

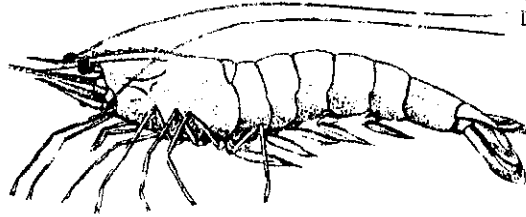
# LOUISIANA COOPERATIVE EXTENSION SERVICE

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## SEA GRANT PROGRAM

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LAGNIAPPE

## BLUE CRAB LIFE HISTORY

The blue crab in Louisiana can live as long as two to four years and reaches a size large enough to catch in 12 to 18 months after they are hatched. The female crab mates during the soft-shell stage during their final molt and they will not shed again. The females can carry viable sperm from this one mating for at least a year and she can spawn several times from this one mating. After mating, the females move to the more salty waters near the gulf to spawn the 700,000 to 2,000,000 eggs.

The eggs hatch into a tiny stage called the Zoea, which is about the size of a large pencil dot. The crab will have 4-8 molts in this stage and after 31 to 49 days will turn into the next stage called a Megalops. This stage still does not look like a crab, but it has tiny claws which it uses like the adult crab.

Zoea



Megalops

After one to three weeks and one molt, the megalops becomes a crab about 1/8 of an inch across, which looks just like the adult crab. These tiny crabs tend to move inland toward more shallow and fresher water in their search for food and 12 to 18 months after hatching, a crab large enough to be fished commercially will be produced. Sources: The Blue Crab Fishery, Barataria Estuary, Louisiana; 1972, Eugene Jaworski. Blue Crab, Marine Educational Leaflet Number 5, Gulf Coast Research Laboratory.

## EDUCATIONAL PROGRAMS FOR SEAFOOD DEALERS

Beginning in November 1977, myself and Dr. Mike Moody, a Seafood Technologist with the LSU Extension Service, will be holding educational programs for seafood dealers at the meetings of the Louisiana Seafood Dealers Association.

The topics covered will lean more towards the practical day-to-day aspects of running a seafood business. Some of the subjects which will be covered in the next few meetings includes: oyster tagging and how it affects you, step-by-step how to sanitize your shop properly and a demonstration of how to pack your retail boxes with an ice bed and attractive decorative greenery.

We feel that these will be practical and useful programs and we encourage all seafood dealers to attend and make use of this free knowledge.

## EELS, EELS, EELS

Well, here comes the cool weather, but as the weather is cooling off, the interest in eels is heating up again. The interest in eels this spring slowed down quite a bit as shrimp and crabs became plentiful.

In addition to the renewed interest by our fishermen concerning eels, we will be having several professional eel fishermen coming down from Virginia to spend the winter with us, fishing for eels. This will be an ideal opportunity for our fishermen to learn the ins and outs of eel fishing.

## TRAP A CAT

When people think of the trapping industry in the state of Louisiana, nutria, muskrat, mink and otters usually come to mind. However, the market for other furs has increased more than that for nutria and muskrats.

Otter, which has traditionally been the most prized fur bearer, has been over taken by critters like foxes and bobcats. Last year foxes and coyotes brought in the vicinity, as much as \$35 per hide and bobcats as high as \$65. Bobcats produced in the northern United States, brought as high as \$200 per hide. The reason for the dramatic increase in bobcat pelts is that we can no longer import leopard, tiger and other spotted cat hides from abroad and the bobcat is the only spotted fur produced in the United States.

## MORE SHRIMP DRAWINGS TO BE HELD

The first drawing for prizes on the shrimp tagging program have been completed. All four winners were from the Terrebonne Parish area.

However, don't lose hope, still more drawings are going to be held with the next one at the end of November. So be sure and turn in any tagged shrimp that you catch. Even the ones that you caught before the last drawing and didn't turn in yet are eligible.

Simply take the whole shrimp with the tag still in it, wrap it in aluminum foil and freeze it. Give your local Department of Wildlife and Fisheries office a ring and they'll pick it up. The number for the New Orleans office is 568-5676.

## BUGS IN YOUR TANK?

As more diesel engines are replacing gasoline engines in boats, more and more fishermen are having trouble due to contamination of diesel fuel.

The first sign of contamination is a rust colored stain coating the primary fuel filter. If not corrected, the next symptom is loss of power along with a red or blackish sludge. When this happens, some of the sludge often gets through the secondary filter to the engine.

At best you can end up with is fouled injectors and at worst, the fuel injector pump can seize and break the pump drive shaft.

Believe it or not the reason for this problem is due to microscopic plants that actually feed on the diesel fuel. These small plants can't grow in a tank with only diesel fuel in it. They go just wild however, when you have just a tiny bit of water in the tank, especially if the temperature in the tank is over 90 degrees.

The key to preventing this problem is to keep water out of your fuel tank. There are two ways that it commonly gets in your tank. First, since water is used in refinery to wash the fuel, and water is often added in the storage tanks to prevent fuel seepage from the bottom of the tanks; a little water always gets in your boat tanks. Secondly, some water will condense on your tank walls from the air entering your fuel vent line.

There are a few things you can do to prevent the contamination caused by these bugs in your tank. You can remove the water by pumping from the lowest part of the tank with a low pressure, low volume pump like the type used to remine crankcase oil from an engine. Secondly, attempt to keep your fuel tanks full when at all possible. This leaves less space for air and keeps down condensation.

Lastly, you can add chemicals to your tank. The most commonly used chemical is stove alcohol. Add 3 to 5 gallons per 100 gallons of fuel and it will assist the engine in burning up the water. DO NOT put in more than 5 gallons per 100 gallons of fuel, because IT may cause poor lubrication for the injection pump. Source: Bob Baker. June 1977 Pacific Skipper

#### LOOP WILL SOON BE REALITY

Louisiana will soon have its offshore oil port on its coast. Shrimp fishermen have been concerned over this additional area taken out of their limited and even more crowded fishing grounds. About two years ago at a LOOP public hearing in New Orleans, the U.S. Coast Guard had plans to close about 90 square miles around the area of the port to boat traffic (including shrimping). Concern at that time was expressed by Ted Falgout (Fisheries Agent in Lafourche and Terrebonne Parishes) and George Snow of the Louisiana Shrimp Association over this closure. In its final proposal however, the Coast Guard has reduced the no fishing area from the original 90 square miles to 3 square miles. The map on the last page shows the final plans and restrictions at the LOOP site.

#### BETTER BOAT LOAN CONDITIONS

Last month hearings were held on legislation sponsored by Rep. Trent Lott of Mississippi to decrease the down payments fishermen have to make on buying or reconditioning vessels.

The present Fishing Vessel Obligation Guarantee says the Federal Government can guarantee up to 75% of the loan, so the fishermen must come up with the other 25% as a down payment.

Since few fishermen can afford that big of a cash investment, Representative Lott's bill would cut the amount of cash needed down in half; to 12½% with the government guaranteeing 87½%. This should allow more fishermen to use this program.

I do have a few copies of booklets on this benefit and the Capital Construction Fund available for distribution to interested people.

#### MUSKRAT BLUES

A problem that almost everyone who owns crawfish ponds or family fishing ponds has sooner or later is muskrats. While they usually don't do too much harm to the fish or crawfish, they often burrow up into the levees, weakening them and causing water leaks.

Outside of shooting them as pests or trapping them, one of the only ways to get rid of them is by drilling holes in the dam soil about 3 or 4 feet back from the water and filling them with creosote. The holes should be about 6 feet apart drilled to about one foot or so beneath the water line. Plug the holes with mud when they are filled.

The creosote will filter into the ground and drive the muskrats out. This is more trouble than shooting or trapping, but it is very effective. Source: Farm Pond Harvest Volume 11, Number 4.

## FORTUNE TELLING

Although Louisiana has had two very good brown shrimp years, every year is a new one and next spring everyone will be asking "how many shrimp will we have?"

There are three important facts which influence the abundance of shrimp every year; river stages, rainfall and temperature. Above average river levels during the winter flood stages usually sweeten the coastal waters and tend to decrease production. Over abundant rainfall in the spring has the same effect plus it often cools the water temperature down quite a bit which slows down the growth of the larval or baby shrimp.

The third important factor is cool weather. The less hours of temperature we have below 20C (68F), the higher the survival and growth rate are. So for all you shrimp watchers, remember the big three next spring---river, rain and temperature.

## CRAWFISH AND FISH FARMING PUBLICATIONS

The LSU Fisheries Department has a large selection of publications concerning catfish and crawfish farming, which are available free to the interested public. Copies of their publications lists can be obtained by writing Publications Clerk LSU Fisheries, 249 Agriculture Center, LSU, Baton Rouge, Louisiana 70803.

## YOU'VE GOT TO HAVE A GIMMICK

In 1974, when a Hawaiian fishfarm was having difficulty marketing their catfish, the marketing strategy was expanded to include the tourist industry. By taking ten pounds of free samples to the chefs of various restaurants on the island of Maui, the company was able to create a demand that outstripped their supply. Source: Hawaii Business.

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### BARBEQUED SHRIMP

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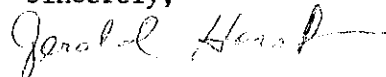
5 lbs. medium/large shrimp	4 tbsp. lemon & pepper seasoning
3 sticks oleo	2 tbsp. dried parsley

Dehead and wash shrimp. Melt oleo and stir in the lemon & pepper and parsley. Add the shrimp and stir well to get the seasoning all over the shrimp. Cook at 350°F in the oven for 45 minutes or until shrimp feel done and peel easily. Smaller shrimp will cook faster. Stir several times during cooking. The shrimp and oleo will make its own sauce. Serve with plenty of french bread so each person can sop up the sauce with the bread.

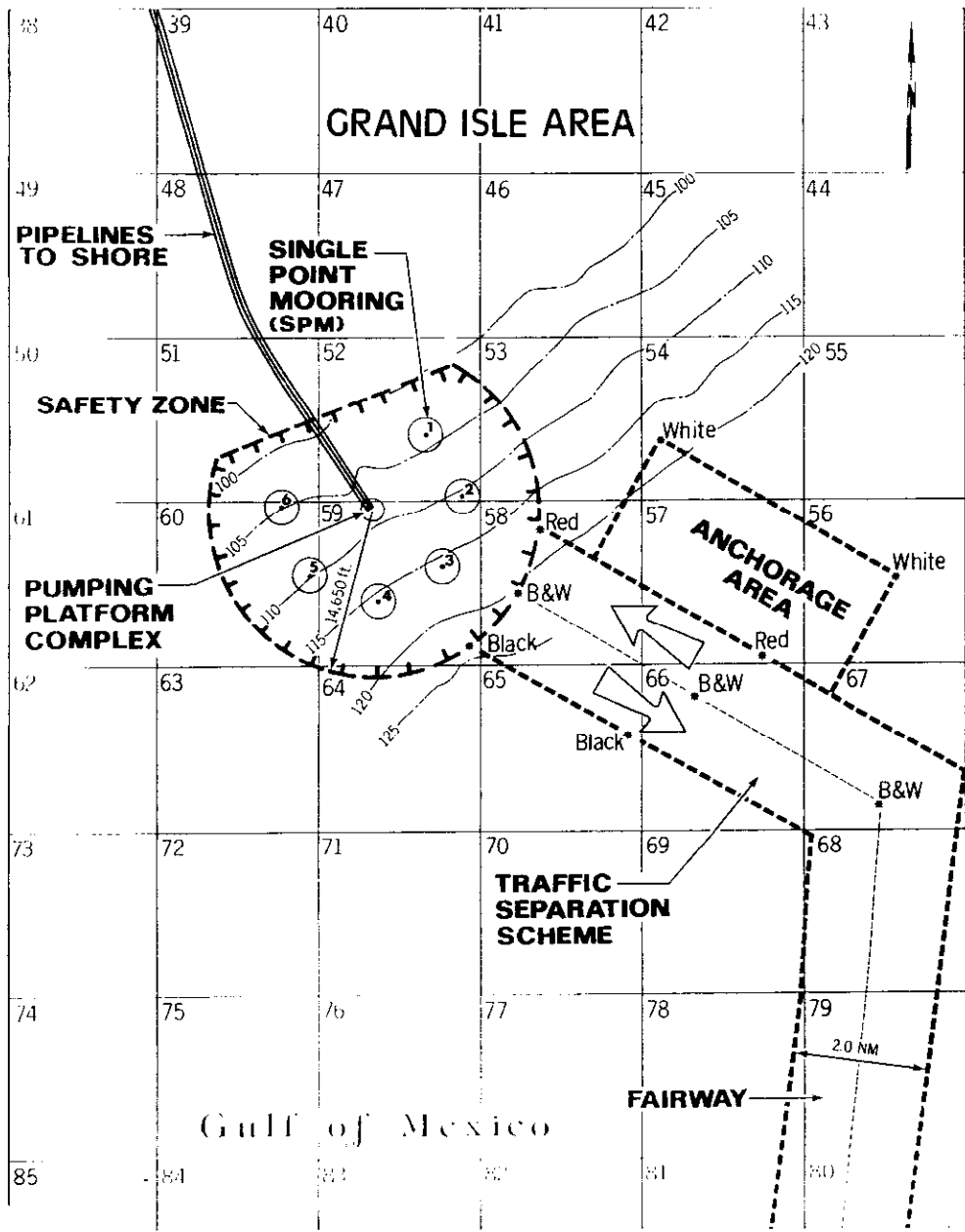
I'll have to admit that I twisted May Usannaz's arm for this recipe after I tasted it in her crab shop. It's a real winner and is very easy to prepare.

This newsletter is a free service of the Sea Grant Program and the LSU Extension Service. If you have a friend who would like to be put on the mailing list, tell him or her to give me a call or drop a letter to me in my Gretna office.

Sincerely,



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



## NOTICE TO COMMERCIAL AND SPORT FISHERMEN

The United States Coast Guard plans to issue regulations restricting activities in the immediate area of the LOOP deep-water port. These regulations will be issued in order to further reduce the risk of damages to human life and the environment. A summary of the proposed activities affecting commercial and sport fishermen is as follows:

No fishing, including bottom trawling for shrimp, will be permitted in an area within 1640 feet around the SPM berths, tankers moored at the berths and the pumping platform complex. The area in which fishing will not be permitted is approximately 2.5 square miles.

Fishing and shrimping will be permitted within the safety zone, traffic separation scheme and anchorage area after clearance from the LOOP vessel traffic supervisor. The vessel traffic supervisor will be on duty 24 hours per day at the pumping platform complex and will maintain radar and VHF radio surveillance over the operations area.

Anchoring of vessels within the safety zone will not be permitted; however, mooring at SPM's and the pumping platform complex will be permitted during emergencies or when vessels are in distress.