SHRIMP
"A Grand Marshall's Shrimp Festival Memories"
By: Nick Deonas

Presented by SearchAmelia.com
Introduction

On the occasion of Nick Deonas having been honored with the position of Grand Marshall for the 46th Annual Isle of Eight Flags Shrimp Festival we thought it would be great to publish his family’s contributions to the early 20th Century’s development of the Shrimping Industry in Fernandina Beach.

Modern shrimping was born right here on Amelia Island when a group of Mediterranean boat builders started designing and building shrimp boats of superior quality to anything previously used to harvest those delicious shrimp.

Fernandina Beach shrimp became a trademark that was recognized from New York’s famed Fulton Fish Market to Houston and beyond.

Shrimp was the little barrier island’s “Claim to Fame” in the early 20th century, which lasted until the 1970’s. Today local shrimpers still go out every day and proudly claim their catch as Fernandina Beach’s succulent shrimp, but have lost much ground to shrimp farming, in the same way as salmon fishing and trout fishing have become industrialized economic activities.

The annual “Isle of Eight Flags Shrimp Festival” debuted in the mid 1960’s and today is a 3 day celebration always held the first weekend in May, and attracts over 130,000 visitors.

The following book is almost an “Eye Witness Account” of those early days.

We hope you enjoy the story and the pictures.

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PS A complete Celebration Program is in the back of this e-Book
History of the Modern Shrimp Industry in Fernandina

How it got started.

Fernandina has a long history of pirates and shrimp. Yes, those small crustaceans we just can’t seem to get enough of and Fernandina is proud to boast the title of “The Birthplace of the Modern Shrimping Industry”. So proud actually that in the 1960’s the Isle of Eight Flags Shrimp Festival was born from what originally began as shrimp boat races. Man has been enjoying shrimp here on Amelia Island for thousands of years. There is very little doubt that the Indians who inhabited this Island also enjoyed shrimp.

In the mid 1500’s the Indians of Amelia Island first laid eyes on the Europeans at anchor in what is known as Cumberland Sound to the north. Over the next few centuries, the island changed flags 8 times, hence the nickname “Isle of Eight Flags”. The first one to arrive was Frenchman Jean Ribault. He and his crew explored the island and briefly set up a settlement which technically became the oldest settlement in the Americas, a title now claimed by St. Augustine to the South. No doubt Ribault had a taste of the succulent shrimp which has since caressed the French Cuisine’s Palate as much as anything. Eating the shrimp the Indians would catch in the marsh creeks and shallows, shrimp was a staple food for the Indians and now became one for the Europeans moving into the new world; while also telling people back home.
Settlers and Pirates from the Old World were now calling Amelia Island home and as the years and centuries moved forward so did an increasing appetite for shrimp.

**The First Modern Shrimp Era**

By the beginning of the 1900’s, the fishermen of Amelia were using cast nets, row boats, sail boats and seines to catch shrimp.

In 1902 an Italian by the name of Mike Salvadore ventured into deeper water with a small boat powered by a small engine pulling a seine net. The results were excellent and shrimp were considered plentiful. Mike Salvadore incorporated the efforts of Salvator Versaggi, Anthony Poli and Joseph Gianino to help him with his new found way of catching shrimp, this was the beginning of the shrimping industry around Fernandina. It was done on a small but profitable scale.

As the Demand for the local product grew, so did the demand for faster more efficient ways of catching shrimp. There were many who contributed their individual talents and lives in changing the industry to meet these ever increasing demands. There were those experimenting with not only the nets being used but with the design of the nets and the power the small boats used to pull the nets. Yes, the industry was under increasing stress to catch and deliver more shrimp.
Nick Deonas’s grandfather, Mike Tiliakos and Nick’s father were very instrumental in the changes and developments that gave this industry a new direction, and he is very proud of that fact.

In 1912 the industry experienced another change in boat size. Mike Tiliakos was a boat builder from Kalamos, Greece when he arrived on the island via New York. He started building larger boats, between twenty five and forty feet in length. These boats had more power and could pull larger nets. Rig design and net designs were being changed as a result as well. As the industry continued to grow and the demand kept increasing, the need for much larger boats was also evident. In the following years the Hardees were busy finding the hardware that was needed to facilitate the changing of rigging and boat designs. Net-makers, such as the Burbanks were busy developing new net designs and ever increasing the size of the nets.

In 1941 the industry saw another newcomer from Santorini Greece. Demetrios N. (Jimmy) Deonas arrived on Amelia and started working with Mike Tiliakos building boats. It didn’t take long for Mike to recognize that Jimmy had a unique talent for not only engineering and building but also designing boats. Jimmy started designing a new hull, much larger, that would accommodate larger engines with much more horsepower. In the late 1940’s and early 50’s new plans were drawn by Deonas and the first super trawler as we still know it today, was built.

These new boats were now sixty to seventy feet in length with large nets and power that just ten years previous was unheard of. The island witnessed now mega catches of shrimp. The 1950’s and 1960’s saw the peak of the local industry; shrimp from Fernandina were being shipped worldwide. Many men of many nationalities have dedicated their lives and talents to bring this industry into the twenty first century.

**Shrimp Facts:**
When a batch of fresh shrimp goes into the boiler, you can hear a faint cheep-cheep sound. Some people claim that this is the wailing of the shrimp, which is not true. It is caused by water running into the air passages. You would hear the same sound were the shrimp dumped in cold water.
Memories of Town, Boat Building and Shrimping

To say it was a privilege growing up in Fernandina Beach and in a boat building family, that also owned shrimp boats, is truly an understatement. As far back as I can remember it was always days filled with being at either my grandfather’s or dad’s boatyard. Enjoying every inch of the Amelia River and exploring every piece of dirt on the west side of the river. The two paper mills were the major employers at the time and the shrimping industry came in a strong second. As children growing up we always had the river that separated us from the main land to go to. I think I have explored every inch of our river shoreline and the small islands on the west bank of the river.

Centre Street before redesign

Fernandina was an uncomplicated small town, with not a lot going on. At least not for kids. We had the Island Theater on the corner of 11th and Atlantic and for a quarter you could get in to see the movie and have enough left over to enjoy a coke and popcorn.

There were other landmarks in our small town that are gone today, such as the Keystone Hotel, located on the corner of 8th and Atlantic, a large hotel
with a full front porch guests would take full advantage of in the evenings. Our downtown had a different look to it, Centre street was straight with parking on both sides.

We had many pleasures though on the Island. Not much to the south of Simmons Street which was completely undeveloped until the late sixties and early seventies, except for American Beach.
The big attraction of course was the beach and the ocean.

Main Beach looked different then it does today. We had a Casino with a skating rink and restaurant. Moor’s Grocery Store was a big attraction at Main Beach and it seemed you could always find people there that you knew, I still remember Mr. & Mrs. Ed Moore who owned and operated the store.

My grandmother would send me to the store to pick up a few things, which always turned into a treat for me as the reward was candy or an ice cream.
We had our small town share of unique things and people also. I remember Arthur the Ox Man. Arthur would ride his cart all over town with an oxen pulling it.

On the corner of 4th and Centre before the bank building was built, we even had an Army tank on display. It was quite something when the National Guard came and started it up and drove it through the streets of Fernandina, and we all followed on our bicycles.
**Fisheries : Catching, Packing and Shipping**

The shrimping industry offered employment for many, other than the two paper mills on the Island I would say shrimping was the second largest employer. Boats were tied to one another at the local docks. Early morning hours brought sounds of heavy diesel engines laboring to take the crews off shore for the daily catch of shrimp. The harvest was plentiful, boats would come in with heavy loads and the packing houses would work into the night heading and packing the shrimp for shipment.

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<tr>
<th>Boats tied at City Docks</th>
<th>Capt. Joe Tringali</th>
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<tr>
<td>Process and Packing shrimp</td>
<td>Heading shrimp</td>
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The north end of the Island is where the pogy plant was located and you could always tell when they were “cooking” because of the smell.
The pogy plant processed a fish caught locally known as menhaden, a small, oily fleshed fish that plays a major role in the marine ecosystem on the east coast of the United States. They go by many different names, some of the most popular being bunker, pogies, mossbacks, bugmouths, alewifes, and fat-backs. The large pogy boats would bring in the catch and then the plant would process the fish for the oil and also fertilizer. When the pogy plant was processing everyone knew it and I’ve heard people in St. Mary’s could smell it if the wind was out of the southeast. The locals never complained, or at least I never heard complaints. It was business and it provided employment.

**Shrimp Facts:**

For commercialization, shrimps are graded and marketed in different categories. From complete shrimps (known as "head-on, shell-on" or HOSO) to peeled and devened (P&D), any presentation is available in stores. Shrimps are graded by their size uniformity and then also by their count per weight unit, with larger shrimps attaining higher prices.

**Shrimp Facts:**

According to the U.S. National Marine Fisheries Service in the Gulf of Mexico, three pounds of bycatch are caught for every pound of shrimp that goes to market. According to the Worldwide Fund for Nature, in the Gulf of Thailand it can be 14 pounds of bycatch per pound of shrimp. Bycatch is often discarded dead or dying by the time it is returned to the sea. Sea turtles, already critically endangered, were killed by the thousands in shrimp trawl nets until fishermen and scientists developed devices they can put on their nets to reduce unwanted catch. The "bycatch reduction device" (BRD) and the Nordmore grate are net modifications that help fish escape from shrimp nets. All US shrimp trawlers—and all foreign fleets selling shrimp in the US—are ordered by law to outfit their nets with trap-door turtle excluder devices (TEDs) to let sea turtles escape. However, not every nation enforces TED use with equal vigor.
My grandfather’s Boat Yard.

This was located on the river and at the end of Beech Street. When I was growing up Beech Street heading west came across the railroad tracks onto Front Street. Next to the boat yard was another processing plant that was owned by Mr. John Clara.

He owned several boats and also packed shrimp for other boat owners as well. Mr. Clara would process the shrimp and actually steam, can and ship them. I remember the trucks driving out on his dock to the packing house to load; I always thought that was cool to drive out on the docks.

Another treat as a kid growing up on the river was the local ice dock, located on the North end of Front Street next door to my father’s boat yard. The local ice plant would truck huge blocks of ice to the dock and run them
through an ice grinding machine and blow the ice in the ice holds of the shrimp boats. It was always a cool treat to gather the ice that fell to the dock on a hot summer day.

Most of the meals in our home consisted of seafood. It seems we always had an abundance of seafood on hand, shrimp, fish, and squid, you name it and we had it. Not only did we get seafood from our own boats but we also got it from other boat owners. I can remember many times Dad bringing shrimp or fish home that was given to him by a boat owner. We had two large chest freezers on our back porch and they were always full. I guess I can safely say I have had shrimp prepared in many different ways and still to this day love them. I’ve put some of the Shrimp recipes in the end of this booklet before the Festival Program.

I also clearly remember the many hours I would sit and listen to my father, grandfather and uncles talking about how to improve on the boats, power and rigging in order to catch more shrimp. New nets were being designed by the Burbank family here in Fernandina and were shipped to shrimping hot spots such as Texas, Louisiana, Mississippi and the Carolinas. In the world of shrimping everyone knew of Fernandina Beach and its influence on the industry.

Shrimping was a rough life just as boatbuilding was. We didn’t have all the electrical luxury tools that are available today. You must remember too we were taught the old world way of boatbuilding, nothing was easy or simple it was all tied to manual labor. A day at the boatyard always guaranteed you a good night’s sleep. Shrimpers had a rough life too. Their days started in the very early morning hours and then working the catch all through the day. Also many trips took them multiple days offshore. Many times a boat and crew would leave Fernandina and go to Texas or the Carolina cost to fish the season. Living aboard a shrimp boat was no pleasure cruise I can assure you. Down below there were a couple of bunks in the forward compartment just in front of the engine room, in the summer this made for one hot location. Up stairs in the pilothouse is where the galley and sleeping quarters were located for the captain and perhaps top striker or first mate. Not many boats had air conditioning in the pilot house; it was not until the mid-seventies that I began to see air conditioning. Regardless of the air conditioning, the quarters were still cramped and long days at sea made for miserable living conditions.
Some of the Pioneers

Mike Tiliakos

The first shrimp boat built by Mike Tiliakos was twenty feet in length. In 1919 when he built this first boat, the industry was basically only six years old and no one believed it would grow into a global industry.

Mike Tiliakos was a large man with big hands accustomed to hard work and making things happen. He came to Fernandina in 1912 from Kalamos, Greece. Mike was a third generation boat builder and at the age of eighteen decided to make his way to America and set new roots, that’s exactly what he did. Upon arrival here he first went to Tarpon Springs, Florida and worked in the sponge business before coming to Amelia Island for a visit.

Single Rigged boats in the early years.
Mike had no idea that he would fall in love with Fernandina or an eighteen year old blue-eyed Irish girl. Mike moved from Tarpon Springs to Fernandina and started working for a boat builder named Lambros until he could establish himself and get financial backing to start his own business. Mike had a bicycle and a box of simple tools when he took Clara Cynthia Franks as his bride in 1919. He was a well-liked man within the business community of Fernandina and it didn’t take long for him to find backers, and before the end of 1919 he was in business for himself.

From that time until his death in 1953 he maintained his love affair with both the town and his Clara. Mike and Clara had three children, Nick, Johnny and Anna. Johnny worked with his father in the boat building business and Nick managed their fleet of shrimp boats, Anna married Jimmy Deonas.

An interesting side note was that when Mike and Clara married she had no clue that she lost her citizen ship by marrying an “alien”. She learned of this twenty years later and was naturalized as an American citizen, somewhat peculiar for a girl born in Georgia and raised in Florida.

Mike bought land on the Amelia River, 550 feet on the river just south of Ash Street, where the south parking lot for the city marina is located today. Mike not only built boats for his own business interests, but for other people as well. He also built a packing house for processing, packing and shipping.

Just ten years after Mike started his own business the country fell into the great depression. Mike was affected just as everyone else in this nation. Through trading of land and labor and doing work for barter Mike and Clara made it through those hard times.

When Mike was building boats he was happiest. He loved his family and his business and enjoyed a special zest for life, but he was old country Greek.
He was the head of the household, going as far as selecting his only daughter’s husband. He was a generous and proud man who was always willing to lend a helping hand to a friend. Mike had many friends and knew there were always many favors he could call in if needed.

Mike and Jimmy built boats the “old world way”. Each boat had three natural crook knees of live oak placed in the stern for support. They used the old process of boiling 2 x 4’s in clear water and while they were steaming hot, bending them into the shape needed. Once the wood cooled the shape was set and placed in the boat, these were the oak ribs of the boat. Both Mike and Jimmy had a unique way of making building these massive boats look so easy.

Mike and Clara lived on North Fletcher Avenue on the ocean. He wanted to be near the sea at all times. He would leave at daybreak to go to the boatyard and start his day. When other workers arrived Mike had already accomplished much as their day was just beginning.
Clara stayed home and took care of the house and children. Mike was loyal to his workers and one worker who started with him at an early age was Emanuel “Manny” Drummond. Manny worked with Mike and Johnny for many years and in the process became an accomplished boat builder himself; a knowledge he passed on to his son Osborn.

Mike died on May 8th, 1953 of cancer. Even during his illness he was still at the boatyard every day. I vividly remember a tool room with a wicker cot in it, where he would lay down on during the day. To say this man had a love of family and business would be an understatement. His son Johnny was only 23 years old when his father died at the age of 61, Johnny continued to carry on the business of boat building. His brother, Nick took charge of rigging and managing the shrimp boats they owned together. Mike never returned to Greece for a visit, he loved Fernandina and his work and just never found the time.

The first boat Johnny built after his father died was named the Mr. Mike and over the next twenty years he built another 84 boats. Johnny died at the young age of 43, which closed the chapter on Tiliakos boat building.

**Shrimp Facts:**

About 75% of the world production of farmed shrimp comes from Asian countries; the two leading nations being China and Thailand, closely followed by Vietnam, Indonesia and India. The other 25% are produced in the western hemisphere, where the South-American countries (Brazil, Ecuador, Mexico) dominate. In terms of export, Thailand is by far the leading nation with a market share of more than 30%, followed by China, Indonesia, and India, accounting each for about 10%. Other major export nations are Vietnam, Bangladesh, and Ecuador. Thailand exports nearly all of its production, while China uses most of its shrimp in the domestic market. The only other major export nation that has a strong domestic market for farmed shrimp is Mexico.
Demetrios N. (Jimmy) Deonas

The shrimping industry was growing at a rapid rate from the mid 1940’s through the 1960’s, as many men of many different nationalities contributed to the development of this industry and gave it a new birth. One of those men whose contributions is still seen today is Demetrios Nicholas Deonas everyone called him “Jimmy”. You don’t hear much about Jimmy’s contribution because he chose to keep to himself, devoting his time to his love of boat building and family. Jimmy was a quiet man who made a huge impact on the industry as he introduced design and engineering capabilities for better vessels.

Jimmy was born on the Greek Island of Santorini on December the 20th, 1909. As a child he worked at the local boatyards learning the trade. His childhood days were spent cutting and shaping wood, sharpening tools for the master boat builders and doing all the chores needed at a busy boatyard. Jimmy’s mother died giving birth to him and his father, Nick Demetrios Deonas was killed while serving in the Greek army. At the young age of nine Jimmy was orphaned and kind of decided to quit school to learn the boat building trade from the ground up. As Jimmy would tell the story of his childhood for the first three years he worked for no pay, he lived with one of the workers and his family at the boatyard, the old gentleman that raised him was also a boat designer and draftsman. He began to teach Jimmy all he knew about lofting and drafting hulls. I’m sure Jimmy had no idea how valuable this knowledge would be in years to come. When he turned twelve years old he started receiving a little pay.

At age fifteen he moved to the Athens port of Piraeus in Greece and had no problems finding work in any of the many boat yards. His craftsmanship and experience was now beginning to pay off. In the early years Jimmy worked building schooners of two and three hundred feet in length and was earning the same wages as other master boat builders. It was much more difficult
building a boat in those days as they did not have all the modern tools that are available today. Each piece had to be hand hewn, cut and fitted in place, very labor intensive. Jimmy moved along the Mediterranean coast, building boats and adding to his knowledge of the craft, indeed becoming a master boat builder.

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<th>Jimmy</th>
<th>1964 Launching of Nassau</th>
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He would sign on as crew on some of the boats he helped build, where his title was ship’s carpenter. He had the opportunity to travel to many ports in the Mediterranean and beyond before ending up in New York harbor in 1941. The United States was on the verge of entering the war in Europe, when Jimmy and four other Greek carpenters had an opportunity to come to Amelia Island and work for Mike Tiliakos building shrimp boats. Immigration officials in Jacksonville advised immigration officials in New York that work could be secured for these five in Florida and they were allowed to enter the country.

Upon arriving in Fernandina Beach Mike hired all five carpenters that arrived from New York; Jimmy Deonas, Jimmy Geranos, Bill Geranos, John Apostalopoulos and one other, whose name got lost in the annals. They began building and repairing shrimp trawlers with Mike. At that time the shrimp trawler was still a small boat with what was known as a “single rig”, meaning it pulled only one small net. Mike Tiliakos had the foresight to recognize that the industry was changing and larger boats were needed.
with more power. Trying to increase the size of these boats presented structural problems, especially when additional horse power was added.

Mike saw the skill Jimmy had in mathematics and drafting and encouraged him to work on developing a new boat design that would meet the challenges of the era. Jimmy began designing on paper and then to a wooden half model of what would become known as the super trawler and this basic design is still being used today. Mike liked Jimmy and even arranged the marriage of his only daughter, Anna to him.

New molds were made and the first trawlers got under construction and a new chapter in the shrimping industry had begun. These new boats were much larger, with more strength being built in and the curvature of the round bottom changed to better endure rough weather. Jimmy also designed new metal and wood reinforcements throughout the hull. **Billy Burbank** was quoted as saying “these boats were so strong that boat owners like Harry Sahlman who bought many for his fleet and would fish them in the rough waters off the Bay of Campeche would actually power them three times”. When engines were torn up from the hard work, he would simply replace them while keeping the same hull.

Around 1945 two local businessmen, **Gordon Butler and W.M Brooks** built a boatyard on the north end of Front Street, exactly where the port terminal of Fernandina is located today. They set Jimmy up in his own business, he built five trawlers for them and Deonas Boat Building was born. Jimmy continued to follow old world methods of boatbuilding which were very time consuming but made for a better boat, Jimmy continued these methods until his death in 1969, never giving up quality for quantity.

Jimmy built many trawlers at his boatyard on north Front Street as his reputation became well known from Texas to the Carolinas. In December of 1958 Jimmy’s boatyard burned down. He survived through a job building two boats in Belize, (British Honduras in those days) for a lobster tycoon named **Don D. Eckas**. The two boats he built were motor yachts.

Jimmy returned to Fernandina after about fourteen months and resumed building shrimp boats at **Rawls boatyard** off Clinch Drive. Jimmy was now building up to four boats at one time at this site, boats were built outdoors and one had to contend with adverse weather from time to time.
Jimmy suffered his first heart attack in 1961 but he didn’t know how to slow down and continued to build boats. The days of Jimmy designing were not over either. I remember receiving a call from a man in St. Augustine at Diesel Engine Sales with a design problem. Dad said he would be glad to take a look at it, I drove Dad to St. Augustine and we met the gentleman who called. After explaining the problem to Dad, he asked for a slide rule and scale rule and went to work on it. Thinking in Greek it took about fifteen or twenty minutes to solve the problem, he handed the answer over and as usual charged nothing for his service. Diesel Engine Sales was re-named Desco Marine, they developed an assembly line technique for building trawlers and sold more shrimp boats than any other firm in the world. Yet in spite of this they still went bankrupt, which makes me think that perhaps the old world way was better. Jimmy loved his family and his work so much that he never returned to Greece for a visit although he talked about it many times but never found the time. Jimmy passed on the art of drafting and lofting on to me, drawing new designs which I am passing on to my son Jamie. With the age of computers there are not many who know how to draft and loft the old world way, it is truly an art. My son Jamie and I are still in the boat business today, owning and operating Deonas Boat Works. Jimmy passed away in September of 1969 and another important chapter in the shrimping industry was closed.

The decline of Fernandina Beach’s shrimp industry started right around the same time as Shrimp Farms the world over were becoming more influential in an ever growing demand for shrimp.
What Made Fernandina Beach Special to Shrimping?

Fernandina has always enjoyed a natural deep water port. Our very beginnings started because of this port. Many millions of tons of cargo has moved through the port of Fernandina over the years. Still to this day, we see a harbor full of activity with ships and cargo being moved around the world.

Amelia Island’s Two Paper Mills
In the early years of lumber processing it was not unusual for mills to locate in areas that were on the coast or had rivers and Fernandina was lucky enough to have both to offer. Growing up on the river I can remember the water in front of both mills polluted with outfall of acid and other chemicals. One mill had a pipeline running to the ocean and would pump waste into the ocean and the river. Through the years and with more laws preventing the polluting of the waterways and ocean we no longer have that problem. Today some of the best fishing on the Amelia River is in front of the two mills. In addition to water pollution we also had air pollution in the early years; today the quality of our air is superb due to new laws and industry cooperation.

Fernandina was a natural fit for the shrimping industry. There were many men of many different nationalities that contributed to the perfection the world came to expect. From the development of new boats and power to the net makers who changed the way the shrimp were caught, to the packing houses and shipping companies, it all worked in unison and ran like a fine oiled machine.
The Shrimp Industry Today

The decline started in the seventies when we first heard complaints about the wholesale prices being too low to pay the expense of going out.

Even today one of the big complaints among Shrimpers is the wholesale price. I remember my father talking about how the price was so low a boat owner couldn’t pay expenses and make a profit. Even in the late fifties at around age ten I can remember several boats actually shoveling their catch overboard at the city docks in protest of the price of shrimp. When the shrimp were running and the catch was large the price always seemed to be down. Dad would bring the catch home and freeze them in one gallon blocks of ice and wait for the price to rise.

There were quite a few pioneers in the shrimping industry here in Fernandina. Mr. Sloan Peterson started fishing in very deep water for a shrimp known as a royal red. This venture cost a lot of money to implement, rigging had to be changed along with new nets and in some cases the hoister had to be replaced to hold all the extra cable required and lifting power to haul in the catch. But just as entrepreneurs today take risk and chances, so did the pioneers in the shrimping industry. Some made decisions that actually changed the industry for the better and others unfortunately made decisions that would cost them money along the way.

Shrimp has seen a downturn in the last decade. The cost of doing business is enormous and the competition is stiff. Today the market is flooded with pond raised shrimp that are frozen and shipped, wholesale markets are moving more pond raised shrimp then ocean caught and selling them for less. Simply put it cost less to raise a shrimp in a pond then it does to build a boat, rig it, purchase all that is needed not to mention the high cost of insurance and fuel and paying a crew, it is simply a matter of economics.

Where will the shrimping industry be in the next decade? No one really knows but I will be willing to bet it will be tougher to make a living owning or running a boat ten years from now then it is today. The shrimping industry is truly an industry that has been declining and continues to do so, because in a growing trend Shrimp Farm are now producing 50% of the annual supply. Today there aren’t many wooden shrimp boats being built, steel hulls have taken their place due to the speed of construction time and
the cost of materials. There is a huge difference between pond raised and ocean caught shrimp.

Shrimp Farm in Malaysia – South East Asia

**Shrimp Facts:** The Life cycle of a shrimp. The females lay 50,000 to 1 million eggs, which hatch after some 24 hours into tiny larva that feed on yolk reserves within their body and then undergo a metamorphosis that allows them to develop into a swimming larva as it feeds on algae until a few days it changes into a tiny shrimp and feed on algae and plankton. After another three to four days they metamorphose a final time into young shrimp having all the characteristics of adults. The whole process takes about 12 days from hatching. In the wild, they then migrate into river estuaries, which are rich in nutrients and low in salt content. There they grow and eventually migrate back into open waters when they mature. Adult shrimp live primarily on the sea bottom.
GARNELEN  SHRIMP  REJER  CREVETTES

[Diagram of various shrimp species]
The Annual Isle of Eight Flags Shrimp Festival 2009

Celebrating our Shrimping Heritage.

Our annual shrimp festival has grown into a huge event over the years. It’s meager beginnings started around 1963 with just a few families from the boat building and seafood industry getting together. Over the years I have watched it grow to the enormous event it has become attracting people from all. Many artists show their works of art at this festival and look forward to it because or in spite of the huge crowds.

For many years Fernandina boasted the only “shrimp boat races” in the world and it was really something to watch. These large shrimp boats would race in the Amelia River and everyone had their favorite boat. One boat that was a constant winner was owned by Captain Joe Tringali, the “Dixie Queen”. It was the boat to bet on, always.

The “Dixie Queen” racing

Capt. Joe Tringali working the deck.

The “Dixie Queen” in winners circle
Today they no longer race shrimp boat. It became too expensive for boat owners and of course there was an issue of liability. **The Shrimp Festival still has the Blessing of the Fleet and awards for the best decorated boat.** Our ambassadors, the Fernandina Beach Pirates, add a special flair to the festival that is enjoyed by everyone, young and old alike.
This year's Parade Theme is:
"Home Grown Shrimp, the Pick of the Litter".
Here is the official schedule of events for the Isle of Eight Flags Shrimp Festival.

THURSDAY, April 30, 2009

4:30 - 7:30 p.m.
Spaghetti Dinner
Eat in or Take out at MEMORIAL UNITED METHODIST CHURCH
6:00 pm
SHRIMP FESTIVAL PIRATE PARADE
Theme: “Home Grown Shrimp, the Pick of the Litter”
Centre Street

FRIDAY, May 1, 2009
(No Fine Arts & Crafts or Antiques Displays on Friday)

10:00am - 5:00 pm
DOWNTOWN MERCHANTS SIDEWALK SALE

6:00 pm - 10:00 pm
RIVERFRONT STAGE OPENING CEREMONY AND ENTERTAINMENT
RIVERFRONT FOOD COURT OPEN
Foot of Centre Street - South Parking Lot and 2nd and Centre Streets
LIVE MARINE SEA CIRCUS & SHRIMP AQUARIUM DISPLAY
Sponsored by The University of Georgia Marine Extension Service
Foot of Centre Street at the Amelia River
SOUTHWEST AIRLINES KIDS KORNER AND FOOD BOOTH OPEN
Library Parking Lot between N. 3rd and N. 4th Street
9:30 pm
INVASION OF THE PIRATES
Foot of Centre Street at the Amelia River

9:45 pm
FIREWORKS DISPLAY
Foot of Centre Street at the Amelia River

SATURDAY, MAY 2, 2009

7:00 am - 10:30 am
Breakfast Buffet
Eat in or Take out at St. Peter's Episcopal Church, 801 Atlantic Avenue

8:00 am
15th Annual Shrimp Festival 5K Run/Walk
and 10th Annual Katie Caples Memorial 1-Mile Youth Run.
FOR INFORMATION CALL THE YMCA at (904)261-1080
or visit Active.com
MAIN BEACH at Atlantic Ave. at North Fletcher Ave.

9:00 am - 8:00 pm
SHRIMP! FOOD! MORE FOOD!

25 FOOD BOOTHS OFFER A VARIETY OF SEAFOOD
AND OTHER DELICACIES THROUGHOUT THE
FESTIVAL AREA.
Riverfront Food Court, Every Intersection along Centre Street
and Southwest Airlines Kids Korner

9:00 am - 6:00 pm
FINE ARTS AND CRAFTS SHOW
FEATURING TWO HUNDRED SEVENTY-FIVE JURIED
ARTISTS AND CRAFTSMEN
Centre Street, North and South 2nd, North and South 3rd,
North 4th Streets
ANTIQUES & COLLECTIBLES SHOW

South 4th, 5th, 6th and 7th Streets

SOUTHWEST AIRLINES KIDS KORNER

FEATURING GAMES, FACE PAINTING, SAND ART, ROCK-CLIMBING WALL, FOOD COURT BUNGEE FUN, PONY RIDES, LIVE ENTERTAINMENT & LOTS MORE FAMILY FUN

Library Parking Lot between North 3rd Street and North 4th Street

NASSAU COUNTY PUBLIC & PRIVATE SCHOOLS ART DISPLAY

Tent Sponsored by VyStar Credit Union
North 4th Street in front of Library Building

RIVERFRONT STAGE ENTERTAINMENT AND SPONSOR ACTIVITIES

Foot of Centre Street - South Parking Lot and 2nd and Centre Streets

LIVE MARINE SEA CIRCUS & SHRIMP AQUARIUM DISPLAY

Sponsored by The University of Georgia Marine Extension Service
Foot of Centre Street at the Amelia River

SUNDAY, May 3, 2009

10:00 am - 5:00 pm

SHRIMP! FOOD! MORE FOOD! 25 FOOD BOOTHS OFFER A VARIETY OF SEAFOOD

AND OTHER DELICACIES THROUGHOUT THE FESTIVAL AREA.

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RIVERFRONT STAGE ENTERTAINMENT AND SPONSOR ACTIVITIES
Foot of Centre Street - South Parking Lot and 2nd and Centre Streets

LIVE MARINE SEA CIRCUS & SHRIMP AQUARIUM DISPLAY
Sponsored by The University of Georgia Marine Extension Service
Foot of Centre Street at the Amelia River
1:00 pm

Blessing of the Fleet
Best Decorated Shrimp Boats
And Other Watercraft Parade and Contest
Riverfront Stage and Foot of Centre Street at the Amelia River
4 Shrimp Recipes that Spell Sinful Indulgence

Shrimp On The Grill.....

2 lbs large shrimp
zesty Italian dressing
1 tbl spoon oregano
1 clove fresh garlic minced
salt and pepper

Peel shrimp leaving tails on. Mix all the other ingredients and pour over shrimp. Place in refrigerator over night, place shrimp on grill cook until lightly pink, do not over cook. Baste with olive oil while cooking (optional)

Shrimp Sushi.....

Here is a tasty shrimp dish that is easy to prepare, excellent as an appetizer and perfect to serve your guests who come in town to visit the Shrimp Festival.

**Ingredients:**
2 8oz pks of soft cream cheese
2 C of cocktail sauce
1 Tablespoon lemon juice
32 fresh medium shrimp, cooked and finely chopped
½ C shredded mozzarella cheese
½ C finely diced celery
1 small finely diced onion
8 Whole wheat flour tortillas

**Directions:**
Mix the cream cheese with ½ of the cocktail sauce and lemon juice.
Stir in the shrimp, shredded cheese, celery and onion.
Spread the stuffing equally among the tortilla.
Wrap and chill tightly sealed in the fridge.
Slice into slices and serve with cocktail sauce.
Slice in two and serve them for lunch with a tossed salad.
Shrimp Cocktail

OK, this Fernandina Beach favorite technically is a “cocktail” though you can't drink it unless you put it in a blender. You must have this delectable recipe at your fingertips just in time for the Isle of Eight Flags Shrimp Festival. This recipe comes directly from Alton Brown.

**Ingredients:**
- Cocktail sauce
  - 1 (14 1/2-oz) can diced tomatoes, drained
  - 1/2 cup prepared chili sauce
  - 4 tbs prepared horseradish
  - 1 teaspoon sugar
  - Few grinds fresh black pepper
  - 1/2 tsp kosher salt - 1 tbs olive oil
- Sprinkle Old Bay seasoning

**Directions:**

Using a pair of scissors or a serrated knife, make an incision down the backside of the shrimp, following the intestinal track. Eviscerate shrimp and rinse under cool water leaving shells intact.

Place cleaned shrimp into a bowl with brine and refrigerate mixture for 20 to 25 minutes. While shrimp are brining, place tomatoes, chili sauce, horseradish, sugar, pepper, and salt in food processor and blend until smooth. Refrigerate cocktail sauce until ready to serve.

Place a baking sheet or broiler pan under oven broiler and preheat for 5 minutes. Remove shrimp from brine and drain thoroughly. Rinse the shrimp under cold water and dry on paper towels. In a large bowl, toss shrimp with olive oil and sprinkle with Old Bay seasoning, if desired.

Place shrimp onto a sizzling sheet pan and return to broiler immediately. After 2 minutes, turn the shrimp with a pair of tongs. Return the shrimp to broiler for 1 minute. Transfer to a cold cookie sheet. Refrigerate immediately.

Once shrimp have chilled, arrange with cocktail sauce in a martini glass or as desired.
**Coconut Shrimp**

3 lb deveined headless fresh Shrimp  
5 cloves of garlic cubed  
1 lrg yellow onion peeled and diced  
1 lrg leek cut in rounds and very well washed -fresh parsley (bushle)  
1 lrg red bell pepper cut in strips  
1 teaspoon freshly ground pepper  
10 oz. sun dried tomatoes  
1 8 oz. tomato paste  
1 14 oz. can of rich coconut milk  
1 teaspoon of dried basil  
1 hot scotch bonnet pepper (do not cut)  
1 14 oz. can of diced tomatoes (pomodori)  
4 large spoons of olive oil  
2 teaspoons of rock salt  
4 oz. white wine vinegar  
2 oz. lime juice  
1 glass of dry white wine

**Preparation:**  
- Put the shrimp in a bowl and cover with water and add the lime juice to the water. Put shrimp aside.  
- Cut the garlic cloves in small dices (don’t use a garlic press)  
- Cut the onion in cubes  
- Take a large teflon coated cooking pan with lit and heat the olive oil.  
- When hot add the garlic and onion and quickly turn them into a golden brown mixture and add the tomato paste to the mixture and stir well until a slight roasting of the tomato paste becomes apparent (don’t overdo it).  
- Add the coconut milk and the sun dried tomatoes stir very well until the tomato paste completely dissolves in the coconut milk and lower the heat to simmer with closed lid. Let this simmer for about 7 min.  
- Now cut the leek, and large bell pepper.  
- Drain the shrimp from all its water and kitchen towel dry them.  
- Add the scotch bonnet pepper (after washing) to the simmer, add the ground pepper, vinegar and basil and let this simmer for one minute.  
- Now add the can of diced tomatoes and let it simmer 3 more min. with closed lid.  
- Now add the shrimp under light stirring and close the lit for 5 minutes.  
- Now add the Leeks and the bell pepper and the rock salt and stir lightly. If the sauce becomes too thick add small quantities of white wine under light stirring. Close the pan and let it simmer for another 5 min. Done. Remove the scotch bonnet pepper. Serve on pasta, rice noodles or white rice. Sprinkle some parsley on top of the dish.