off up at the Moor Hospital but when they got a Sunday off there was 2 brothers, Bob and Charlie Preston, and they had... er...they...they had a little boat – it would be about a 25 footer...er ... moored up at er... St George's Quay and me Dad used to go with them quite regular on a Sunday, if they were all off and they would go...they would go out really rod fishing down the bottom of the Lune, towards Lune Deeps. And eventually, one day, I pestered me Dad to go and he...away I went with them. It was really exciting. I don't know what...it was just one of those things...it er...

Interviewer: What can you remember about that day?

Interviewee: Well, I can remember that everyone was sick except me, which is strange because I couldn't... if I looked at a river bus I'd feel sick!...but on the boat they were all over the side because we'd moored up and lines all...they had the rods, I had... I just had a little land line and they were all...Charlie and Bob and Dad were all sick as the boat was up and down... when you're moored up I think it's the worst of anything... er... I thought it was great.

Interviewer: Can you remember what you caught?

Interviewee: Yeah... er...quite a lot of dabs, plaice and fluke. That's all it was. No, nothing else – no whiting or codling. I can't remember what time of year that was... sort of warming up so... but, that you know... I ought to remember that (as) that was the very first time I'd ever been on a boat or anything to do with fishing but it stuck with me.

Interviewer: You got a real taste for it.

Interviewee: Mmmm, Yeah, yeah – it just interested me so much that a bit (in) later life... I'd probably be about 11 or 12 then, something like that, when that trip occurred, you know.

Interviewer:... and that was line fishing...from a boat...

Interviewee: yeah, rod fishing...

Interviewer: ...so can you tell me about other types of fishing you would have done?

Interviewee: Well, me Dad was always interested in... er... sea fishing. He would never do a canal or anything because you couldn't eat the proceeds... it had to be for gain, it was either... usually plaice but we did go, one day I remember, ...we went one day to the Keer, the River Keer, just off the A6, North of Carnforth, and he caught...oh, it must have been a really big sea trout...er...it'd be about 12lbs or something like that but he'd got it up the bank and it slipped off. It was quite... it was in flood, was the Keer, coming down and it slipped off as he'd just about got hold of it and he followed it into the water, trying to catch it, but he missed, and he got wet through so...(laughter) Yeah – but it had to be either Glasson Dock on the green land side or it had to be sea fishing so that if he caught a plaice, fluke or dab it was eaten, you know. So that was good: that interested me, of course, but it was the boat thing that really stuck in my mind.

Interviewer: So er...so you would go out as a child with your Dad, on a Sunday, rod fishing...

Interviewee: Mmm

Interviewer: ...and then, you said, later... a bit later when you were older you actually started going shrimping, is that right?

Interviewee: yeah. It would be into the...er...the first boat... I used to go out with David Braid mainly and Jackie Willacy, that's Mark Willacy's Dad, and I actually bought the "Queen Mary" off Jackie Willacy and Benny Woodhouse. Er... That's

dated 20/2/1973 so that's when I actually bought the "Queen Mary". I've got it down as LR 150 but I think it's LR 130. I think I put the wrong number down on.

Interviewer: How old would you have been then?

Interviewee: Er...1973? I'd be 33...yeah...yeah...I'd be 33 and that... but I had a boat before but I can't remember what I called the one before... the clinker built one...(background voice unclear)for shrimps, was it? ... "Ethel"... er...yeah it could have been "Ethel"...yeah it was "Ethel". Er we'd shrimp with that. Er...I had a mate, one of the Packhams, ...er... sorry – no it wasn't the Packhams, it was...er...I can't remember...it was... oh I can't remember... Jeff Smith, Jeff Smith had a lad called Terry, we had sorted that out between us. We brought it over from Roa Island. It was moored there when we bought it – wrong prop on – and my friend David Braid had to come over with us... we went over in the boat ...er because it had the wrong prop... as soon as you put it in gear it just stopped the engine. It was... so David towed us back over to Battle Point and we moored it there. Got the right prop on, of course, and away we went. We had quite a few trips. That was the first...that was the first one I did with our own boat as such but I'd been out with David Braid particularly...er...and Jackie Willacy...er...suppose learning the job you know. You don't just jump on a boat and go and do something, it's totally different.

Interviewer: You were learning from these experiences?

Interviewee: Yeah, the experience of Braids and Willacy's

Interviewer: How did you get to know them?

Interviewee: Er...well, I'd get to know David in...towards the end of the sixties...no a bit before that and then actually...I got the time to do this because I'd been on the tanker... I used to drive the tanker wagons and we did days and nights. On nights we could get through the work and I could be back in bed, say, at 1.00 am in the morning, few hours sleep, then the rest of the day was mine. So I got the time to get involved, either to go out with David or Jackie...er...and pick the job up over a year or two...and then come 1973... I didn't realise it was

that late when I got that boat but I'd got me own truck then. I'd been on the ...I had two years on the insurance ... as an insurance man for the Co-op, which again, once I got into it I could narrow the working week down to like 2 days. When I got the job done, everything was right, so the rest of the time...I think that the bill...that date must have been even 12 months after I actually bought the "Queen Mary" because I spent, like, a full 12 months down at... it was moored on the outside of the old Glasson Dock gate, which was a grass banking, a sandy, grass banking then and the boat was just laid out there ... not derelict but quite a lot needed for it. Nearly cost me a divorce did that with spending so much time on it but we got it done...er. Then a friend...err...Packhams, a local family... Richard, one of the brothers, he was a marine engineer. We bought a Perkins engine out of the...er... it had been an ex... er... dustbin... it had come out of a dustbin wagon and Richard "marinised"(sic) it. (He) put the heat exchanger on and pipe work and away we went with the "Queen Mary". It was a really good boat too. By that time I had enough knowledge to run it myself and...er

Interviewer: ... and what fishing did you do?

Interviewee: shrimping, always shrimping, nothing else.

Interviewer: and that's what you'd learnt from David Braid and ...

Interviewee: Jackie Willacy Yeah

Interviewer: Can you tell me...can you remember the first time you would have gone out with them shrimping?

Interviewee: Well, going by those days it would be...

Interviewer: What can you remember about the early days of shrimping?

Interviewee: Well, it was just how the job is done...er...particularly letting the trawl go – which is one of the main things getting that right you know.

Interviewer: ... that's the net...

Interviewee: yeah, yeah, the beam, the beam, the trawl beam which is how they always have done it as far as I know, for shrimps.

Interviewer: Can you describe that?

Interviewee: The beam involved goes to 18 foot ... I think Mark now we, we... yeah...18 foot... some might go a little longer, some might go a foot shorter but an 18 foot beam, which takes the full side of the port side of a good Morecambe Bay prawner ... it takes that side up because the prop is angled and comes out on the starboard side stern so you keep your gear, ropes, nets (and) everything to do with the trawl it's away from the prop.

Interviewer: The prop is...?

Interviewee (the) propeller is what propels you along of course...er...

Interviewer: How was the beam loaded on?

Interviewee: Loaded manually usually as ... Mark Willacy handles the thing on his own now so it can be done and was done but a biggish boat... the "Queen Mary" was a 30 footer (with) a 9 foot beam – it was a beamy boat and drew 3½ foot of water.- but it...er...really was a 2-man boat which made it a lot easier, although David Braid would manage the job on his own...but er... and I could manage it later on my own...

Interviewer: Ok, so can we just unpick the shrimping process a bit... where you are loading the beam into the boat...?

Interviewee: The beam has two – what they call- shoes on the end of the beam. The beams then were usually ash...er... you can use a scaffolding pole, which a lot do use now but then it always seemed to be an ash beam, which was slightly bowed in the middle...er... and lashed and spliced in the middle so if there was a breakage at least there was something for the beam to give way on if you got sanded or caught on an obstacle...er...it would break rather than... well it was allowed to break...er...yeah.

Interviewer: Did that happen very often?

Interviewee: Er no, no (it) depend(ed) on what ground you were running over ...er... and all...and this is where the full-timers that were going out every day, or

basically every day, knew where the grounds were or if the channels coming in a bit or going out a bit would uncover a skear...they knew as these things happened, they knew...er...this is where I didn't know because I was never a full-timer . I might go a fortnight before I got out again. So this is where I'm a little bit wary of ...all I'm saying is what I know (or) what I picked up...yeah, yeah.

Interviewer: ...(inaudible).....is the beam behind the boat?

Interviewee: If there's two of you working which...one man will stand forward and take the...really take the port side shoe, lower that over. The man on the stern would take the... oh I've got that wrong...yeah...would take the starboard shoe...er...the bridle of the shoe, leading on to the shoe...er...put that over the side. Then it's a case of you've got the two bridle ropes leading to the beam..the shoe ends ...it's a case of putting the rope...getting it turned round the nogs... ..one or two turns round the nogs to hold it ... to get it under control and then let the trawl go at your speed however...however quick ...perhaps depth of water you're in as to how quick you let the trawl go. Eventually you come to the bridle end , into the single troll rope. When you get to the bridle end, of course, you flirt(?) those ropes off the nogs and the trawl is usually either on the bottom or settled thereabouts and then it's down to what depth of water you might be in, where you are, flow of the tide... anything and everything depending (on) big tides, small tides, springs or neaps whatever – and then you're down to the main trawl rope and you let that go again as to... We used to work in very shallow water . I always remember with David Braid we never had a sounder. It was just the oar over the side and when the boat basically bumping the side of the bank ...er...keep it going – laughs.

Interviewer: Was the tide coming in or going out?

Interviewee: It depends on what you were doing – depends on the height of the tide. If there were big tides, you might work over because there is so much room with a big tide when it's ebbing and flowing...er...so much room, you couldn't, you couldn't work. You would perhaps work the high water – with a big tide an hour or an hour and a half either side of high water. Neap tides you'd more...more

control, you know, perhaps at the beam because there isn't the same room, you know (but) if you get into a 3 or 4 or 5 knot run of water you – if anything goes wrong or...you wouldn't do that you know. But again, this is where the full-time professionals would know exactly what time to go of the tide. When I was on me own you know with the "Queen Mary" I'd perhaps go out with such as David and he'd be on his boat the "Nora" and...yeah...up to a point follow him you know and – laughs...and that's how I picked the job up.

Interviewer: was there a favourite place that you'd go for shrimping?

Interviewee: No, no but again depending on the time of year perhaps where the shrimps might be, or you thought they were, right over from the west shore to the Grange channel, to the Keer, north Ringhole (ph)...er...Pickles, which is down near Heysham Harbour, that's a local name for it, and then down Sunderland Bank ...er...and up the Lune...up the Lune River...er...although there's various different names for those areas, but that's where they were, you know. From Morecambe that's what all the fishermen would do.

Interviewer: You're pulling the nets behind you. Are you getting in the shrimps as you're going or is it just...?

Interviewee: Yeah, the shrimps, again depending on the time of year, but September, October, November really is the season. That is the main season – still is...er...The rest of the year...er I suppose when it gets...the water temperature drops a bit the shrimps go...er... and they go down into the sand, or whatever they do, - there'd be different notions on what they do – er but you might get them back towards the end of March but it's all a bit haphazard then, you would go out and see how you did. In the 60s and 70s there be 10 or a dozen or 15 boats out and some would go to a certain place and some would go to another. They would all basically...the main of them would take the shrimps in to the Morecambe controllers: that was a co-op run by the fishermen or members of the co-operative and they would...I suppose... say "Oh, I had 5 stone over there or there's only a couple of stone" and so everybody would be dashing over to the 5 stone area the next tide happen but on those lines. But come the

season, September, October or November, they would...er...yeah. There were a lot more shrimps about then, there's no question about it... a lot more shrimps about and the main reason we think, or I certainly think and agree with, is the water is too clean now. There is no food. The sewage has been all cleaned up and the shrimps are bottom feeders. If there is no food, there's no...no shrimps.

Interviewer: Interesting

Interviewee: Well, that's...er...people might disagree or whatever but if you think about it ...er...if you're in the middle of the desert, there's no food so what do you do? You go somewhere else where there is but now with the water being so clean...er...I think it's had a big effect . I don't about the power... mentioned the power station, making the temperature (of the water) a little warmer and that. I think it is a fact that the water is so clean they haven't got the same food, you know but you can still get in among the shrimps at the right time of year. They might be here and they won't be there. But next year they are there...

Interviewer: You are still shrimping, aren't you?

Interviewee: Yeah just... very, very rare now. David and I'll go down with me nephew, David Derham, ... we'll go down the Lune because the "Maud Raby" that I have now...can't remember its registration number... I can't remember offhand but it doesn't matter...

Interviewer: ...what did you say the boat was called?

Interviewee: ... the "Maud Raby, which I bought off...er Mick...er...Mick Green from Glasson Dock. I found that...that was in a gutter upon the green ...er... would be about 5...4 or 5 years ago now. It was 2011, I think, when I'd spotted it and knew what it was because of the counter stern on it and found out – mainly through Mark Willacy – whose it was, what it was, its name... saw Mick Green at Glasson Dock and he agreed to sell it. So it was a case of getting it out of the mud. We managed, you know, to use a couple of bed sheets to plug it all here and there and get it down to Glasson Dock, lifted it out, brought it back to Bolton le Sands here and spent 2 solid years doing that up.

Interviewer:(iaudible)..... you mentioned the amount of shrimps that were in the bay... are there any other differences between when you first went shrimping and now?

Interviewee: Well, yeah, you'd have more of a chance, wherever you went... certainly in the prime time, those 3 months I've mentioned. You would have more, a lot more, chance of getting a good haul, say 8, 9 or 10 stone of clean shrimps by the time you'd cleaned and riddled ...

Interviewer: Are you doing that on the boat?

Interviewee: yeah, yeah, you'd get...you know... you might have the trawl out... I think... when I go out, I still go out with Mark Willacy now and er... we'll trawl for a lot longer from memory, Mark trawls for longer now to get a decent haul of shrimps than we used to and, I think, purely because there was more shrimps about, wherever you were, particularly in the season. This time of year, like now, er...you know... mid-summer... from the end of March say through to about now ...er... always a little bit haphazard maybe, you wouldn't just get as many...or you might get them in a certain place this year but they won't be there next year.

Interviewer: So how long are you out fishing?

Interviewee: Er...well, if we go now...if we go over high water, which sometimes we do, we'd be out, like, 4 hours . A couple of hours either side of high water...from Sunderland Point that is. We go down to number 3 buoy, past the Copper Sands (ph) lighthouse until about number 3...er... and trawl in that area and get back before the mooring ebbs off. Or if we go with low water, we go with the ebb and we're away about 10 hours then. It's a long day.

Interviewer: You also mentioned night fishing...

Interviewee: I used to go night fishing with David...David Braid...er...

Interviewer: Can you tell me about that?

Interviewee: Well, (laughs) it's a lot darker! (laughs) but David always says "in the dark you get 5 shrimps to every 1 in the day...daylight". We had some good

hauls but again there wasn't many went out...not when I was with David there might not be anyone else out through the night.

Interviewer: This is the 1960s...?

Interviewee: yeah, mid 60s into the 70s and through to the late 70s.

Interviewer: So what sort of lighting...how would you have lit the boat?

Interviewee: Well, there would be electric...you know... generated off the engine...some better than others, you know, but you'd have a deck light. You'd have to have a deck lightto sort and riddle the shrimps.

Interviewer: Were you boiling the shrimps?

Interviewee: Yeah, you'd clean them ...you'd put...you'd clean the shrimps. They would go through the crab riddle first, just purely to get rid of all the crabs,... and then again depending on where you were, and the time of year again, how... get rid of the crabs and any shells, there could be the weavers, the stingers...you'd always have to look out for those. They are still nasty.

Interviewer: They are nasty if you tread on them.

Interviewee: Yeah, yeah, the dorsal fin comes up and put your hand or anything on the end of that and it paralyses you, not 100%, you know, or you... nasty, just nasty.

Interviewer: Do you have to wear gloves?

Interviewee: ...not really. If you're wearing gloves you can't really do the job...er...it's a case of looking out for them. They are quite easy to spot but if you miss one and just dab one it's...er...but you put them through the crab riddle, get rid of the weavers, the stingers, anything else, small whiting, very small whiting depending on time of year ...

Interviewer: ...when you say "stingers" ...

Interviewee: ...that's a weaver fish.

Interviewer: ...oh that is a weaver fish...

Interviewee: yeah, that just another name for the weaver fish. Get rid of that with the crab riddle so you left, basically then with the shrimps and then they would go through...er...the shrimp riddle, which can be anything from a threepenny to a threepence farthing, threepence ha'penny up to a threepenny three farthings up to a four penny.

Interviewer: Is that describing the size of the hole?

Interviewee: That's the sizes of the grill...er...yeah, and that would be in old pennies. A threepenny bit would be 3 pennies and the bigger you get, of course, the more shrimps go through so the bigger the riddle, the gaps in the wires...er... the bigger the shrimps you are going to finish up with and you wouldn't do that until you were in among a good haul. If things weren't so good, you'd put them...we'd normally put 'em through, now, a threepence ha'penny. That's...er...yeah...you'd get a good size shrimp. But if you put them a threepence farthing...there's quite...er...you're getting into the small ones and the threepenny well...yeah... you're... and the pickers don't like that. The full-time pickers wouldn't be keen on that because they're paid by the pound picked.

Interviewer: ...the small ones...what's that in inches? Describe...

Interviewee: ...er...I suppose a small one, a good inch, an inch and an eighth, and a large one...a good large one would be up to two and a half inch...er...yeah...a real "cobs", as they call them," cob shrimps" would be two and a half...don't think they get up to 3. Two and a half would be a good size one...

Interviewer: That's what the pickers like...?

Interviewer: Well, that's what everybody would like but if there isn't a right lot about you'd still get the same amount, or even more weight, out of the small ones but fiddly to pick like.

Interviewer You are..... (inaudible)..... the boat?

Interviewee: Once you've got them cleaned...er...the riddlings are thrown over, thrown back. They all survive, you know. It's a great way of doing so you're not...you're not killing anything that doesn't...that isn't going to be eaten so they

go back over the side ..er...and the ones that haven't gone through the riddle are put into a container...a box...whatever, then the boiler's lit up. When I went with David ...it was Jackie in the earlier days it was a coal fire...you get your bag of coal, kindling and you'd light a fire under the boiler...er... but later, now,it's all gas bottles – just light them with a gas burner, which is a lot more efficient ...er... yeah, you'd get the water boiling basically, shrimps in. The water has to be close on boiling or boiling and the shrimps are put in as they are, I'm afraid,...er...which cools the water off ...er...stir up, lid on, leave them...hem...depending ...I'm not sure what depending on (chuckles)...er...6, 7 minutes maybe...depending on the amount going into the boiler. If it is a full boiling...er...perhaps a little longer and then when it comes to the top again, boiled up again, that's about the time to be knocking the boiler off. Maybe let them stew for a little bit, if you get the white ...the segments between the shell on the back, you get a...if you can still see the white, maybe want a little bit longer. You know, it's a dark art!...er...but it's got to be got right 'cos that's where the picking comes in. If they're not right...er...if they are underdone especially, they won't pick as easy. The men such as Willacy's and Braids and all those in the day, they would know without looking at the boiler that they were ready for out. And they are scooped out ...er...and then put into a washer ...a washer is a net bag...which, obviously doesn't let the shrimps out and then...er...that's put over the side (which) hardens them off and cools them down quick , ready for picking. That is it really...that's the whole process ...er...yeah...that's the process.

Interviewer: What about when a typical boat comes back in to moor up but it would a typical boat would need mooring up near the pier maybe...

Interviewee: Yeah... in that day they would be moored close...north side of the central pier wasn't it?... yeah...

Interviewer: ...by that time they've got the shrimps overboard...

Interviewee: They were all...by the time they were back on the mooring or, if there was plenty to go at...er...and they hadn't been too far off the mooring to get the shrimps, they would start boiling up when they were back on the mooring,

'co they hadn't got the boat to watch then because it was a two man team: one would be watching the boat and one would be boiling, cleaning – generally working as a team.

Interviewer: The Morecambe Bay Trawlers were really quite near to that point wasn't it? Morecambe Bay...

Interviewee: trawlers...yeah... bottom of Green Street...

Interviewer: So how would they transport the shrimps?

Interviewee: Oh, they'd have a van or...they'd nearly all have a van or pickup because there was always water coming out of the shrimps; one or two would drop out and get in there...

Interviewer: ...and what was process at Morecambe Bay Trawlers? Would they weight them?

Interviewee: Yeah, they would weight what you brought in ...each individual, although it was a co-op.

Interviewer: Would you get cash then?

Interviewee: Well, I didn't go in there because I wasn't a full-timer (chuckles)...but...it was obviously a business for the professionals, for the full-timers.

Interviewer: The pickers were based there weren't they?

Interviewee: Yeah, they'd be more or less local lasses, nearly all women, well, were all women and it would be however good you were at picking as to what you got paid, you know. I mean that side of the job is down on record anyway. There are photographs of the pickers at it and all that so you could find that out off that side of it.

Interviewer: You would do it when you were fishing for yourself. You'd be doing that at home?

Interviewee: ...yes, would pick at home. We moved to Bolton(le)Sands mid 60s and we'd go out cockling, anything...I had a tractor, a Fordson Major...we'd go out cockling at different times of year when the shrimps weren't about, you know. That was before the big...the big...cockles sessions really started, you know, and they had the tragedy and that out there.

Interviewer: Can you tell me what it was like cockling in the 60s?

Interviewee: Er...much the same as it is now.(Chuckles) You would go out ...you would go out with a tractor...er...pick your place. There are...er... looking for the little holes as such where the cockles are below and then you would try and area with a jumbo – that's the plank andh handles on like you've got on your thing there and...er...and see how it was and if it was viable enough you would stay at that and work that area. You'd have one jumbo in and one picking or raking and...you know...fairly straight-forward – and then sell them in the shell. There would be different buyers – maybe the nearest to us would be over from Flookburgh – they would come up over...more particularly when they had the big session and straight out from here – straight out from Bolton-le-Sands – the banks out there towards Priest Skear.

Interviewer: Were people cockling from the north part of the bay as well? How did that work? How did you decide who was going to cover what area?

Interviewee: They'd all home in on wherever they were. The Flookburgh lads would come over They would come right over on the tractors with the jumbos, instead of ... like they still come over...to get in the Keer or the Kent. They come over from Flookburgh now with the shrimp gear ...the trailer...they go with the trailer, of course, and the shrimp gear behind – the beam is off the trailer, completely different to working with a boat. Obviously with a boat you've no trailer but that's a different...we have done it. David Braid and I have done it. We've done it with a tractor and then we've downsized it a bit to a quad...left sided beam as we probably got a bit older and more infirm...yeah, it's a different

operation...but the Flookburgh men have always done that...they've always worked with tractors.

Interviewer: Why do you think that is...?

Interviewee: The banks...well...the bank, well the two main channels the Kent and the Keer are closer inshore to Morecambe – more ideal for a boat – where they, if they had a boat, the banks are really a lot shallower and they couldn't tie up...they couldn't get...they couldn't get in close to Flookburgh itself...er...to tie a boat up. If it blew a gale and anything and everything it wouldn't work, where we had the pier as a bit of shelter at one time and deeper inshore channels (that) were ideal for mooring a boat to. I think that created the difference there.

Interviewer: Was there much contact with the Flookburgh fishermen?

Interviewee: Not a lot, no.

Interviewer: Was there rivalry maybe?

Interviewee: No, not really because they would always be working over low water, obviously. You couldn't go out at high water with a tractor so they would, if they were coming over this side, they would be coming over at low water when there either there wasn't enough water to float a boat or the lads had decided the boats would be working in a deeper area. So they never really clashed with each other as such, although probably the Morecambe boys wouldn't like them coming over, pinching the shrimps from over here (chuckles).but vice versa, you know. You could go over to what they called "the West Shop" when you were really over in their territory and...er...they'd probably think you were poaching there. But...no...there'd never been any battles.

Interviewer: I was wondering...

Interviewee: No, no, it worked a little bit both ways. Mark...I suppose I don't really keep any eye but, almost from here, I could see if the tractors were out, you know because I'd be looking ...and now either side of low water when they get in...'cos they're off back when it starts flooding. They don't mess

about...don't hang about because they've a long way to go back. It isn't just a straight line from Flookburgh to the channels, anything but so...

Interviewer: So thinking back to the 60s and 70s when you went out with the experienced full-timers, as you used to call them, it seems like all the fishermen would have know each other and known their boats...recognise their boats...

Interviewee: ...yeah, yeah... there was so many ...to be honest I can't remember...there was Gerrard Brothers, Willacy's, Woodhouse, Benny Woodhouse...ah...yes, quite a lot...I can't remember the names, you know, but there'd be anything...could be anything...up to ten or a dozen boats out , which is a lot of boats...maybe even more than that in the earlier days, when they were under sail, it was completely different .

Interviewer: If everybody knew each other, was there camaraderie?

Interviewee: Yeah, yeah mainly if...er... if anyone was in trouble or...yeah...there'd be one there to get him out of trouble, you know, for whatever the reason...might get a net round a prop...or get sanded or...er... that's getting sand into the trawl ...into the tail end of the trawl. The sheer weight ...you couldn't lift. They would all have...they would all be working with a capstan. When you bring the beam back in with whatever amount of shrimps, fish, that happen to go in...you'd get the plaice in...anything on the bottom you'd get in...er...

Interviewer: Can you remember any incidents?

Interviewee: No, no, not really they all...they were all on top of the job...er...you know. They knew...they'd be able to tell if the boat was pulling hard or the stern was just...they would know right away that there's something amiss. They'd picked something up on the bottom or started to sand which might be at a certain time of year or depending where you were again. If you went over a bit of rough ground you might get a lot of, like shells and stones in, you know and it that made...they would know, they would just know through their experience.

Suppose I knew when I started doing it on me own but ...I could...you could come unstuck, you know and if you did the capstan was there to help you out but the capstan would only take so much. Now, like Mark and... they work with a winch, instead of a capstan which is all hydraulics...er...yeah...er...

Interviewer: Well, it can be a little dangerous.

Interviewee: Well...yeah...I did it a bit single-handed and David Braid used to do. He went... David, talking to him, he would be the last one with a horse. He would...er... he would shrimp on...perhaps Half-Moon Bay, Pickles and Sunderland Bank. He wouldn't come any further up because of the horse, well getting tired and ...pony, they were only smallish horses – not shires of anything like that but he was the last one, was David. I'm pretty sure of that - in this area – that would shrimp with a horse. And he would go out of a night with that. (Dog barking)

Interviewer: So you were talking about David Braid going out with a horse, so when would that have been?

Interviewee: Well, he would do that over quite a few years...er...mainly...er...yeah...I'm not a hundred per cent sure what those years would be but it would be up to (and) into the seventies...er...possibly mid to late seventies...I might be wrong on that but definitely round about that time. He would go out with a horse of a night ...usually of a night...

Interviewer: Did you see him?

Interviewee: I've seen him going out. I never went out with him with a horse – never went out with him. I think it was a bit different job, you know...er...yeah...I never...I couldn't tell you a lot about it other than he was shrimping with the horse, which was a similar carry-on to the Flookburgh fisherman with a tractor. It was the horse doing everything instead of the tractor.

Interviewer: So the horse is pulling the net...

Interviewee: ...there would be the cart and the net off the back of the cart or...well, yes...a cart or flat...a flat cart so all the gear, the shrimp gear would be

on the cart then when he gets to where he's going, like the Flookburgh men do with the tractor, they let go...let go of the cart, that goes on a bridle rope and the cart goes into the water, depending on how much bridle you had let out as such and ...er..and the shrimp beam is fastened to the back of the cart so you're running with the tractor or the horse in the side of the water and the beam is out in the channel.

Interviewer: You're in fairly shallow water?

Interviewee: Yeah...you're in shallow water.

Interviewer: The horse wasn't swimming?

Interviewee: No, no, the horse would be up to its...up to its middle in water...er...you could only do that with the horse...hmm...yeah, that's how that worked, just the same principle as the tractors only you wouldn't let go the cart with the horse ...so you'll work...and at night...

Interviewer: Are you in the cart?

Interviewee: You could be sat on the cart. David, in this instance, would be sat on the cart...er... he would only be in the edge because in the dark, you want to be as shallow and as close to the edge of the channel as you can be. So if the horse was up to its middle, as long as the beam which is, say 15-18 inch off the floor and you've got the beam on the top and the chains or bobbins, however, you're working, rattling the bottom...er...as long as that beam is covered...you know the shrimp is only 2 inch long...it er...you will get them of a night, certainly at night. We used to go down Pickles of a night with the quad., when we down-sized from the tractor and do the same thing . We had the little bogey out...let the bogey out... which got it in a little bit deeper water – 'cos you wouldn't swamp the quad, of course, and you could get good quality and amount of shrimps in the dark. It wouldn't be the same in daylight like. That's where David Braid got his "five in the dark to one in the daylight" from. (chuckles). If he ever reads this, I don't know what he'll say. (Both laugh).

Interviewer: Er...when we started, we were talking about characters weren't we and you said you had an interesting tale to tell...

Interviewee: Er... I went out with... I only really went out with David Braid and Jackie Willacy, Mark's father. We went...we went one morning, and it was just into January, where there wouldn't be shrimps here...or there wasn't... but we went down to Blackpool...I went with him to Blackpool ...Jackie and I went on...his boat was the...er...it was either the...(pause)

Interviewer: ...so you were telling me about when you went to Blackpool with David Braid and Jackie Willacy.

Interviewee:...er...I just went with Jackie, David wasn't there this particular time. Would it be early January ...just into January...we'd left...we'd go with the ebb, of course, and he'd be....that would be on ...I think it'd be the "Day Star", Jackie had the "Day Star" or "Star of Hope" and I can't remember now which would be the later one... it would be the later one. I think it was the "Star of Hope", I might have got the wrong way round. It was an early, an 1800 boat, that was put together in the late 1800s,...a straight stemmed one and square stern...so it wasn't that ..I can't...I'm not dead sure of the mixture of names but anyway we went. We left early morning: it was still dark, not a cloud in sight. We went to Blackpool...Benny Woodhouse went with another friend with him in "Edith" (he'd have the boat "Edith"). We left there, down to Blackpool. We'd just go to the North Pier and a fog came down. You could see it rolling in and it was absolutely...very, very cold....and...er...you couldn't see anything. You couldn't see the light on the top ...on the mast head, you couldn't see it, it was so dense and...well if I'd been on me own then I think I would have still being going round in circles now. This is going back to the time we are talking about and we...

Interviewer: What did you do?

Interviewee: Well, it didn't seem to bother Jackie apart from him like muttering "well, bit of a nuisance is this like". (Chuckles) We never saw Benny again...we never ever saw Benny again that trip...but we let the trawl go at the North Pier at Blackpool and trawled right down to...well, I assume, to round about the South

Pier (laughs) because you couldn't see anything and all we were working off was the bumper and sounder and tide...er...watch or...and... er... we got the trawl...we probably trawled for one and a half to two hours...er. We got the beam back in and turned and trawled back up and you still couldn't see anything and...er...we'd a good haul of shrimps 4 or 5 stone...finishing up (with) 4 or 5 stones each trawl. So we had 10 or 12 stone when we finished. Wwe got back, I assume, back to the North Pier and Jackie...we'd already boiled the first trawl – we were boiling...cleaning and boiling that trawl while we were doing the second run back. And then when we got the beam in again for the second time, ready for home, it was still pitch dark and it was so cold the fog...it was building up on the ropes...on the wire...(can't remember the proper name for them now)...the stays that hold the mast...really building up, thick, thick ice and it was that cold. I think we were on the gas burner then for the shrimps, so Jackie got that lit up and then said to me "You take (the) boat back and I'll do the cleaning and that and riddling". Well, I said "That's easy said, Jackie". He said "Keep your eye on the compass, the sounder and take a note of the time" And he said "Put the compass on north/north east"...to a point either side of north/north east whatever it was at the time..."and give it about 20 minutes, give me a shout when the sounder starts to drop off and look out for the King's Skear buoy " And I was like... ooooh...I just didn't know what to really think and you still couldn't see a thing. So I watched the compass and kept it on that course. (In) about 20 minutes, it started to drop off (and I said) "It's dropping off Jackie". (He said) "Right drop if off round the north point ...tell me what time...twenty minutes we've had...give it another 10 minutes on that". When it really started to drop off . We were into the Lune deeps coming back ...(Jackie said) "Give me a shout then (and) look out for the King's Skear buoy." (I thought) "What's he talking about?" Without a word of a lie, we passed the King's Kear buoy very, very close. It happened because I wouldn't have seen it I wondered what it was at first so (I said) "Well we've just passed the buoy Jackie" and (he replied) "Aye, that's it" and he never...it didn't mean anything to him and then we went through the Lune deeps, fetched it round the North Point again. After another 20 minutes – or whatever the time was...I

can't remember exactly...then you could hear the foghorn at Heysham Harbour. Then it was bouncing all over the place with the fog. (Jackie said) "Slow it down". Then by this time Jackie had finished the second boiling, everything was cleaned up and we were like ready for off the boat when we get moored up. Er...(Jackie said) "Slow it down, now put it on "tick over", keep it going" and Jackie just went up to the bow (and said) "What are you on now?" (and I replied) "Well, it's set on north/north east ". (Jackie said) "Knock it out of gear." And we just went up to the old tanker...er...jetty that was then for the...Heysham..for the oil terminus that was there...Shell refinery...and he just edged the boat off hitting the tanker stanchion, you know, and put a rope round the...all sorts of ropes and chains round it ...just roped her up there. (He was) so matter of fact and...er...I couldn't believe it. He was so...but that's how it was! And it was still so cold. We were pulling our ...we had waders on, you know... thigh boots...and we were putting our feet on the shrimp boiler just to keep warm. You couldn't put your hands in 'cos it was boiling (laughs) and we'd to stay there roughly about half an hour for the flood (tide) to get back through the "gunnel", as they call it, which is on the outside of Pickles , which is out on the bay before we could get up through...er...back on the mooring. All this in...you couldn't see a hand in front of you, you know. But we got back on the mooring and Jackie wasn't...he was fit enough to do the job but he wasn't really as by that time he had diabetes. He did eventually lose both legs and he wasn't in right good shape and he was off. He got pneumonia he was off quite a while after that particular trip and apparently ...I don't know what time of day it was or night when I got home but he'd got a good haul. It'd all been worth it, you know, for the haul of shrimps he got. But Benny, apparently, his compass wasn't right and he finished up over Kent's Bank for the night. How he went on...er...I don't know. Well, I do know 'cos that's where he finished up. Got back the next day and the fog had probably lifted by then but that was a trip I always remember with Mike's father, Jackie.

Interviewer: So frightening!

Interviewee: er...well, it's not frightening when you're with someone that knows the job and I would think Jackie was a better man than average. (He was) a very good fisherman, yeah, no hurry, no, no, nothing done in a hurry, just everything right...do that, do this...yeah. Good man!

Interviewer: Were there other characters you remember from the fishing community?

Interviewee: Well, they all had different... they were different characters. Some would be the opposite to Jackie – all rush and push, hammer and...you know. The other side of it, David ...David was another good man I thought maybe 'cos we were friends anyway. (Chuckles) He were a good fisherman and, if we went out at night, we had some terrific hauls. I remember we went out one Saturday morning in... Worsenop (ph)...I can't remember his Christian name, Worsenop, myself and David. We only dropped the mooring, went straight up the inside at Morecambe there, could have sunk the boat with shrimps...just so much all over the deck. It was a job to get the net back in within about 5 minutes. That was the most shrimps I'd ever seen at any one time. So it shows how many there were – how much there was.

Interviewer: When was that?

Interviewee: Well, that'd be...it'd be round about the end of the 60s, into the 70s...er...'cos I wouldn't perhaps...hadn't got me own boat then 'cos in the, you know, later days David would really prefer working with the "Queen Mary", my boat, because it was a beamier boat – more deck area. The "Nora" that David had was a very narrow... it was a narrow-beamed boat which didn't give you too much deck area so he liked working with the boat of mine...with the "Queen Mary" purely because there was plenty of room to put everything and do everything.

Interviewer: Would you say there was an incident involving David that you can remember?

Interviewee: Er...(laughs) We went out one night and...er...the rack...I remember the rack on the...he had a two cylinder petrol in it, Lister..either Lister or Petter and the fuel rack stuck open. We'd just dropped the mooring, we were heading out in the dark and it stuck open we couldn't get it shut off and it...I thought it was going to blow the engine up. I mean it (the engine) was revving...revving its head off. We couldn't stop it...we couldn't...you know...both us in a bit of a panic to try and stop her. Eventually, we managed to get to the tap, turn the tap off and wait for it to run out of fuel, basically. That was a bit of an incident but...er...it went wrong...er...then, you know, either throwing the anchor out to stop floating one way or the other, depending on whether it's ebbing or flowing. But in general, no, no real incidents with David. If we went of a night it was...as I said they knew...they knew exactly where they were because they were doing it every day. If a channel altered slightly , they knew about it and, as I say, we had an oar...like a 10 foot oar... we'd just pop that over the side and see what sort of water we were in, assuming the boat wasn't already bumping the bottom because it was so shallow but ...yeah.

Interviewer: So these were full-time fishermen at the time, do you think, or did they have a sort of supplementary income when the fishing season was...?

Interviewee: No, there were nearly all, no they were nearly all full-time. Some of them would fish trawling with otter boards. David didn't really, not that I remember anyway, because on top of him ...David, in particular...he had a wammel (ph) licence, that's a salmon fishing licence, again that everybody would know about so he...from April or May to the end of July he would be salmon fishing from Sunderland Point down to the bottom of the Lune River. Er...that would take care of the time when maybe there might be shrimps about or there might not. And then maybe in between, they might a bit of cockling if there were cockles about on any particular area, you know... anything just to make a living, apart from shrimping. So the others...well... maybe one of the others had a bit of a part-time job, they would go to. My knowledge and most of my memories are

with Braid... David Braid and Jackie Willacy. Er...Benny Woodhouse he was...the "Queen Mary" that I bought ...I bought that off Benny Woodhouse and Jackie Willacy when it was laid out at Glasson Dock but I never actually went with Benny, you know...he was just another...I could maybe have gone with anybody and everybody...but being pally with David Braid particularly and Jackie and that was it.

Interviewer: Were there any nicknames? Do you remember any nicknames?

Interviewee: Well, David Braid was "Fluff" .(Laughs) Benny, Benny had a nickname and I can't remember Benny's. Jackie...not that I know of...There'd be all sorts of names bantered about like and some you couldn't repeat probably.

Interviewer: Did you socialise together?

Interviewee: Not really, not...apart from if anybody was wanting a hand, I guess, you know, if there was some...if somebody had come unstuck with their trawl, ripped the end out of it or whatever, but if...they would get together then as such and then...but not often. They were really all self-employed and all had their own boats and looked after them. The boats then, of course, were all wood so there was always maintenance on them. When the fibreglass boats came in, David, again, Braid got a fibreglass boat but I can't remember the exact date. It'd be after...'cos we got the big gale in 1976...it was either (197)6 or 7. It could have been (19)77...I can't remember now ...very early on about the second of January and the "Queen"...there were about 10 to 12 boats went including the "Queen Mary" – that pulled its bow out which was a thing I didn't really know about when I bought it. I'm not getting at Jackie or Benny Woodhouse. It had been...what you call "short-stemmed"...it had had a new stem – bow stem – put in it and they'd short planked it ...possibly...well, it was a mistake but I didn't know (because) I hadn't enough knowledge. The longest plank from the stem might have been 4 foot and then it worked back to 2 foot, 3 foot, all in between so in effect it was...the bow was almost a separate piece from the rest of the boat...that's what it was...it was a short plank...a short planked boat and it pulled

when we got to it after that gale. There was one other boat finished up on Morecambe golf club. (It) ripped all the tarmac out of the road and boats (were) all over the place. The keel and rigs of the “Queen Mary” were at one side of the yacht club slipway and the engine was at the other. That was the remains of the “Queen Mary”. Oh, I got the tiller back. I still have the tiller on “Maud Raby” now.

Interviewer: So that was the end of the “Queen Mary”?

Interviewee: That was the end of the “Queen Mary”. Absolutely!

Interviewer: What a dramatic...!

Interviewee: Well, it’s that...all there was, was the keel and a few short ribs. That was it...nothing...absolutely nothing else. Only I found the tiller and the engine was at the other side of the slipway. There was very little...David’s boat had sunk on the mooring. It was just swamped on the mooring and filled with sand so he...or Reg...that reminds me of one of the other fishermen, a nice lad, died not long back, Reg Bailey...Reg, David and I went on with shovels. It was completely solid with sand. It had just filled it with sand. We dug it all out and fastened 3 or 4 40 gallon drums. We lashed them to the sides, when next tide came it began to float and then we beached it and I actually...(chuckles) we got it on a trailer and I took that up where I lived at Bolton-le-Sands.

Interviewer: How did you feel about losing your...?

Interviewee: Yeah, bad and I’d gone into...I mean it wasn’t so much about the money. I suppose at the time there would be...well, if it had been insured it would have probably been about the £2000 mark, something like that with everything...all the gear and everything it had ...er...but just at that time, they must have had whatever was going on with the insurance companies and they wouldn’t insure it ...er...not because I was a part-timer...er...the main companies...I can’t remember the names...they wouldn’t insure it and it was like an ongoing thing just at that time...can I get here (or) can I get it there? But it wasn’t insured so that was both financially and ...but it was the boat itself. 1906 the “Queen Mary” was built and just loss...er...of a lovely boat – a good prawner,

you know. David's sunk on the mooring so we finished up...I took that off him ...er...took it up back home at Bolton-le-Sands. I had it there for about 12 months or more...I was working. By that time I was working for myself. self-employed with the truck haulage business. I had no time. It was like 7 days a week and I sold it on to...I wasn't getting on with it and the thing was shrinking, you know the planks...the timbers were shrinking because it was dry and I sold it to a laddie at Walney Island. (I) took it up there behind an old Forton Major tractor. (I) set off at first light one morning and took it up to...there was no nothing, there was no registrations, not a thing. (I) never saw a policeman 'till I was crossing on to Walney over the bridge, one followed me over the bridge and I got away with it. I got away with it! But it took all day from daylight to just after dark when I got back. So that was the end of the "Queen Mary" and 12 months later, because I knew I wasn't going to get time to really do anything with the "Nora"... and it's still up there now. The "Nora" is under a sheet and...I looked at it about 3 years ago now. I went up to Barrow and I had a walk over onto Walney. (I) found out where the boat was in this laddie's back garden and...er...there's more gap than plank. I don't know how he'll' do anything with it. It's a great pity. It's under a sheet and shrunk so much, I don't think he'll get the timber back but that's how it is. So that was David's boat gone and he replaced it with ...he did replace it, did David, with a fibre glass one, which was, obviously the way to go. Maintenance, zero maintenance compared with the wooden boat and they are made to their own spec., you know beam-wise, depth-wise, everything thrown in. A laddie called Bill Bailey was the man that really did the...he was a top fibre glassing man at the time. Bill's dead now but he was the man at the time to get into the fibre glass side of things and that's how it is now. Mark's boat is, of course, fibre glass but Ray Edmondson's is ferrocement that's a different build which was experimented with. Again, that's all round that time era...er...but it must be good 'cos Ray Edmondson's is still afloat and doing the job so...

Interviewer: The Queen Mary is now on Walney...

Interviewee: ...no, the Nora...

Interviewer: ...your old boat you said that was 1906 and that would have been a sailing boat originally, wouldn't it?

Interviewee: Yeah, yeah

Interviewer: ...and would have been adapted for diesel?

Interviewee: Yeah, it had a diesel engine...very old diesel engine in it when I bought it off Jackie and Benny Woodhouse, which was...it shot...given it away – given for scrap.

Interviewer: So you didn't run it as a sailing boat...(inaudible)?

Interviewee: Er...no, no I didn't. (The dogs might just kick up again now. Chris is back).

Interviewer: er...(inaudible) So your boat, the Queen Mary, would have had sails originally you would think in 1906?

Interviewee: Yeah, definitely in 1906 there would be no engines around then, certainly not in boats. Er...in fact the Maud Raby, that I acquired (in) 2011 that was built in 1932 (and) that would be of the last, one of the last prawners built at Crossfield's at Arnside. I have pictures of that being launched and I really can't tell whether there are propellers on it or not but certainly the tall masts for the sails and the pictures I've got of it I can't...er...(telephone rings)

Interviewer: So you were telling me about the "Maud Raby"...

Interviewee: Yeah, that was launched in 1932...er... I have pictures of it actually being launched and I can't just make out, from the photos I've got, the black and white, whether there is a propeller block on the starboard side...er...I can't tell...I can't tell off that photograph. But 1932 it would be just about the time really when they were starting to put engines in the boats. They might have been petrols at first but it would be round about that time I guess that...er...that they would be, you know, putting engines in the boats rather than the sail, you know, and that would make a tremendous difference would... you know: you wouldn't be relying on just on the wind. So, yeah, yeah, that's ...I haven't really much

more history ...It was named after Mrs Raby, Maud, from memory...or what bit I do know, I think there was two Mauds, like mother and daughter, whatever and this would be named after (the) daughter but there is a bit of history to be had ...elsewhere on that particular boat besides it's moored at Sunderland Point now and...yeah... we get the odd trip out on it David Braid and I so...

Interviewer: (inaudible...so you've obviously got a lot of memories of fishing on the bay and you are still going out fishing today...er...what are the memories you most cherish?

Interviewee: er... I think finally having ...sort of having my own boat, the "Queen Mary". It's a shame what happened to it, not so much the financial side as the ...it's something that just got lost, you know, or finished...er... On the other side, I think just as exciting – picking the job up off the Braids and Willacy's, they were so like...yeah...gaining...gaining what knowledge I have , you know, I don't profess to know anything like the full-timers do but – or did – this is the problem now there...the full-timers...the old full-timers are thin on the ground . David Braid's 80 next time, I'm sure he won't mind me saying that: Jackie Willacy 's gone. A lot of those (from) that era have gone so Mark, his son, to my mind is really the only ...the very 100% full-timer left. There's Ray Edmondson – Ray's...well... almost well...yeah, he's another full-timer , you know but where Mark will be out almost every tide – assuming the conditions are OK...When he goes ...er...and Ray Edmondson finishes...there's the odd ...there is an odd part-timer or two that do get out for shrimps but not many. The industry looks like being finished. There might always be the odd one, like I was when I was younger but nobody seems keen now or has the interest. I think Mark has actually had an odd apprentice, for want of a better word, on the boat. He gets one trip with him but they don't come back – too hard a work. They'd rather be sat behind the little screen, looking at it (and) tapping on the keyboard and...er...looking at the screen and personally I think that's how it is now with a lot...a lot of jobs. You never see any ...you don't see the kids playing out. They're all...but that's how it is.

Interviewer: (inaudible.....interesting...quite well in your teens when you first went out and from the age of 30 you've been involved in the bay.

Interviewee: Yeah...1970s...yeah...the late 60s...probably from about 28 year old on which would be...

Interviewer: ...and you were working as a haulier by then...

Interviewee: Er...I've been a driver all my life, apart from the two years I had on the insurance (chuckles) which was a great change for me but it did give a...it seems if everything just worked perfectly for me during that time. It gave me plenty of time to mess around with, particularly the "Queen Mary" which I know the date of that bill of sale must have been anything up to a couple of years after I actually acquired the boat but that's 1973 on the bill of sale but all round that... right up to the...up to the "Queen Mary" ...er... breaking away...er...from then on – apart from shrimping with a tractor and the quad from here ...that was really...then apart from going out with Jackie Willacy and Braid that was the end of my personal boat ...working with my own boat. All the other stuff was working with...particularly with those two people.

Interviewer: ...and is there anything you would like to add?

Interviewee: Not really, no, no I don't think so. I mean doing the "Maud Raby" up was...I really enjoyed that. I bought that...that bill of sale is dated 2011...received from David Bates £400 for the prawner "Maud Raby" laying at Conder Green, signed Mick Green. Er...I should be careful with that...they might be thinking that's a tax thing ...er...but yeah 2011...I spent the next two years...er...I put the boat...the "Maud Raby" ...back in the water on the 1st April 2014.Yeah, it's been in the water two years and a bit now and stayed afloat so I must have done something right!

Interviewer: It's obviously a real passion you have for different...

Interviewee: Yeah, yeah just for the prawners. I mean they're a lovely looking boat. The next...the next to the right ...up there...the one right in front of the Custom House that, from here it looks like a counter-sterned prawner which... the

counter is the round stern, all the others are transom sterns, square sterns and...but there's just something about them. They are such a beautiful boat, you know. I am in the...the other, Lancashire, name for them is the "nobby", Lancashire nobby. You might have heard of that one before. So I'm in the "Nobby Owners' Association (chuckles) and...yeah it's just been good to really get involved again. I really enjoyed getting this together. It was...not a wreck...but it really survived in the mud because of where it was...because of where it was – in the mud. If it had been out on dry land, it wouldn't have survived...er...the planks soon shrink. Even now the with "Maud Raby's" decked out...I decked it out and it's got a 3 cylinder Lister forty five horse (power) engine in it but even now, you know, through summer, if we do get a two to three week spell of dry weather, it'll open the deck planks up. There's no way round it. There's always going to be...they always want re-caulking...a patch here. They settle twice a day on port or starboard and it's all...er...it's all on-going work: that is how the wooden boats are. That is why nobody really want one to fish commercially with now. Whether it'll ever be put back to a sail boat ...it would be nice, nice to see it as a sail boat to be honest but I'm, you know...not that I'm too old but ...yeah basically, you know, it's not so much the...it's the speed required. If anything goes wrong or just letting the trawl go (or) getting it in, if anything just doesn't go right, you can't leap up on deck and do this and do that. By the time you've thought about it and tried to do it it's...yeah...that's how it is so...I'm not complaining but...yeah.

Interviewer: It's been a pleasure listening to your stories.

Interviewee: Good

Interviewer: You're passionate about the bay so thanks very much. Thank you.

Interviewee: OK

[End of tape]