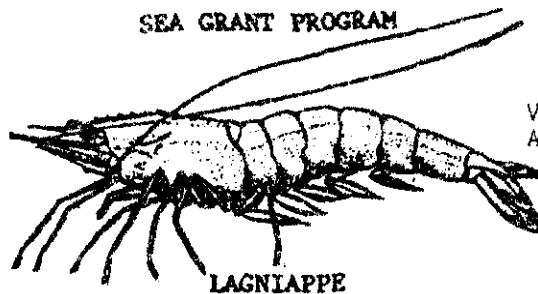


LOUISIANA COOPERATIVE EXTENSION SERVICE

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SEA GRANT PROGRAM



Volume 3, Number 4
April 25, 1979

NET RULING

On April 9, the State Supreme Court made a decision which will have an effect on net fishermen. A freshwater fisherman in Red River Parish challenged Subsection D of Section 322 of Title 56. The fisherman was challenging the law that said that one-inch minimum mesh hoop nets were legal in some places and two-inch minimum in others. He felt that this was a "special or local law" which is prohibited in Article 3, Section 12 of the State Constitution.

When the court ruled in his favor, it appears that they not only threw out Subsection D, but all of Section 322. Since the monofilament gill net law was in this section, it may go out with the rest of it.

Since the ruling was unclear, the state is asking for a re-hearing to determine if the entire section or just the subsection is unconstitutional. In either case, it definitely appears that the regulation permitting one-inch mesh hoop nets and seines in the Atchafalaya Basin will have to be changed.

ALLIGATOR SEASON

When last year's alligator season was cancelled in Vermillion, Cameron and Calcasieu Parishes, many trappers lost hope of ever having one again. However, the reason the season was cancelled was not a shortage of alligators. As it turns out, we had harvested enough gators to supply the demands of U.S. processors in the previous two years. While foreign hide processors wanted our gator hides desperately, we couldn't export them because of an international endangered species treaty.

All that has changed now. At the end of March, the alligator was reclassified to allow international trade. This could lead to an alligator season next year. There is also a possibility of an alligator season in the parishes of Iberia, St. Mary, Lafourche, St. Charles, Jefferson, Plaquemines, St. Bernard and St. Tammany Parishes.

OYSTER FATTENER

Dr. Robert Ingle, a marine biologist in Apalachicola, Florida, is working on a Federal Grant to set up an oyster-fattening business. He plans to harvest the oysters, feed them cornmeal for 20 days, then sell them at a larger size.

He is trying to determine if someone can do this profitably in a private plant. Past experiments have shown as much as a 40% increase in the oyster. This means an improvement in both quality and yield. Source: Fishing Gazette, February 1979.

TRAWL FUND HEARINGS

Just recently, the Federal Government put the Fishermen's Contingency Fund into effect. This fund is designed to pay offshore (outside of 3 miles) fishermen for gear lost to snags and hangs.

Unfortunately, there is nothing to help the inside shrimpers or the ones that fish just off of the beach in state waters. However, on Monday, April 9, Senator Sammy Nunez held a subcommittee hearing to hopefully correct this problem. Perhaps as a result of this work, legislation may be passed this year to pay shrimpers for gear lost and/or put together a snag removal project.

FOOD POISONING

It appears that Louisiana's seafood handling practices have really been under the spotlight lately. The cholera scare was just the latest situation.

On June 21, 1977, 1700 people in Port Allen, Louisiana attended a dinner, and 1100 of them came down with food poisoning from boiled shrimp.

The shrimp were brought to a rolling boil and then the heat was turned off and the shrimp were soaked for 15 minutes. The warm shrimp were then put back into the wooden boxes which held the raw shrimp and were left unrefrigerated for 7 or 8 hours before being served.

Three things were done here which allowed the food poisoning bacteria to grow. First, the shrimp probably weren't boiled long enough to kill the germ. Even worse, when the shrimp were put back in the same boxes, they were recontaminated with food poisoning germs. Finally, the storage of the shrimp out of a refrigerator was ideal for the growth of the germs. The food poisoning bacteria grows at temperatures between 40°F and 120°F. So to prevent food poisoning, the shrimp should have been refrigerated. Remember that the food can look fresh and unspoiled and still be full of food poisoning germs.

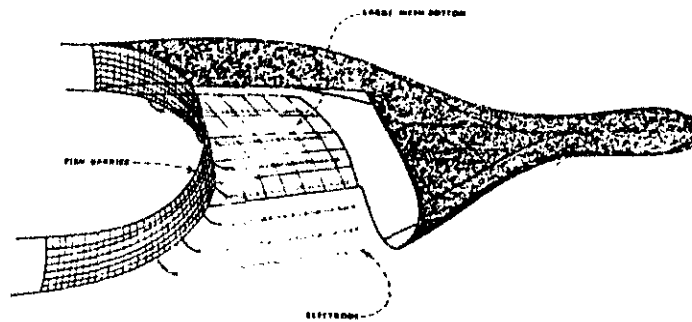
SPECKLED TROUT FOOD HABITS

During the recent gill net controversy, many sportsmen felt that gill nets were wiping out the large speckled trout. One reason that they felt this way, is because when a gill net was picked up, it had a lot of really big trout, yet they seldom if ever caught big fish on rods and reels.

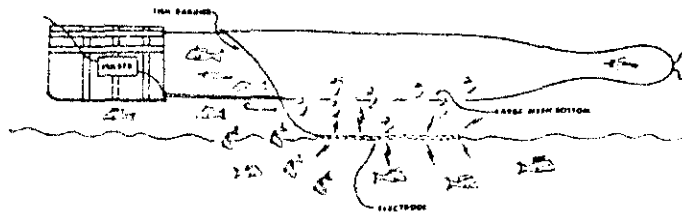
The reason that few really big trout are caught on rods and reels may be that the wrong bait is being used. Most fishermen in Louisiana use shrimp or cacaho minnows. While shrimp is the preferred food of trout in general, studies in Texas and Mississippi have shown that big trout strongly prefer to feed on mullets. They found that invariably, a large trout will find the largest mullet it can handle and try to swallow it. Often the mullet is half to two-thirds as large as the trout.
Source: The Sea Trout or Weakfishes of the Gulf of Mexico. W.C. Guest, G. Gunter. Gulf States Marine Fisheries Commission. Technical Summary, Number 1. 1958.

ELECTRIC TRAWL

In last month's newsletter, I discussed the Groundfish Management Plan and how it could affect shrimpers. Since one of the goals of the plan was to protect croakers from being caught and wasted by shrimp boats, one recommendation was the use of special trawls to cut down the fish catch.



Selective electric shrimp trawl design showing placement of large mesh bottom entrance, fish barrier, and electrodes.



Selective electric trawl diagram depicting method of shrimp separation employing an electrical field.

In the trawl shown above, the panel or fish barrier in front keeps fish from entering the trawl. The shrimp are supposed to enter the trawl from the bottom through the large meshes. Pulses of electricity are shot through the electrodes to make the shrimp jump up and through the meshes. The trawl is designed to be pulled 12 to 24 inches above the bottom.

This type of trawl or something much like it, may be what the Federal Government will want shrimpers offshore to use to preserve the croaker population. As I said last month, it is very important for shrimp fishermen to attend the public hearings on the Groundfish Management Plan.

Source: A Trawl Design: Employing Electricity to Selectively Capture Shrimp. W.R. Seidel, J.W. Watson, Jr.-Marine Fisheries Review, Volume 40, Number 9.

FISHING BILLS

Two bills have been introduced into the U.S. Congress by Congressman Edwards of Alabama, which may have an affect on commercial fisheries in Louisiana.

House Bill 1581 would remove the requirement that boat owners pay Federal Unemployment Tax on their crewmen. This will apply only to boats with ten or less crewmen and who pay by shares.

The second bill, H.R. 1366, would put limits on the amount of shrimp which can be imported in 1979 and 1980. A 5% duty would also be imposed on imported shrimp. The bill proposes that no country can export more shrimp to the U.S. than the average annual quantity shipped here in 1971, 1972 and 1973.

CONCH CRUSHER

Sometimes I wonder what the fishing industry will invent next. In a recent issue of the Aquaculture Digest (March, 79), I read about a new machine used to kill conch eggs.

This machine works like a vacuum cleaner and sucks up everything from the bottom; mud, sand, shells, oysters, trash and supposedly even conch eggs. The whole mess is screened and everything but the conch eggs dumped back overboard. The eggs are smashed in a special part of the machine.

As you know, the conch or oyster drill as it is also called, is a big killer of oysters. If something like this would actually work, some feel that it could open up new areas to oyster fishing. Source: Courier Post (Camden, NJ) A Rube Goldberg Rescue. Tony Muldoon. December 19, 1978.

FISHERMAN'S RECORD BOOK

We've finally completed the Commercial Fisherman's Record Book. With the changing times, more and more fishermen are concerned with keeping accurate records of their expenses. If you are ever audited for income taxes, it is vital that you have good records. Since the books are in rather short supply, we are asking that only people engaged in fishing request one. They can be obtained by calling or writing me at my Gretna office.

TROUBLE-SHOOTING MARINE DIESEL ENGINES

More and more fishermen are switching from gasoline to diesel engines. They are cheaper to run and more reliable. However, even the best treated engine can have problems. On the last page is a trouble-shooting chart put out by Perkins Engines which you may want to tear off and save or keep on your boat.

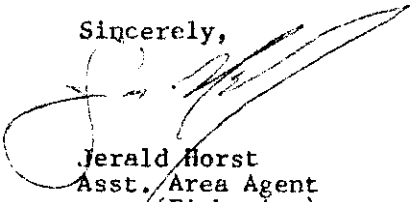
To use the chart, simply find which problem is worrying you in the top half of the chart, then take the numbers by the symptom and go to the bottom half of the chart and look them up.

THE GUMBO POT
Stuffed Eggplant

- | | |
|----------------------------|--------------------------|
| 2 large eggplants | 5 cups fresh breadcrumbs |
| 1 pound crabmeat | 2 eggs |
| 1 pound shrimp | ½ stick margarine |
| ½ cup chopped onions | 4 cloves pressed garlic |
| ½ cup chopped celery | parsley |
| ½ cup chopped green onions | salt and pepper |

Boil, peel and chop shrimp. Peel and dice eggplants. Saute eggplant, onions, celery and garlic in margarine until soft. Soak breadcrumbs in egg and mix all the ingredients together. Add salt and pepper to taste and put mixture in a casserole dish. Bake at 350° for 20 minutes. Serves 4.

Sincerely,



Gerald Horst
Asst. Area Agent
(Fisheries)
Jefferson, Orleans, St. Charles

DIESEL ENGINE TROUBLESHOOTING
(Chart of Symptoms and Possible Faults)

Low cranking speed 1,2,3,4	Low oil pressure 4,36,37,38,39,40,42,43,44,58
Will not start 5,6,7,8,9,10,12,13,14,15,16,17,18, 19,20,22,31,32,33	Knocking 9,14,16,18,19,22,26,28,29,31,33, 35,36,45,46,59
Difficult starting 5,6,7,8,9,10,11,12,13,14,15,16,17, 18,19,20,21,22,24,29,31,32,33	Erratic running 7,8,9,10,11,12,13,14,16,20,21, 23,26,28,29,30,33,35,45,59
Lack of power 8,9,10,11,12,13,14,18,19,20,21,22, 23,24,25,26,27,31,32,33	Vibration 13,14,20,23,25,26,29,30,33,45, 48,49
Misfiring 8,9,10,12,13,14,16,18,19,20,25,26, 28,30,32	High oil pressure 4,38,41
Excessive fuel consumption 11,13,14,16,18,20,22,23,24,25,27, 28,29,31,32,33	Overheating 11,13,14,16,18,19,24,25,45,47, 50,52,53,54,57
Black exhaust 11,13,14,16,18,19,20,22,24,25,27, 28,29,31,32,33	Excessive crankcase pressure 25,31,33,34,45,55
Blue/white exhaust 4,16,18,19,20,25,27,31,33,45,56	Poor compression 11,19,25,28,29,31,32,33,34,46,59
	Starts and stops 10,11,12

KEY TO FAULT NUMBERS

- | | |
|--|--|
| 1. Battery capacity low. | 34. Worn valve stems and guides. |
| 2. Bad electrical connections. | 35. Overfull air cleaner, or use
of incorrect grade of oil. |
| 3. Faulty starter motor. | 36. Worn or damaged bearings. |
| 4. Incorrect grade of lubricating
oil. | 37. Insufficient oil in sump. |
| 5. Low cranking speed. | 38. Inaccurate gauge. |
| 6. Fuel tank empty. | 39. Oil pump worn. |
| 7. Faulty stop control operation. | 40. Pressure relief valve stick-
ing open. |
| 8. Blocked fuel pipe. | 41. Pressure relief valve stick-
ing closed. |
| 9. Faulty fuel lift pump. | 42. Broken relief valve spring. |
| 10. Broken fuel filter. | 43. Faulty suction pipe. |
| 11. Restriction in air cleaner. | 44. Choked oil filter. |
| 12. Air in fuel system. | 45. Piston seizure/pick up. |
| 13. Faulty fuel injection pump. | 46. Incorrect piston height. |
| 14. Faulty atomisers or incorrect
type. | 47. Open circuit strainer or weed
trap blocked. |
| 15. Incorrect use of cold start
equipment. | 48. Faulty engine mounting
(housing). |
| 16. Faulty cold starting equipment. | 49. Incorrectly aligned flywheel
housing or flywheel. |
| 17. Broken fuel injection pump drive. | 50. Faulty thermostat. |
| 18. Incorrect fuel pump timing. | 51. Restriction in water jacket. |
| 19. Incorrect valve timing. | 52. Loose water pump drive belts. |
| 20. Poor compression. | 53. Gearbox or engine oil cooler
choked. |
| 21. Blocked fuel tank vent. | 54. Faulty water pump. |
| 22. Incorrect type or grade of fuel. | 55. Choked breather pipe. |
| 23. Sticking throttle or restricted
movement. | 56. Damaged valve stem oil de-
flectors. |
| 24. Exhaust pipe restriction. | 57. Coolant level too low. |
| 25. Cylinder head gasket leaking. | 58. Blocked sump strainer. |
| 26. Overheating. | 59. Broken valve spring. |
| 27. Cold running. | |
| 28. Incorrect tappet adjustment. | |
| 29. Sticking valves. | |
| 30. Incorrect high pressure pipes. | |
| 31. Worn cylinder bores. | |
| 32. Pitted valves and seats. | |
| 33. Broken worn or sticking piston
ring(s). | |