

Unpopular squid a delicacy, but hard to market in Oregon

Few people consider squid when picking out their menu for the week.

In fact, most people's impression of a squid comes from Jules Verne's fictional "20,000 Leagues Under the Sea."

But seafood technologists claim that squid, a relative of the clam, is vastly underrated as an entree. Besides being nourishing and a low-calorie protein source, squid are economical and more

savory than razor clams, according to researchers Duncan Law and Dave Crawford.

"Squid is very bland, but absorbs flavors nicely," Law said. The two men have helped develop a number of Oregon fish products like shrimbo, a rockfish-shrimp patty which can be found in many restaurants.

Law said he likes to saute squid, Chinese style. Orientals have been using squid in

many ways for a long time, he pointed out.

"They dry them, shred them and add a little sugar and soy sauce to make a candy," Law said. "They also stir fry them or add them to soup. They're a little milder than clams and cooked right, they're very, very tender."

Adventurous cooks can try deep-frying the tentacles, all 10 of them. They are also delicious.

Most squid can be found

occasionally in local supermarkets, although it comes from California. Oregon may also have an ample supply of squid in its waters, but few fishermen pursue it because they have few, if any, Oregon buyers to sell to.

No study has been done to determine the number of squid off the Oregon coast, but large numbers were found near Coos Bay during purse seining studies.

Squid was the most abun-

dant large invertebrate caught — about one in every 33 square meters of surface net area. That translates into impressive numbers and makes it logical to assume that there are large concentrations of squid off the Oregon coast.

No estimates are available, but researchers predict there are more than enough squid to support a local fishery in Oregon.

Even with the large

numbers, though, it is unlikely that a fishery will develop because of the small market, Crawford predicted.

"It's a delicious seafood, but it will take some marketing," Crawford said. "I think it has to be processed into some kind of battered and breaded item so that people will buy and use it."

He said that the market for squid would have to be started institutionally, in restaurants, before squid

becomes commonplace in Oregon supermarkets.

He suggests stimulating a market by developing test tasting panels to compare squid with other seafood products such as razor clams. But Crawford won't do the work himself without special funding.

"It's an excellent product, but like many under-utilized species, in order to get it marketed you have to do some product development

and someone has to go out and sell it," he said. "I think there's a big future in that, but I don't think fish companies have the marketing experience to do it yet."

In spite of the lack of a developed market, there are those who think that Oregon and California squid — Loligo opalescens — is a special treat. A brochure, Squid for Supper, describes the delicacy and suggests ways of cleaning, preparing and serving squid. It is available by mail from the Bulletin Mailing Service, Industrial Building, Oregon State University, Corvallis, OR, 97331.

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RV tires

need checking
before travel

Recreational vehicles traveling with underinflated tires or excessive loads may wind up with a disabled tire in a remote area.

That warning comes from the Tire Industry Safety Council.

Since recreational vehicles are used mostly during the hot, summer months, proper inflation and load limits are crucial factors in avoiding excessive heat buildup — one of a tire's worst enemies.

Excessive heat buildup reduces tire strength and increases the risk of premature tire failure. Underinflated tires not only run hotter, they deliver fewer miles, waste gasoline and may cause improper handling of the vehicle.

If a recreational vehicle has been stored all winter, chances are the tires are underinflated. If it has been kept inside where temperatures are warmer, tire inflation should be checked after the tires have cooled.

The owner's manual contains information on tire inflation and loading limits.

The only way to prevent overloading is to weigh the fully-loaded vehicle, axle by axle, on reliable platform scales like those at highway weigh stations.

The council recommends the following tips for RV users:

Never overinflate tires to compensate for overloads. Lighten the load instead.

Carry a good, properly inflated spare tire. Don't get stuck in a remote area without a usable spare. Make sure your jack operates and you have the proper tools.

Inflation pressures should be checked when tires are cold. Heat generated during driving temporarily increases air pressure three or four pounds above recommended cold inflation pressure.

When tires are hot or have been in operation for long periods, it is permissible to inflate them three or four pounds above the recommended pressure. The tire should be rechecked when cool and readjusted if necessary.

If one tire requires a lot more air than the others, look for a possible bent rim, leak or cracked valve stem. Do not attempt to take the tire off the rim yourself, take it to a service station or a tire dealer.

Golden Access permits ready

Golden Access Passports, a new program to provide permanently disabled persons 50 percent discounts on recreation use fees, are now available at National Forest offices.

Valid for the life of the holder, the passport entitles the holder and all who accompany that person in a private vehicle to a 50 percent discount.

In addition to National Forest offices, the permits are available at Forest Service—Park Service information offices in Portland and Seattle and at field offices of the several federal agencies which collect recreation fees.

Golden Access Passports will be given to anyone who presents identification or confirmation of an existing permanent disability.