

BEFORE GOING TRAWLING

COIL YOUR TOW LINES TOGETHER IN THE BOTTOM OF THE HULL. LAY THE BOARDS METAL-TO-METAL, NOT ON TOP OF EACH OTHER! SECURE THE NET SO IT DOES NOT FLY OUT OF THE BOAT AS YOU ARE TRAVELING DOWN THE ROAD. (MANY NETS ARE TORN FROM ASPHALT TRAWLING)

THROWING OUT

WHEN YOU'RE READY TO THROW OUT YOUR TRAWL:

- 1) PUT YOUR BOAT IN IDLE AND NOTE WHERE THE WIND OR CURRENT IS PUSHING YOU.
- 2) AS YOUR HULL IS DRIFTING, THROW OUT YOUR TAIL FLOAT, TRAIL LINE, AND BAGGING, AND THEN STOP.
- 3) PUT YOUR ENGINE IN SLOW FORWARD AND BEGIN TO MAKE A SLOW CURVE.
- 4) PUT YOUR BOARDS OVER THE SIDE AND RELEASE ABOUT 25-30 FEET OF TOW LINE. STRAIGHTEN YOUR HULL TO LOCATE BOTH TOW LINES DIRECTLY BEHIND THE ENGINE.

AT THIS TIME, YOUR FLOATS SHOULD BE SPREADING OUT AND DISAPPEARING. YOUR TAIL FLOAT, NET, AND BOARDS SHOULD ALL BE IN THE WATER DIRECTLY BEHIND THE ENGINE; YOU SHOULD FEEL A STRAIN ON YOUR TOW LINES, AND YOUR BOARDS SHOULD BE DIGGING IN. YOU CAN NOW RELEASE YOUR GRIP ON THE TOW LINES, AND LET THEM SLIDE OVER INTO THE WATER. CONTINUE MOVING AHEAD SLOWLY UNTIL THE TOW LINES BECOME TAUT. YOU ARE NOW TRAWLING.

NOTICE THE BUBBLES OF YOUR WHEEL WASH. IN LESS THAN 10 FEET OF WATER, THE WHEEL WASH CAN SCATTER THE SHRIMP AWAY FROM THE TRAWL. THEREFORE, CURVE YOUR ENGINE SLIGHTLY TO PUSH YOUR WHEEL WASH AWAY FROM YOUR TRAWL.



TRAWLS

SPEED

EXCESSIVE SPEED BUILDS A PRESSURE WAVE IN FRONT OF THE NET WHICH CAUSES THE SHRIMP TO MOVE AWAY. INADEQUATE SPEED CAUSES THE BOTTOM LINE TO DIG INTO THE BOTTOM. YOUR SHOULD NEVER PULL AT MORE THAN 3/4 THROTTLE. A RULE OF THUMB IS TO PULL FASTER FOR WHITE SHRIMP, SLOWER FOR BROWNIES AND PINKS.

RETRIEVING THE TRAWL

MOST FISHERMEN WITH 10-25 HP. ENGINES RETRIEVE THEIR TRAWLS EVERY HALF HOUR. THOSE WITH LARGER ENGINES PICK UP EVERY HOUR.

WHEN IT IS TIME TO RETRIEVE THE NET:

- 1) DETERMINE THE WIND DIRECTION(WAVE ACTION).

2) MANEUVER YOUR BOAT SO THAT YOU FACE THE WIND.

3) TAKE YOUR ENGINE OUT OF GEAR

4) AS THE WIND (OR CURRENT) PUSHES YOU AWAY FROM THE TRAWL, SLOWLY RETRIEVE YOUR TOW LINES.

5) COIL YOUR TOW LINES IN THE BOTTOM OF THE BOAT

6) WHEN YOUR BOARDS SURFACE, DRAG THEM IN OVER THE SIDE AND LAY THEM DOWN IMMEDIATELY, METAL SKID TOUCHING METAL SKID. ALLOW THE TICKLER CHAIN TO PILE UP BETWEEN THE BOARDS.

7) GRASP THE TRAWL AND SHAKE THE CATCH TOWARDS THE BAGGING

8) PILE THE NET ON TOP OF THE BOARDS UNTIL YOU REACH THE BAG.

9) AS YOU BRING IN THE BAG, RETRIEVE ALL OF THE TRAIL FLOAT LINE.

10) PUT THE MOTOR IN GEAR AND CIRCLE. THIS WILL KEEP YOU NEAR THE AREA WHERE YOU WERE TRAWLING AND ALLOWS YOU TIME TO PREPARE TO THROW THE NET AGAIN.

TROUBLE SHOOTING & TIDBITS

BECAUSE SHRIMP ARE WEAK SWIMMERS, YOU SHOULD PULL YOUR NET INTO THE CURRENT. ALTHOUGH THIS WILL SLOW YOU DOWN, IT OPENS YOUR NET AND THE SHRIMP ARE FORCED INTO IT.

FURTHERMORE, SHRIMP CAN JUMP. A LARGE 8-INCH SHRIMP CAN JUMP OUT OF A 50-FOOT TRAWL WITH AS FEW AS THREE LEAPS.

WHILE TRAWLING, LOOK FOR AREA WITH MUDDY BOTTOMS. SHRIMP EAT THE DEBRIS STIRRED FROM THE MUD. SOMETIMES YOU WILL FIND THEM RIGHT NEXT TO THE SHORE, ESPECIALLY IN THE FALL.

USUALLY THE FIRST FEW DAYS PRECEDING A FULL MOON WILL BRING IN A GOOD TIDAL EXCHANGE. SHRIMPING CAN BE VERY SUCCESSFUL AT THIS TIME.

IF YOU SEE A BAYOU OR CANAL EMPTYING INTO A LAKE OR BAY, THERE MIGHT BE SHRIMP COMING OUT, TOO. HOWEVER, FISH ALSO GATHER AROUND THESE OPENINGS.

A 48-QUART ICE CHEST WITHOUT ICE HOLDS ABOUT 60 LBS. OF SMALL-TO MEDIUM SIZED SHRIMP.

SHRIMP ARE MEASURED IN CATEGORIES OF NUMBER PER POUND: 81-100, 71-80, 61-70, 51-60, 41-50, 36-40, 31-35, 26-30, 21-25, 15-20, 10-14, 6-9, 5 COUNT, 2-4 COUNT.

SHRIMP OFTEN COME OFF BOTTOM DURING PERIODS OF HIGH BAROMETRIC PRESSURE.

IN ADDITION TO HELPING CATCH SHRIMP, TICKLER CHAINS ARE USEFUL WITH CRAB AND FLOUNDER CATCHES.

SHRIMP WASHED AT LEAST ONCE WITH SEA WATER BEFORE BEING ICED KEEP BETTER THAN THOSE SIMPLY DUMPED INTO AN ICE CHEST.

THREE-BLADED CUPPED PROPELLERS DESIGNED FOR HEAVY LOADS ARE BETTER FOR TRAWLING THAN TWO-OR THREE-BLADED SPEED PROPELLERS.

WIDE HULLS GENERALLY WORK BETTER FOR TRAWLING THAN DO NARROW HULLS.

NYLON TRAWLS WILL ROT IF LEFT IN CONTAINERS WET. IT IS ALWAYS BEST TO ALLOW YOUR NET TO DRY BEFORE STORING. MAKE SURE THERE ARE SMALL HOLES IN CONTAINER FOR DRAINAGE. ALWAYS PUT A LID ON YOUR CONTAINER. (RATS LOVE SALTY NYLON TO NEST IN.)

“READ” YOUR CATCH AS YOU DUMP IT INTO YOUR PICKING BOX. SHRIMP WITH RED OR PURPLE LEGS ARE BOTTOM-DWELLING OR WALKING. YOUR TICKLER HELPED CATCH THESE. SHRIMP WITH LEGS THE SAME COLOR AS THEIR SHELLS ARE MID-WATER SWIMMERS.

CRABS, TONGUE FISH, HOG CHOKERS, FLOUNDERS, AND SOLE INDICATE YOUR NET IS ON THE BOTTOM. SHAD, POGY, MULLET, MACKEREL, AND SPOT INDICATE YOUR NET IS OPENING UP HIGH.

THE BOARDS SHOULD HAVE AN EVEN WEAR, WITH SLIGHTLY MORE MUD AT THE TOE.

IF YOU WISH YOUR NET TO RIDE HIGHER IN THE WATER, YOU CAN ADD A ONE-GALLON OR TWO HALF GALLON JUGS PER 16 FEET OF NET. IF YOU OVER-JUG YOUR NET, THE BOARDS WILL NOT FUNCTION PROPERLY.

BRUNSON NET & SUPPLY INC.
17778 HWY. 98 W
FOLEY AL. 36535
251-943-6911
1-800-211-0518
WWW.BRUNSONNET.COM

Excerpts taken with permission from THE **SMALL SKIFF TRAWLING MANUAL** written by Greg Faulkner