# FALKLAND ISLANDS GOVERNMENT FISHERIES DEPARTMENT 



# FISHERY STATISTICS 

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## FOREWORD



## 1. The Falkland Islands' Fishery - 2013

The total catch in the Falkland fishery in 2013 ( $\sim 264,600$ t) was similar to the catch in $2012(266,200 t)$, which was well above the average $(213,500 t)$ for the last decade. The composition of the catch was however different, with an impressive $142,400 \mathrm{t}$ of Illex squid that put it in first place again in terms of catch weight. Loligo annual catch was moderate at 40,200 t. Rock cod was still the most abundant finfish catch, but the 2013 total catch of $32,400 \mathrm{t}$ was only about half of what was taken in $2012(63,500 \mathrm{t})$, mostly due to reduced effort.

### 1.1. Illex argentinus - Illex squid

Since the bounty year of 1999, Illex squid stocks have been highly variable in abundance causing instability to the fishery's supply and demand. After the last period of low abundance observed in 2009-2011, the South Patagonian Stock of Illex (SPS) continued to recover in 2013. High abundance of Illex squid in 2012 contributed to high recruitment numbers in 2013.

At the start of the season in January 2013, the oceanographic situation was characterised by a strong negative anomaly in sea surface temperatures. In the $\mathrm{FICZ} / \mathrm{FOCZ}$, sea surface water temperatures were about $1.5-2^{\circ} \mathrm{C}$ below the norm. On the high seas, the same cold temperatures prevented the earlier than usual migrations of squid to the fishing area beyond the 200-mile EEZ of Argentina. Falkland-registered vessels started to report their catches from January $10^{\text {th }}$. At first, only one trawler reported catches of Illex, with CPUEs between 1 and 11 t per day of mainly sum-mer-spawning squid. Similar CPUEs were recorded in the last week of January, with 6-7 trawlers reporting. At the same time more than a hundred Asian jiggers operated in the area, but their catches were unknown. No catch of Illex was reported from the FICZ.

In February, negative sea surface temperature anomalies (from -0.5 to $-1^{\circ} \mathrm{C}$ below the $25-$ year mean) persisted in the area. On the high seas, between 23 and 30 jiggers reported daily catches of squid to the Fisheries Department. The reported catches did not exceed 5-7 t per night. Up to 12 trawlers also reported catches, but their numbers decreased to $6-7$ vessels between $7^{\text {th }}$ and $21^{\text {st }}$ February, and only 1 trawler remained until $24^{\text {th }}$ February. Daily catches were generally low
(5-8 t). Two CPUE peaks were observed, between $1^{\text {st }}$ and $5^{\text {th }}$ February ( $12-21 \mathrm{t}$ per day, maximum 44 t per day), and between $20^{\text {th }}$ and $22^{\text {nd }}$ February ( $10-15 \mathrm{t}$ per day, maximum 22 t per day). In trawl catches, females were 18-22 cm ML and males were 17-20 cm ML; belonging to the winterspawning South Patagonian Stock.

Of 99 jigging vessels licensed to fish for Illex in 2013, only 41 vessels started to work in the FICZ/FOCZ in the beginning of the Falkland fishing season on $15^{\text {th }}$ February. Catches were negligible ( $0.1-0.2 \mathrm{t}$ per night), and most vessels sailed to the high seas to fish. At the end of the month, the warm water inflow started to form in the northern part of the FOCZ that favoured migration of the South Patagonian Stock to Falkland waters. During the last two days of the month, up to 16 jigging vessels operated in the northern part of the FOCZ and had average catches of 10 t per night (maximum 44.5 t per night). The total catch ( 195 t ) was much smaller than the last year's catch in February $(9,172 \mathrm{t}$ ) due to the late migration of squid from the Argentinean EEZ because of cold temperatures.

In March, there was a gradual shift from negative SST anomalies in the beginning of the month to a normal situation at the end. The mean monthly anomaly was slightly negative $\left(-0.5^{\circ} \mathrm{C}\right)$. In the beginning of the month, most licensed jiggers (90-91 vessels) worked in Falkland Zones. Because of low catches ( $3-5 \mathrm{t}$ per night), the number of jiggers gradually decreased to 15 vessels by 12 March, with the rest working on the high seas. On the $12^{\text {th }}$ March, squid started to appear in the FICZ/FOCZ, with mean catches reaching 15-20 t per night (maximum 83 t per night). By $17^{\text {th }}$ March, most jiggers returned to the FICZ/FOCZ ( 85 vessels) and their number further increased to 96-97 vessels by the end of the month. However, after the first peak observed in the middle of the month, catches decreased to 6-11 t between 18 and 29 March. In the last two days of the month, the second peak in catches was observed (average 19-23 t per night, maximum 94 t per night). Most catch was taken in northwest Falkland waters along the border of the Argentinean EEZ. Most males and some females were either mature ( $51.6 \%$ and $38.9 \%$, respectively) or late maturing ( $47.0 \%$ of males and $9.6 \%$ of females). Immature females represented $24 \%$ of the total catch. Squid were much larger than in March 2012; with most males being 24-26 cm ML and most females being 26-28.5 cm ML. Three trawlers targeting hake and rock cod reported Illex bycatch from the high seas. Their mean catches of Illex were 2 t per day.

The oceanographic situation approached the mean annual SST of 1971-2000 in April. Between 88 and 97 vessels reported fishing during April with greatly improved fishery performance. Mean CPUEs ranged from 20.8 t per night in the first week to 28.2 t per night in the last four days of the month. Maximum catches per vessel attained 150 t per night in the beginning of the month, and 136 t per night at the end of the month. CPUEs of G-licensed trawlers were quite stable at 4.6 t per day. The total monthly catch reached $57,372 \mathrm{t}(55,859 \mathrm{t}$ by jiggers and $1,512 \mathrm{t}$ by trawlers)
which was the second highest monthly catch in April for the past decade, after the very productive year of 2007. Most of the April catch was taken in the western part of the Falkland waters along the border with the Argentinean EEZ. Female sizes in jigger catches ranged from 22.5 to 35.5 cm with two modes: 26-27.5 cm (belonging to early maturing South Patagonian Stock, ESPS) and 3132 cm (belonging to late maturing South Patagonian Stock, LSPS). Male sizes ranged from 22.5 to 30.5 cm with the modal sizes of 27 cm . Generally squid were $1-2 \mathrm{~cm}$ larger compared to the previous five years. One to two trawlers sporadically reported catches from the high seas in April. Their mean daily catches were low until 25 April ( $0.5-5 \mathrm{t}$ ), but increased in the last five days of the month to 10-18 t. No biological data were available.

The total catch of Illex in May attained 59,300 t, the highest of the past 10 years. Catch rates in the jigging fleet were high early in the month (mean of 36 t per night on May 1-7) and gradually decreased thereafter, reaching weekly averages of 30 t per night (May 8-14), 22.5 t per night (May 15-21) and 12.5 t per night (May 22-28). Higher CPUEs ( 22 t per night) were reported on May 29-31. A total of $1,493 \mathrm{t}$ of Illex ( $2.5 \%$ of the monthly catch) were caught under G-licence (squid/finfish trawlers) this month, the highest since 2008.

The Taiwanese fleet completed fishing at the end of May, and only 29 Korean jigging vessels were licensed to fish for Illex in June. During the first week of June mean daily catches ranged from 17 to 25 t (maximum 74 t per night). Catches then decreased (mean 6-13 t per night) and became more sporadic, with some vessels having zero catch. One day ( $8^{\text {th }}$ June) was practically lost because of stormy weather, when just 10 vessels reported fishing ( 2.5 t per night). The fishery concentrated along the north-western border of the FICZ and western part of the FOCZ. By the end of the second week, catches decreased further and vessels started to leave the fishery for the high seas. On the last day of the fishery ( $14^{\text {th }}$ June), only 16 jiggers were fishing within the FICZ. All squid were large, $28-33 \mathrm{~cm}$ mantle length, and belonged to the late spawning group of the South Patagonian Stock (LSPS). Trawlers did not target Illex in the FICZ, but took Illex by-catch not exceeding 1 t per day. As the LSPS squid migrated along the Patagonian Slope through the high seas, some trawlers reported high catches from there, with CPUEs ranging from 18 to 43 t per day. Dense aggregations of Illex were encountered on the high seas at depths $>450 \mathrm{~m}$ until the end of June.

A total of $142,400 \mathrm{t}$ of Illex squid was harvested in the FICZ/FOCZ in 2013; the secondhighest annual catch of the past decade after 2007.

### 1.2. Doryteuthis (former Loligo) gahi - Falkland Calamari

The stock-recruitment relationship in $D$. gahi squid again proved to be weak, as the high abundance that resulted in the high catch of $2012(70,900 \mathrm{t})$ was followed by a return to moderate
abundance in 2013 (40,200 t).
The D. gahi pre-season survey onboard the F/V Robin M. Lee started on February $9^{\text {th }}$ and was extended by one day to February $24^{\text {th }}$, to expand sampling in the nearshore area to the north. Sixty survey trawls were taken, giving a total survey catch of 51.6 t . The resulting biomass estimate for the fishing zone was $5,333 \mathrm{t}(95 \%$ confidence interval $4,166-6,661 \mathrm{t})$, which is the lowest estimate for first season since 2007. By sub-areas, $2,016 \mathrm{t}$ of the biomass estimate (38\%) was north of latitude $52^{\circ} \mathrm{S}$, and $3,317 \mathrm{t}(62 \%)$ was south of $52^{\circ} \mathrm{S}$. The low biomass was presumably caused by late migration of squid to their feeding grounds in the Loligo Box due to cold water temperatures.

The first fishing season started on $24^{\text {th }}$ February with 11 C -licensed trawlers fishing in the southern part of the Loligo Box around Beauchêne Island. Catches were moderate (10-14 t per day). By $27^{\text {th }}$ February, the whole fleet of 16 vessels fished mainly in the northern part of the Box (18-22 t per day, maximum 34.5 t per day). Denser aggregations of D. gahi were found in shallow waters ( $90-110 \mathrm{~m}$ depths). Squid were mainly immature, $9-11 \mathrm{~cm}$ ML, and belonged to the au-tumn-spawning cohort.

Unfavourable low water temperatures caused delayed migration of D. gahi to their feeding grounds in February and beginning of March. In the first half of March, vessels mainly fished aggregations of squid that immigrated from shallow waters to the northern part of the Loligo Box. Catches improved during the first week of the month, with a peak in catches (mean 38 t per day, maximum 53 t per day) observed on $3^{\text {rd }}$ March. The fishery then became relatively stable with trawlers moving between the northern and southern parts of the Loligo Box. However, CPUEs were lower ( 27.5 t per day) than those observed at the same time last year ( 44 t per day). The total monthly catch of $12,983 \mathrm{t}$ was more than $8,000 \mathrm{t}$ below the catch in March of last year ( $21,155 \mathrm{t}$ ). During the last two days of March, catches dropped to 16-19 t per day.

A total of $5,724 \mathrm{t}$ of $D$. gahi was taken during the first two weeks of April, making it the fourth highest April catch in the past decade. In the first four days of the month, the fleet fished exclusively in the northern part of the Loligo Box, having average CPUEs of $24-38$ t per day (maximum 65.5 t per day). Then, decreasing CPUEs forced some vessels to move to the southern part of the Box, where they had also good catches in the second week of April ( $25-37 \mathrm{t}$ per day). It was the choice for captains to fish either smaller quantities of larger squid in the north, or larger quantities of smaller squid in the south. Two vessels worked until 17 April due to the later start of their license. Total catch of D. gahi for the first season reached $20,000 \mathrm{t}$, which is an average figure for first seasons since 2003. The risk of D. gahi escapement biomass at the end of the season being less than $10,000 \mathrm{t}$ was estimated at $10.15 \%$.

The second pre-season biomass of squid in the Loligo Box was surveyed by the trawler

Golden Chicha between $30^{\text {th }}$ June and $14^{\text {th }}$ July 2013. A total of about $36,000 \mathrm{t}$ of D. gahi was estimated for the fishing zone, representing the third highest second season survey estimate since 2006 , inclusively. Of the total, $11,000 \mathrm{t}$ were estimated to the north of $52^{\circ} \mathrm{S}$, and $25,000 \mathrm{t}$ were estimated to the south of $52^{\circ} \mathrm{S}$.

The commercial fleet ( 16 vessels) started the season on schedule on $15^{\text {th }}$ July mainly in the southern part of the Loligo Box. The beginning of the season had strong winds and stormy weather, with poor catches in the first three days. Catches then stabilized at 20-25 t per day, with maximum catches up to 50 t per day in the south. Bad weather at the end of the month caused catches to drop again to $7-15 \mathrm{t}$ per day. Due to adverse weather conditions, the total monthly catch of $D$. gahi $(5,006 \mathrm{t})$ was the record low for July in the past decade.

In August, the total monthly catch attained only $7,746 \mathrm{t}$, again a record low for the past decade. After a low peak on the $2^{\text {nd }}-3^{\text {rd }}$ August with average CPUEs of 20-23 t per day, catches gradually dropped to 12-16 t by the end of the second week. Another peak in catches was recorded between 14 and 19 August ( $\sim 20 \mathrm{t}$ per day), with maximum catch of 44 t per day. Catches then dropped again to 12-15 t per day until the end of the month. Similar to the situation in July, the stock of the spring-spawning cohort was dispersed throughout the whole Loligo Box. Lack of dense aggregations forced the fishing fleet to spread their efforts almost equally between the northern and southern regions. All squid were immature and maturing, 11-12 cm mantle length and belonged to the spring-spawning cohort.

Relatively low but stable catches in August did not show any strong depletion of the stocks both north and south in the Loligo Box. Biomass projections at the end of August showed about $12,000 \mathrm{t}$ D. gahi in the northern sub-area and $16,000 \mathrm{t}$ in the southern sub-area; well above the conservation threshold of $10,000 \mathrm{t}$. Because of this, no early closure of the fishing season was considered.

Sixteen trawlers fished for D. gahi until $10^{\text {th }}$ September, when one license ended and the vessel left the fishery. Two peaks in catches were observed during the first ten days of the month, on the $4^{\text {th }}$ September ( 21 t per day) and $8^{\text {th }}$ September ( 24 t per day), both in the northern part of the Loligo box. The fishery then became stable but at low level with CPUEs averaging 11-14 t per day (maximum 30.5 t per day). At this time, a few trawlers reported D. gahi catches on the high seas of up to 30 t per day. However, unlike in 2012, the fleet preferred to stay in the FICZ taking reasonable catches of good size squid, rather than to go to the high seas where the squid was much smaller. The last peak in catches occurred between $23^{\text {rd }}$ and $27^{\text {th }}$ September (17-19 t per day) in the northern part of the Loligo Box.

The final total estimate for D. gahi remaining in the Loligo Box at the end of the second season 2013 was: maximum likelihood of $25,500 \mathrm{t}$, with a $95 \%$ confidence interval of $19,014 \mathrm{t}$ to
$48,197 \mathrm{t}$. The risk of $D$. gahi escapement biomass at the end of the season being less than $10,000 \mathrm{t}$ was estimated at effectively zero. Despite a relatively high pre-season biomass estimate, catches of D. gahi during the commercial season remained low. As the stocks were not depleted, the second season fishery ended as scheduled on $30^{\text {th }}$ September with a total catch of $19,975 \mathrm{t}$. The total catch for the year attained $40,177 \mathrm{t}$, making 2013 the $7^{\text {th }}$ highest annual catch of the past decade.

### 1.3. Martialia hyadesi - Martialia squid

As in many previous years, no catch of Martialia squid was reported within the FICZ/FOCZ.

### 1.4. Micromesistius a. australis - Southern blue whiting

Once the largest finfish stock around the Falkland Islands, southern blue whiting has been overexploited and the stock depleted both in the Falkland Islands and Argentina. To rebuild the stock, conservation measures were implemented in 2010 to ban all fishing in the spawning grounds and reduce southern blue whiting TAC from 18,000 to $6,000 \mathrm{t}$ in the surimi fishery.

In 2013, surimi trawlers did not operate in Falkland waters. As a result, southern blue whiting was taken only as by-catch during finfish and D. gahi fisheries. The highest catches of southern blue whiting were in August and September.

The total monthly catch in August (897 t) was the highest catch in August since 2000, although remains very low in absolute terms. Most blue whiting were caught either on their spawning grounds southwest of the Falkland Islands by finfish vessels, or close to their spawning grounds by the D. gahi fleet. Quite unusually, Loligo-licensed vessels caught more than half (553 t) of the monthly total, and the maximum daily catch ( 62.5 t ) was reported by a $D$. gahi trawler.

In September, spawning grounds were closed for fishing, and southern blue whiting were caught mainly in the western part of the Loligo Box. The total monthly catch attained 758 t which was much higher than the previous three years (mean 294 t in September 2010-2012). Nearly all fish ( $98 \%$ ) were taken as by-catch in the D. gahi fishery and $24 \%$ was reported discarded.

Overall, $\sim 2,700 \mathrm{t}$ of southern blue whiting was taken in 2013, which was the second lowest annual catch of the past decade after 2012. There are signs of recovery of the stock as numerous young fish appeared in both D. gahi and finfish fisheries. Close monitoring of the stock is needed for successful rebuilding of this highly productive pelagic resource in the Southwest Atlantic.

Due to the lack of a targeted fishery, stock assessment of southern blue whiting was not undertaken for 2013.

### 1.5. Macruronus magellanicus - hoki

Hoki is one of the main pelagic straddling fish stocks in the Southwest Atlantic, migrating
seasonally between Chilean, Argentinean and Falkland waters over the shelf and continental slope of South America. Catches of hoki in Falkland waters are relatively small compared to Chile and Argentina. In the past decade, annual hoki catch in the Falkland Islands varied between $16,000 \mathrm{t}$ and $26,000 \mathrm{t}$ (average 19,300 t per year). Total catch in 2013 was the $6^{\text {th }}$ highest of the past decade $(16,800 \mathrm{t})$, which was well below the ten-year average.

The hoki fishery in 2013 started with a record catch for January ( $2,009 \mathrm{t}$ ). Hoki aggregations were targeted by finfish fleet both south-west and north-west in the FICZ with CPUEs exceeding 1.1 t per hour. In February and March, CPUEs decreased to 0.7 t per hour, but remained within the 5 -year average for this time of year. Most hoki ( $96 \%$ ) was caught under finfish license mainly in the western part of the FICZ. In April, the total monthly catch attained 3,043 t, higher than last year's catch $(2,508 \mathrm{t})$. At this time, dense aggregations of hoki were mainly targeted by G-licence trawlers in the west of the FICZ, south of $51^{\circ} \mathrm{S}$ with CPUEs ranging from 0.45 to 0.53 t per hr. Good catches also occurred in the north-western part of FICZ. During the first two weeks of April, CPUEs of the G-licenced fleet were high ( $>0.88 \mathrm{t}$ per hr), even peaking above previous 5 -year maxima in week 14 , and then decreased to lower values ( $0.2-0.3 \mathrm{t}$ per hr) during the second half of the month. Good hoki fishing continued in May, with the highest catch for May of the past 10 years ( $3,404 \mathrm{t}$ ). Cumulative catches since January attained $12,397 \mathrm{t}$, which was above the 10 year average ( $9,611 \mathrm{t}$ ) at the end of May. Hoki started to migrate to spawning grounds outside the FICZ in June, resulting in lower (553 t) total monthly catch. The targeted fishery took place early in the month before the spawning migrations, in the southwest of the FICZ, with CPUEs varying between 13 and $60 t$ per day.

During winter months, catches of hoki were low as they mainly took fish that skipped spawning this year. At this time, hoki accounted for less than $10 \%$ of the total catch in finfish fisheries. Finfish vessels did not target hoki to the southwest of the Falkland Islands, preferring to fish in the northwestern part of FICZ.

The abundance of hoki was lower than usual in spring, probably caused by delayed postspawning migrations back to the Falkland waters. In September, the total monthly catch of hoki was $1,241 \mathrm{t}$, twice as high as last year ( 557 t ) but slightly under the 10 -year average for September ( $1,744 \mathrm{t}$ ). Most hoki ( $95 \%$ ) was caught by finfish trawlers under W-licence with average CPUE of 400 kg per hr. Aggregations of hoki were fished mainly in the west of the FICZ and north of the FOCZ. In October, CPUEs were low ( $100-200 \mathrm{~kg}$ per hr ) and below average for this time of year with the majority of hoki being caught north of $49^{\circ} \mathrm{S}$. After an increase in the hoki fishery in November ( $1,091 \mathrm{t}$ ), catches were low in December ( 203 t ) partially due to low fishing effort. Most hoki were caught on the north-eastern shelf break.

Overall, 2013 fishery of hoki was at a medium level. Declining hoki biomass in Chilean
and Argentinean waters requires closer monitoring of its stocks around the Falkland Islands.

### 1.6. Merluccius hubbsi, Merluccius australis - Hakes

The abundance and correspondingly, catches of another important straddling stock of the Southwest Atlantic, common hake M. hubbsi increased substantially in Falkland waters in 2006 (from 1,500-2,000 t per year to $8,500 \mathrm{t}$ per year) and has remained high since then. This increased abundance of hakes on their feeding grounds northwest of the Falkland Islands is thought to be caused by the increased abundance of rock cod $P$. ramsayi - one of their main prey items. A total of $12,300 \mathrm{t}$ of hake was caught in Falkland waters in 2013, the third-highest annual catch of the past decade.

Hakes are seasonal migrants to Falkland waters. They spawn in the Argentinean EEZ in summer, and in autumn the fish start to move to their feeding grounds. Catches in January - March are usually low (several hundred t ), but from April catches increase to $>1,000 \mathrm{t}$ per month and remain at this level until October, when hakes start their spawning migrations outside the FICZ/ FOCZ.

In 2013, hake catches increased in April, as the species returned to its Falkland feeding grounds following spawning. Cumulative catch of hake increased rapidly during the second half of April, reaching 1,623 t by the end of the month. Most hake ( $60 \%$ ) was caught under G-licence, although the species only accounted for a small proportion (8\%) of total catch by G-licence fleet. Higher CPUEs (481-496 kg per hr) were achieved under A-licence. In May, the total catch of hakes $(1,611 \mathrm{t})$ was slightly lower than last year $(1,895 \mathrm{t})$, with most fish caught by finfish trawlers operating under G-licence (57\%) or A-licence ( $40 \%$ ). In June, A-licensed effort was concentrated in the northwest of the FICZ, where most hakes were aggregated. The total monthly catch attained $1,129 \mathrm{t}$, the $3^{\text {rd }}$ highest monthly catch in June since 2002 despite low fishing effort. CPUEs throughout the month ranged from 0.4 to 34 t per day (mean 8.1 t per day). Hakes remained abundant in July with a total monthly catch of $1,193 \mathrm{t}$ despite low fishing effort. Fishing effort increased in August, resulting in the highest catch for this month $(2,487 \mathrm{t})$ of the past decade. Dense aggregations of hakes were fished in the north-western part of FICZ and northern FOCZ at depths of 180-220 m. Average daily CPUEs in August attained 6 t , with maximum daily catch of 62.2 t . A similar situation was observed in September, when the total monthly catch was also the highest of the past decade $(2,638 \mathrm{t})$. More than half ( $57 \%$ ) of hake was caught by A-licence trawlers with the highest CPUEs on record since 2008 ( $\sim 900 \mathrm{~kg}$ per hr). Hake catches were concentrated mainly north of $49^{\circ} \mathrm{S}$ in the FOCZ.

In October, CPUEs remained high, with the total monthly catch hitting a record since 2000 of 1,475 t. Hake CPUEs in A-licence trawlers ( $300-400 \mathrm{~kg}$ per hr ) were again the highest on re-
cord since 2008, but decreased relative to previous months as the species began migrating out of Falkland waters. In November, catches of hake reached their annual low ( 135 t ) as the species migrated to the Argentinean spawning grounds. Most hake at this time was caught under W -licence. Cumulative catches of hake since January ( $12,329 \mathrm{t}$ ) ranked third behind 2009-2010, indicating that 2013 was a good year for hake in the Falklands. Most hake was caught in the northern part of FICZ with low CPUEs (mean 27 kg per hr). The fish left Falkland waters almost completely in December.

Consistently high catches since 2006 and higher-than-average hake CPUEs under Alicence in 2013 suggest that hake stocks in Falkland waters are sustainable at current exploitation levels.

### 1.7. Genypterus blacodes - kingclip

Kingclip has been a commercially important retained by-catch species since the Falkland trawl fishery began. The total catch of kingclip for 2013 reached $3,959 \mathrm{t}$, which is the highest annual catch on record since 1987. Catch of kingclip as a proportion of total catch also reached an all time high of $3.2 \%$. The fishing effort in Falkland Islands finfish fisheries has remained relatively stable since 2001, indicating that kingclip abundance may be increasing. Alternatively, this may reflect changes in fleet fishing behaviour.

Kingclip seasonally migrate across the western branch of the Falkland Current, feeding within the western and southern FICZ in winter and undergoing spawning migrations to shallow (150m depth) areas north of the Falklands zone from late summer. In 2013 CPUEs were highest in late winter (Aug-Sept: mean $132 \mathrm{~kg} / \mathrm{hr}$ ) during the foraging period. The average CPUE for the rest of the year was $54 \mathrm{~kg} / \mathrm{hr}$. Percentage of total catch followed a similar trend, reaching highs of greater than $10 \%$ total catch in late winter/early spring. These trends differ from 2012, when highest CPUEs were seen in mid-summer (Nov-Dec: mean $85 \mathrm{~kg} / \mathrm{hr}$ ), an average of $69 \mathrm{~kg} / \mathrm{hr}$ was recorded throughout the rest of the year, and highest percent catch was $7.2 \%$ in mid summer. Annual length-frequency distributions show that the modal size classes for 2012 and 2013 were $60-70 \mathrm{~cm}$ fish, however there were higher proportions of smaller ( $40-60 \mathrm{~cm}$ ) fish in 2012. These suggest that factors such as varying oceanography or fishing fleet behaviour may drive some observed in-ter-annual variability. Other sources of variability may come from changing distributions of prey species such as rock cod (Patagonotothen ramsayi).

### 1.8. Salilota australis - red cod

Red cod is mainly retained as a by-catch species in the Falklands, although it is a targeted
species during pre- and post-spawning aggregations in the western FICZ around September and November. The total catch of red cod in 2013 was $5,171 \mathrm{t}$, which continues the increasing trend from 2010, is the $9^{\text {th }}$ highest annual catch on record, and is above the long term (1989-2012) average of $4,498 \mathrm{t}$ per year. Given the relatively stable fishing effort over the last 10 years, this suggests that abundance of red cod is increasing. In 2009, a temporal closure of spawning grounds in October was initiated, and is likely to be having a positive impact on red cod abundance. This is further supported by continued detection of $1+$ and $2+$ fish recruiting into the fishery as shown by annual length frequency analysis of observer sampled fish.

Average red cod CPUEs were typically highest in August-September (mean $183 \mathrm{~kg} / \mathrm{hr}$, max $572 \mathrm{~kg} / \mathrm{hr}$ ), when fishers target pre-spawning aggregations in the western FICZ. However, other particularly high CPUEs for 2013 were found in May ( $477 \mathrm{~kg} / \mathrm{hr}$ ) and July ( $550 \mathrm{~kg} / \mathrm{hr}$ ).

### 1.9. Dissostichus eleginoides - Patagonian toothfish

The toothfish fishery is managed under a TAC that for 2013 was established at $1,200 \mathrm{t}$ plus a $220 \mathrm{t}(18.33 \%$ of TAC) carry over from the previous year. This carry over is larger than the normal maximum carry over ( $15 \%$ of TAC); this exceptional measure was granted to the ITQ holder due to extraordinary down-time of the fishing vessel in the 2012 season. Also unusual for the 2013 season was the addition of a second longline vessel to the fishery for a period of approximately 2 months. The total longline catch for 2013 reached $1,303 \mathrm{t} ; 117 \mathrm{t}$ short of the TAC plus carry over. The 2013 standardised CPUE is stable, showing a slight increase over 2012, but within the range of variability of the last 10 years.

The cumulative catch of immature and maturing toothfish taken by finfish trawlers on the shelf reached 120 t in 2013, which continues the downward trend since 2010. Patterns of toothfish abundance on the Falklands shelf show approximately 10-year cycles, where previous lows in abundance were seen in 2006. However, Observer data show that in 2013 the modal size class of toothfish caught on the shelf was $20-30 \mathrm{~cm}$ length individuals ( $1+$ to $3+$ fish) indicating particularly good recruitment to shelf waters that will benefit the longline fishery in coming years.

The Patagonian toothfish stock in the Falkland Islands appears to be in a stable condition, with consistent daily catches and CPUEs in the longline fishery over recent years, a stable population size structure, and continued recruitment on the shelf. The recommended TAC for 2014 remains set at 1200 tonnes. The temporal closure of the Burdwood Bank should continue for the foreseeable future as an important fishery management tool.

In September 2012, Consolidated Fisheries Ltd (CFL) entered into the Marine Stewardship Council (MSC) Certification process for the toothfish fishery, following recommendations by MSC assessors after the 2007 pre-assessment process. This fishery was awarded MSC certification
in March 2014.

### 1.10. Rajidae - Skates

In 2013, a total of $5,923 \mathrm{t}$ of skate were caught in the Falklands Islands Conservation Zones. This represents the second consecutive annual decrease in total catch. However, the 2013 commercial catch was still the third-highest (after the preceding two years) since the start of a designated skate fishery in 1994.

Approximately $37.6 \%$ of the 2013 total ( $2,223 \mathrm{t}$ ) was harvested as target catch ( F licence). This is a substantially decreased proportion from the year before ( $46.8 \%$ ), and suggests continuation of the trend since the early 2000s of generally decreasing target catch proportion. In particular, the 2013 target skate catch of $2,223 \mathrm{t}$ was the lowest since 2002, and the 2013 non-target skate catch of $3,589 \mathrm{t}$ was the second-highest since 1994.

The 2013 target catch was taken by four Korean vessels ( 1825 t in 170 vessel-days; aggregate CPUE of $608 \mathrm{~kg} / \mathrm{hr}$ ) and four Spanish vessels ( 399 t in 76 vessel-days; aggregate CPUE of $364 \mathrm{~kg} / \mathrm{hr}$ ). Both aggregate CPUEs were strong decreases from the year before; the Korean CPUE by $35 \%$ and the Spanish CPUE by $48 \%$. Of the total annual skate target catch $72 \%$ was taken in the three-month period from August through October.

Approximately $57.1 \%$ of the 2013 skate total ( 3375 t ) was taken as by-catch under finfish licenses; as usual most of it north and west of the Falkland Islands. Of the 37 vessels that used finfish licenses in 2013, 6 accounted for more than half (51\%) of the finfish-license skate bycatch. Lesser amounts of skate by-catch occurred in the D. gahi fishery ( 135 t ), toothfish longline fishery ( 78 t ), and under experimental licence ( 97 t ). Minor amounts of skate by-catch were reported in the Illex jig fishery ( 34 kg ) and pelagic trawl fishery ( 4 kg ).

In all commercial fisheries, a total of 1616 skates were identified to 16 species by observers on seventeen vessels. In skate-target trawls, four species represented at least $10 \%$ each of the species composition by catch weight: RFL Zearaja chilensis (34\%), RAL Bathyraja albomaculata (26\%), RBR Bathyraja brachyurops (21\%) and RGR Bathyraja griseocauda (11\%). In finfishtarget trawls, three species represented at least $10 \%$ each of the species composition by catch weight: RBR ( $51 \%$ ), RGR ( $18 \%$ ) and RFL ( $14 \%$ ). In D. gahi trawls, four species represented at least $10 \%$ each of the species composition by catch weight: RBR ( $45 \%$ ), RBZ Bathyraja cousseauae (12\%), RGR (11\%) and RSC Bathyraja scaphiops (10\%). In longline sets, three species represented at least $10 \%$ each of the species composition by catch weight: RGR (53\%), RBZ (14\%) and RGE Amblyraja georgiana (12\%).

### 1.11. Patagonotothen ramsayi - Rock cod

The annual catch of rock cod totalled $32,418 \mathrm{t}$, which was the lowest catch since 2007. The low catch was partially due to fewer vessels targeting this species, as export difficulties to East European countries caused significantly decreased market demand in 2013. A total of $83 \%$ of the reported catch was processed. Most catch ( $51.8 \%-16,780 \mathrm{t}$ ) was taken by restricted (W) finfish licenses, but as in previous years G licences took a significant percentage ( $23.8 \%-7,702 \mathrm{t}$ ) also. Unrestricted finfish vessels took $5,379 \mathrm{t}$, and D. gahi fishing vessels caught only $1,430 \mathrm{t}$, which was the lowest on record.

In the first quarter of 2013, rock cod was fished mostly on the western shelf at depths of 150-290 m in a box bounded by grid square XLAB-XSAF with the highest catch in XLAE. In the second quarter, rock cod were targeted northwest of to the Falkland Islands at depths 148-195 m with the highest catches in the grid square XKAE. Rock cod was also targeted on the 200 m bathymetric contour in the northern FICZ extending into the FOCZ. In the third quarter, catches were split with the best catches in the west of the FICZ, and good catches in the north FICZ and FOCZ boundary. Catches in the fourth quarter were spread widely, with catches in the west, north-west and north FICZ and on the 200 m bathymetric contour.

Mean daily rock cod catch was 9.4 t for the year, including all finfish-license vessels irrespective of whether they specifically targeted rock cod. The average catch was 6.2 t per day $(\mathrm{t} / \mathrm{day})$ in January, this increased to 11.0 t /day in February and 11.7 t /day in March, averaging 10.3 t /day through the quarter. In April catch dropped to $9.5 \mathrm{t} / \mathrm{day}$. During spawning season in winter (May to August) catches averaged $6.8 \mathrm{t} /$ day (high $7.1 \mathrm{t} /$ day, low $5.8 \mathrm{t} /$ day ). Catches in September were 12.3 t /day and decreased in October ( $9.9 \mathrm{t} /$ day) and November ( $6.7 \mathrm{t} /$ day) before they recovered in December, due to fewer fishing days, averaging 16.8 t .

### 1.12 Grenadiers (Macrouridae)

There was neither a target fishery nor a research cruise for grenadiers in 2013. Total annual catch of grenadiers was 514 t taken as a by-catch during longline and finfish fisheries.

### 1.13. Zygochlamys patagonica - Patagonian scallop

No directed scallop fishery in Falkland Island waters occurred in 2013.

### 1.14. Eleginops maclovinus - Falkland mullet

There is a minor commercial beach seine fishery for Falkland mullet that supplies the domestic market, with fishing occurring only over the summer months (Oct- Feb). Total catch was down from 2012 to just a few hundred kilos. Fewer days were fished compared to 2012, with fish-
ing only occurring in first few months of 2013.

### 1.15. Snow crab (Paralomis granulosa)

An experimental licence was issued in January 2013 to catch snow crab in pots. 2.6 tonnes of Paralomis granulosa ( $>=70 \mathrm{~mm}$ carapace width) were caught in the Eagle Passage / Speedwell Island area. This fishery supplies local supermarkets and restaurants, where there is continued demand for the product. A review of the fishery and the biology of snow crab is currently underway.

### 1.16. Others

Butterfish (Stromateus brasiliensis), redfish (Sebastes oculatus), lobster krill (Munida spp.) and various other squid and fish are included into this category. The total annual catch of each species is shown in table 0.7.

## 2. Fisheries Department research cruises in 2013

In 2013, four research cruises were conducted by the Fisheries Department. Three were aimed at assessing the effectiveness of codend mesh size and net configuration for reducing bycatch/discards of small rock cod in the finfish fishery while sustaining fishery efficiency for other commercial species. These research cruises conclude this series of mesh trials, and advice has been written and presented to the industry for implementation. The fourth was aimed at assessing the skate fishery through biomass estimation in the targeted skate fishery areas and for comparison, a biological characterisation and biomass survey of non-targeted skate fishing areas.

### 2.1. Fisheries Department Research Cruise ZDLT1-02-2013

The third rock cod mesh trial cruise was carried out onboard the FV Castelo from February $9-23,2013$. This is the same vessel that was used in all previous mesh trial research cruises. This cruise marks the start of a series of experiments testing the use of $40-\mathrm{mm}$ square mesh panels (SMP) fitted in the cod end or net extension, in conjunction with 110 mm mesh size codend. Four experimental treatments were tested i) SMP fitted in the net extension; ii) SMP fitted in net extension with diverter; iii) 2-m length SMP fitted inside the codend; and iv) 3-m length SMP fitted in the codend. Trials were conducted under both mixed species and targeted rock cod conditions on finfish fishing grounds in the north-west of the FICZ. Fishery efficiency (total and speciesspecific) among SMP-trawl configurations were evaluated with the aim of identifying the configuration that results in improved selectivity for rock cod.

The results demonstrated that trawls equipped with SMP or SMP + diverter in the net ex-
tension generally did not affect fishery efficiency or improve selectivity for rock cod and other commercial species (with the exception of hoki). These findings were achieved under mixed species conditions and low rock cod abundance in the catch. In contrast, trawls equipped with SMP inside the codend significantly reduced discard rates of undersized rock cod and improved selectivity for the species by reducing retention probabilities for undersized fish and increasing probabilities of retaining commercial-size rock cod. These findings were achieved under targeted fishing for rock cod where rock cod accounted for $>75 \%$ of total catch. A trawl equipped with a 110 mm mesh codend and $40-\mathrm{mm}$ SMP in the codend therefore appeared as a better compromise permitting reduced bycatch of small rock cod while retaining commercial size fish. During trials, evidence of catch size and SMP size and position effects on SMP performance were observed. In consequence, it was recommended that further testing be conducted in order to identify the SMPcodend configuration most suitable to perform under commercial conditions - including both mixed species and targeted rock cod fisheries.

### 2.2. Fisheries Department Research Cruise ZDLT1-07-2013

The fourth rock cod mesh trial cruise was carried out onboard the FV Castelo from July 213, 2013, representing the second series of codend-SMP trials conducted under mixed-species conditions. Trials were conducted using two different trawl configurations plus a control of $110-\mathrm{mm}$ diamond mesh without modification; i) experimental codend fitted with a $2-\mathrm{m}$ long, $40-\mathrm{mm}$ square mesh panel positioned from 6 to 8 m forward of the codline; ii) experimental codend fitted with $17-\mathrm{m} \times 40-\mathrm{mm}$ square mesh beginning $10-\mathrm{m}$ forward of the codline. Catch rates (CPUE) and selectivity assessment were presented for the main commercial species: hake Merluccius hubbsi, kingclip Genypterus blacode, rock cod Patagonotothen ramsayi and skates Bathyraja spp.

Results show that there were no effects of fitted square mesh panels in trawl codends on catch rates of finfish species under conditions of mixed species catch composition. In all species, relative selectivity at length was highly variable among hauls and generally independent from trawl configuration. In contrast, significant effects of codend-SMP on the length structure of dominant species in the catch were detected including; 1) An increase in hake sizes in trawls equipped with SMP in the codend relative to controls, including higher proportions of larger hake ( $50-65 \mathrm{~cm}$ ) in the 17 m configuration. A larger mean and modal rock cod length (as linked to higher proportions of $>30 \mathrm{~cm}$ rock cod) was also observed. 2) Greater occurrence of smaller ( $<60$ cm ) kingclip in trawls equipped with the 2 m configuration, and 3) smaller sizes and higher proportions of smaller skates ( $<30 \mathrm{~cm}$ disk width) in trawls equipped with SMP in the codend. These results suggest that there is little or no impacts of an SMP in the codend during trials consisting of generally small-volume, mixed species catches.

The small-size of the square mesh panel under trial, which is intended to specifically allow escapement of small rock cod, appears to have limited effects on catch rates and size-selectivity in larger-bodied, commercial species. Catch rates and relative selectivity at length were highly variable during trials and generally unaffected by trawl configuration. Throughout this cruise, the oceanographic situation varied widely between stations, in particular vertical stratification at each station, indicating variation in Argentine Drift current on the shelf. This may have driven some of the observed results.

### 2.3. Fisheries Department Research Cruise ZDLT1-10-2013

The fifth rock cod mesh trial cruise was carried out onboard the FV Castelo from Oct 20 Nov 2, 2013, representing the third series of codend-SMP trials. The same two experimental net/ codend configurations used in the previous research cruise were used in this cruise, including a control configuration. The aim of this cruise was to assess the performance of the two SMP configurations during targeted fishing on rock cod aggregations, evaluating catch rates (CPUE), discard rates of rock cod, length frequencies, and relative selectivity at length for commercial species in all trawls.

Results indicate that the presence of a SMP in the trawl codend had no significant effect on total CPUE and on catch rates of commercial finfish species (kingclip and hake) during smallvolume, mixed species catches. However when rock cod dominated the catch, SMP presence caused a significant reduction in rock cod CPUE linked to a significant reduction in discard weights of undersized rock cod. These results confirmed that SMP use effectively reduces bycatch of undersized rock cod that are ultimately discarded. In addition, size-selectivity improvement for rock cod was evident in both SMP configurations, where SMP use increased the average length of rock cod in the catch. Lower proportions of undersized $(<25 \mathrm{~cm})$ rock cod and higher proportions of commercial size specimens were observed in SMP trawls relative to Controls, but only when rock cod dominated the catch. SMP effects on length distributions of hake were minimal, as previously demonstrated. However the results suggest that indirect effects of SMP on water flow through the gear and associated behavioural (active or passive) responses to flow velocity can affect kingclip and skate retention in demersal trawls, as demonstrated by higher proportions of small to medium-sized kingclip and skates relative to controls. Catch rates of D. gahi were significantly reduced in trawls equipped with SMP and there were significant increases in D. gahi $\mathrm{ML}_{50}{ }^{-}$ 1 and $\mathrm{ML}_{50}-2$ in SMP trawls. These results indicated that a $110-\mathrm{mm}$ diamond mesh codend with SMP may serve to significantly reduce by-catch of D. gahi squid in finfish trawlers. It was recommended that further observations should be undertaken to contrast the performance of the SMPconfigurations with large catches typical of the commercial fishery.

### 2.4. Fisheries Department Research Cruise ZDLT1-11-2013

The objective of this cruise was to re-assess the skate population biomass in the FICZ and compare it to the last assessment done in 2010 by the FIFD. A swept-area method was used followed by geostatistical estimation of total skate biomass for the area to the north of the Falkland Islands which yields the highest catches by the targeted skate fishery, similar to the 2010 survey. Over the last three years Schaefer production models have indicated an increase in skate biomass in the FICZ. Additionally, an emergent pattern within the skate targeted fishery is the shift in skate assemblage species composition. However it is unclear if this shift is due to fishing pressure, or a natural change in the skate assemblage. To help elucidate the nature of any changes in skate community over time, four "treatment" fishing grounds were tested based on differing effects of gear types and fishing effort on the assemblage; 1) areas where there is both skate and finfish fishing, 2) areas of skate fishing only, 3) areas of both skate and D. gahi fishing, and 2) areas of D. gahi fishing only. An area in the southern D. gahi fishing area was also surveyed for skates, investigating biomass, community composition, and demographics for comparison to the northern area. Standard biological data were collected on all commercial species, and other biological data were collected including DNA sample collection of Zearaja chilensis by Francisco Concha from the University of Connecticut.

Preliminary results show that skate biomass has not changed significantly since the 2010 survey, as predicted by production model estimates. By species, the biomass of Psammobatis spp. was significantly higher in 2013 than it had been in 2010, the biomass of Zearaja chilensis was marginally higher, and the biomass of Bathyraja multispinis was marginally lower. The remaining 10 species captured were not significantly different between 2010 and 2013. Despite there being no significant change in biomass overall, changes in the species composition and abundance did change significantly between 2010 and 2013 in the skate targeted region.

Particular attention was paid to quantifying invertebrate by-catch in all areas, providing a robust baseline for future work. Analysis indicates that the invertebrate assemblages of southern and eastern regions of D . gahi fishing grounds are notably different to northern skate targeted fishing ground. Ongoing analyses will explore spatial variation in sex and maturity of skate species, and the effect of differing fishing types and effort in the skate fishing area. Comparisons will be made to the skate community found in the southern survey area.

## 3. Fisheries Department research contracts in 2013

The Falkland Islands Government's financial year runs from 1 July to 30 June and most external research contracts in the Fisheries Department adhered to these start and end dates. Contracts completed by the end of June 2013 are presented below.
3.1. "Providing satellite sea surface water temperature (SST) data for the area of the Falkland-Patagonian shelf between January and May 2013".

This contract has been carried out by principal investigator Dr. A.M. Sirota of the research company MARSATEC, Kaliningrad, Russia.

The SST maps were sent to the Fisheries Department three times a week (Monday, Wednesday, Friday) by e-mail. The SST maps were made in color using SURFER-7 Software. They were used for monitoring Illex distributions during the fishing season.

## 3.2. 'Seasonal and interannual variations in oceanographic conditions on the eastern continental slope and shelf of the Falkland Islands (November 1999 - February 2013),

This year the oceanographic contract was carried out by principal investigator Dr. A.M. Sirota of the research company MARSATEC, Kaliningrad, Russia.

Seasonal and interannual variability of water masses on the eastern shelf (transect P1) and southern shelf (transect P5) were described. Water structure and its variability around the Falkland Island shelf were analyzed using the data from research cruises.

## 4. Reductions in seabird mortality in the Falkland Islands

The Falkland Islands National Plan of Action-Seabirds (FI NPOA-S) was created in 2004, and was the first to be written for a United Kingdom Overseas Territory. It pertains to longline fishing in Falkland Islands waters and by Falkland Island-registered vessels in other EEZs and on the high seas. Since 2007 there have been zero reported seabird mortalities in the longline fishery due to implementation of a number of highly effective mitigation measures. A revised NPOA-Tr was created in 2009 pertaining to trawl fishing. As with the NPOA-S its aim is to reduce seabird bycatch associated with trawlers to levels that would have no deleterious impact of the long-term sustainability of sea bird populations.

Finfish trawling. For the period July 2012 to June 2013, observations during periods of seabird interactions with fishing gears (i.e. any time when seabirds are around during shooting hauling trawling discarding etc) in the demersal finfish fleet were conducted on 102 days, representing $3.2 \%$ fishing effort observed over the one year period. Thirty two seabird mortalities were recorded from the observed seabird-fishery interactions. Black-browed albatross accounted for 29
$(91 \%)$ of the total mortalities with the remainder Southern Giant petrels. These mortalities can be extrapolated to total numbers of seabirds killed in Falkland Island demersal trawl fisheries for the one-year period; data show that the average mortality rate was 0.31 birds per vessel-day, equalling a total of 905 Black-browed albatross and 94 Southern Giant Petrels (coefficient of variation $=$ $0.74)$.
D. gahi and pelagic trawling. No mortalities were recorded from the D. gahi or the pelagic trawl fishery for the period.

Unknown fates. Unknown fates are those instances where a bird is observed to be struck by the warp, dragged underwater and not seen to resurface, but it is unknown if this resulted in mortality. Of the 105 unknown fates recorded from a total of 33 stations, 18 unknown fates correlated with a station where incidental mortality was recorded in the subsequent hauling. This suggests that a minimum $17 \%$ of unknown fates resulted in a subsequent mortality. This illustrates that cryptic, or undetected, mortality is a significant issue affecting accurate mortality estimates.

Improvements to incidental seabird mitigation. The $3.2 \%$ total observer effort for the year was lower than the previous year, however, it was the second highest since the Tori Lines were introduced in 2004 and provided high confidence in the mortality estimates. Whilst greater observer coverage would provide more precise estimates, limited resources are better used investigating ways to reduce incidental mortality. Past incidental seabird mortality estimates showed a decline in mortality after the introduction of Tori Lines. Two promising further mitigation methods were trialled in 2013.

Firstly, an improvement to the current Tori line design was trialled involving the main bird scaring line (BSL) being clipped onto the warps using snap hooks at regular intervals. This was show to alleviate all of the known problems with current Tori line effectiveness including 1) effects of crosswinds pushing over Tori lines and exposing at least one warp, 2) cross currents causing the warp to enter the water at an angle behind the vessel, 3) entanglements of either the Tori line or the streamers with the warp resulting in the need the crew's intervention, 4) warp contact with streamer lines, making them dirty and less visible and 5) use of moveable trawl blocks on some ships which increase or decrease the stipulated lateral 2 m distance between warp and Tori line.

The second method trialled was to mount the BSL aerially on booms extending out from the ship's stern above the warp cables. This method address a number of the above issues, but also addresses the behaviour of Black-browed albatrosses, specifically their tendency to use a headwind to land directly at the warp-water interface even when BSL are in position. Observations using the boom method show that Black-browed albatross: 1) avoid coming into physical contact with streamers, 2 ) avoid drifting beneath aerially mounted structures or lines and, 3) avoid being in
narrow ( $<2-3 \mathrm{~m}$ ) areas in between a BSL and the warp cable or between two BSL that have drifted close together. In this design, the BSL will not deviate as much in cross-winds, its tension will not depend on vessel speed, and will become less frequently tangled together with the warp or with birds. In addition, the aerial boom may not need to be hauled onboard when shooting and hauling the net.

Educational efforts (engaging with crew, presentations to the industry) continue to increase fishermen's understanding of the importance of reducing incidental bird mortalities.

## 5. Falkland Islands Fisheries Observer Program

The Scientific Observer program was set up when the licensed fishery started in 1986/87. In the early years, there were $4-5$ observers, typically on a 4 month or 1 year contract. In the years hence, contracts have been changed to enhance data quality through job-continuity, and currently all contracts are a minimum of 1 year in duration, with possibility of extension. Currently, budget allocations allow employment of 6 Scientific Observers and 1 Scientific Observer (Seabirds). .

Fisheries Observers collect position data, catch/effort and biological data, conversion factor data, and seabird/mammal interaction/mortality data from all fleets and fisheries, whereas the Seabird Observer primarily monitors seabird/mammal interactions, evaluates seabird incidental catch mitigation measures, and analyzes seabird/mammal mortality data in the demersal mixed finfish trawl fleet. Observers also monitor activities of the Falkland flagged fleet operating on the high seas outside of the Falklands EEZ. Lastly, observers take part in the research cruises regularly conducted by the department.

Periods at sea typically range from 2 to 6 weeks in duration. All data collected are entered into a database at sea, and a detailed trip report completed after each period at sea. These reports are shared with the vessel operators.

In 2013, due to staffing issues, a somewhat reduced amount of observations compared to previous year were conducted.

Table 1: 2013 fishing days vs. observed days by fishery.

| Licence used | Fishing Days | Observed Days | No. Trips | \% Coverage |
| :--- | ---: | ---: | ---: | ---: |
| A/G/W | 3,204 | 109 | 12 | $3.4 \%$ |
| B | 7,638 | 81 | 7 | $1.1 \%$ |
| C/X | 1,977 | 159 | 6 | $8.0 \%$ |
| E (LOL-pre-recruit) | 91 | 91 | 2 | $100.0 \%$ |
| F | 246 | 17 | 1 | $6.9 \%$ |
| L | 298 | 123 | 5 | $41.3 \%$ |
| S | 3 | 3 | 1 | $100.0 \%$ |
| Total | 13,457 | 583 | 34 | $4.3 \%$ |

## 6. Fishing Effort and Catch Limits

Total Allowable Effort (TAE) and Total Allowable Catch (TAC) were set by the Falkland Islands Fisheries Department for the 2014 calendar year fisheries. TAC was estimated for longline toothfish. TAE were calculated as the number of fishing vessel units required to achieve the management objectives for all other fisheries.

## 7. Participation in Scientific Workshops, Conferences and Symposia in 2013

### 7.1. Mid-Atlantic Fisheries Management Council

The Mid-Atlantic Fisheries Management Council held a squid management workshop from January $15^{\text {th }}$ to $17^{\text {th }}$ in Riverhead, New York, USA. The purpose of the workshop was to consider options for improving management of the longfin and Illex squid fisheries along the east coast of the USA, with focus on responsive harvest strategies that account for changing stock conditions over the course of the year. One item of the workshop agenda was to investigate the Falkland Islands model of real-time squid management. Andreas Winter from the Fisheries Department was invited to attend and gave a presentation on 'D. gahi Fishery Management in the Falkland Islands' by A. Arkhipkin, J. Barton, S. Wallace and A. Winter'.

### 7.2. Falkland Fisheries Stock Assessment Workshop using CASAL

Scientists from the FIFD participated in a 1 week (March 11 - 15, 2013) stock assessment workshop using CASAL (C++ Algorithmic Stock Assessment Laboratory), hosted by the South

Atlantic Environmental Research Institute, Stanley and led by Alistair Dunn, programme leader in Fisheries Stock Assessment at NIWA, NZ. CASAL is an advanced fisheries stock assessment software package developed by NIWA. Throughout the workshop current Falkland fisheries data was used as example including toothfish and rock cod data, and the model's flexibility was demonstrated across a wide variety of data and modelling scenarios.

### 7.3. Third International Sclerochronology Conference

The $3^{\text {rd }}$ International Sclerochronology Conference was held between $18-22^{\text {nd }}$ May 2013 in Caernarvon, Wales, United Kingdom. A. Arkhipkin presented a talk on life cycles in ommastrephid squids as revealed from the statolith microstructure, and their ecological drivers. A workshop on methods to describe growth rates from the width of growth increments in various increment bearing structures was held at this conference.

### 7.4. American Fisheries Society Annual Meeting - 2013

Annual Scientific Meetings are organised every year by the American Fisheries Society (AFS). In 2013, the meeting was held in Little Rock, USA on 8-12 September. Participating from FIFD: M.-J. Roux. One report was presented entitled, ‘Changing community structure and emerging by-catch mitigation measures in Falkland Islands demersal finfish fisheries'.

### 7.5. ICES Annual Scientific Meeting - 2013

Annual Scientific Meetings are organised every year by the International Council for the Exploration of the Seas (ICES). In 2013, the meeting was held in Reykjavik, Iceland on 23-27 September. Participating from FIFD: A. Arkhipkin. One report was presented at Section E (Do foodweb dynamics matter in fisheries management?, co-sponsored by PICES) of the meeting, 'Recent changes in trophic web structure on the Patagonian Shelf affected the management of multispecies finfish fishery' by A. Arkhipkin, V. Laptikhovsky.

### 7.6. GIS training workshop using Quantum-GIS (QGIS)

Scientist and staff from the FIFD participated in a 2 day (Dec 6-7, 2013) workshop using GIS and introducing the QGIS package, hosted by the South Atlantic Environmental Research Institute. QGIS is a cross-platform OpenSource desktop geographic information systems (GIS) application that provides data viewing, editing, and advanced analysis capabilities. Fisheries data, vector shape files and raster layers were used as examples throughout the course.

### 7.7. Commercial Fisheries Research Foundation

The Commercial Fisheries Research Foundation held an international collaborative research summit on October $1^{\text {st }}$ and $2^{\text {nd }}$ in Narragansett, Rhode Island. The objective of the summit was to increase understanding of how the fishing industry, scientists and managers can better work together to collect data, and how these data can be used to improve stock assessments. Case study representatives were invited to attend from Nova Scotia, Norway, and the Falkland Islands, to share information on collaborative approaches in their fisheries. Andreas Winter from the Fisheries Department and Michael Poole, executive secretary of the Falkland Islands Fishing Companies Association, participated in the discussion groups and gave a presentation on 'Short-lived species (squid) science and management in the Falkland Islands'.

## 8. Publications from scientific work carried out in FIG Fisheries Department in 2013 (or in collaboration with FIG personnel)

### 8.1. Peer-reviewed publications (appeared in 2013)

Arkhipkin, A.I. 2013. Squid as nutrient vectors linking Southwest Atlantic oceanic ecosystems. Deep-Sea Research II, 95: 7-20.
Arkhipkin, A.I., Barton J., Wallace, S., Winter, A. 2013. Close cooperation between science, management and industry benefits sustainable exploitation of the Falkland Islands squid fisheries. Journal of Fish Biology, 83: 905-920.

Arkhipkin, A., Brickle, P., Laptikhovsky, V. 2013. Links between marine fauna and oceanic fronts on the Patagonian Shelf and Slope. Arquipelago - Life and Marine Sciences, 30: 19-37.

Arkhipkin, A.I., Davidson, D. 2013. Iridophores and sexual dimorphism in the squid Doryteuthis gahi (Loliginidae) from the southwestern Atlantic. Journal of Molluscan Studies, 79 (4): 296-301.

Arkhipkin, A.I., Hatfield, E.M.C., Rodhouse, P.G.K., 2013. Doryteuthis gahi, Patagonian longfinned squid. In: Advances in squid biology, ecology and fisheries. Part I - Myopsid Squids. Edited by R. Rosa, R. O’Dor and G. Pierce, pp. 123-157. Nova Science Publishers, New York.

Arkhipkin, A.I., Jurgens, E.M., Howes, P.N. 2013. Spawning, egg development and early ontogenesis in rock cod Patagonotothen ramsayi (Regan, 1913) caught on the Patagonian Shelf and maintained in captivity. Polar Biology, 36 (8): 1195-1204.

Arkhipkin, A., Laptikhovsky, V. 2013. From gelatinous to muscle food chain: rock cod Patagonotothen ramsayi recycles coelenterate and tunicate resources on the Patagonian shelf. Journal of Fish Biology, 83: 1210-1220.

Hoving, H.G.T., Laptikhovsky, V., Lipinski, M.R., Jurgens, E. 2013. Fecundity oogenesis, and ovulation pattern of southern African Lycoteuthis lorigera (Steenstrup, 1875). Hydrobiologia. DOI 10.1007/s10750-013-1586-6

Laptikhovsky, V. 2013 Reproductive strategy of deep-sea and Antarctic octopods of the genera Graneledone, Adelieledone and Muusoctopus (Mollusca: Cephalopoda). Aquatic Biology, 18: 21-29.

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Laptikhovsky V.V., Arkhipkin, A. Brickle, P. 2013. From small bycatch to main commercial species: Explosion of stocks of rock cod Patagonotothen ramsayi (Regan) in the Southwest Atlantic. Fisheries Research, 147: 399-403.

Laptikhovsky, V., Collins, M. A., Arkhipkin, A., 2013. First case of possible iteroparity among coleoid cephalopods: the giant warty squid Kondakovia longimana. Journal of Molluscan Studies, 79 (3): 270-272.

Laptikhovsky, V.V., Rogov, M.A., Nikolaeva, S.V., Arkhipkin, A.I. 2013. Environmental impact on ecotochleate cephalopod reproductive strategies and the evolutionary significance of cephalopod egg size. Bulletin of Geosciences, 88: 83-93.

Leguá, J., Plaza, G., Pérez, D., Arkhipkin, A. 2013. Otolith shape analysis as a tool for stock identification of the southern blue whiting, Micromesistius australis. Latin American Journal of Aquatic Research, 41: 479-489.
Rodhouse, P.G.K., Arkhipkin, A.I., Laptikhovsky, V., Nigmatullin, C.M., Waluda, C.M. 2013. Illex argentinus, Argentine shortfin squid. In: Advances in squid biology, ecology and fisheries. Part II - Oegopsid Squids. Edited by R. Rosa, R. O’Dor and G. Pierce, pp. 109-148. Nova Science Publishers, New York.

Volonterio, O., Brewin, P. E. 2013. A new species of Allogenus (Tricladida, Maricola, Uteriporidae) from South Georgia, Sub-Antarctica. Journal of the Marine Biological Association of the United Kingdom, 94: 1-8.

### 8.2. Technical reports:

FIFD. 2013. Vessel Units, Allowable Effort, and Allowable Catch 2014. Fisheries Dept., Directorate of Natural Resources, Falkland Islands Government, 49 pp .
Lopez Gutierrez, B. 2013. An assessment of seabird by-catch in Falkland Islands trawl fisheries, July 2012 to June 2013. Falkland Islands Government Fisheries Department, Stanley, 35 pp.

Roux, M.-J., Brewin, P., Jürgens, L., Winter, A., James, R. 2013. Square mesh panel (SMP) trials 2. Scientific Rep., Fisheries Cruise ZDLT1-07-2013. Falkland Islands Government Fisheries Department, Stanley, 49 pp.
Roux, M.-J., Laptikhovsky, V., Brewin, P., Winter, A. 2013. Square mesh panel (SMP) trials. Scientific Rep., Fisheries Cruise ZDLT1-02-2013. Falkland Islands Government Fisheries Department, Stanley, 45 pp .

Roux, M.-J., Winter, A. 2013. Performance evaluation of modifications to trawl fishing gear for reducing bycatch of undersized rock cod Patagonotothen ramsayi in finfish fisheries. Synthesis Report. Falkland Islands Government Fisheries Department, Stanley, 56 pp.

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Winter, A. 2013. Loligo stock assessment, first season 2013. Falkland Islands Government Fisheries Department, Stanley, 23 pp.

Winter, A. 2013. Loligo stock assessment, second season 2013. Falkland Islands Government Fisheries Department, Stanley, 23 pp.

Winter, A., Jürgens, L., Monllor, A. 2013. Loligo stock assessment survey, 1st season 2013. Falkland Islands Government Fisheries Department, Stanley, 15 pp.
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Alexander Arkhipkin (Editor), sections 1.1-1.6; 1.12; 3; 6; 7; 8.1
Alex Blake, section 1.11
Paul Brewin, sections 1.7-1.9; 1.14-1.15; 2.4; 4
Joost Pompert, sections 2.4; 5
Marie-Julie Roux, sections 2.1-2.3
Andreas Winter, sections 1.2; 1.10; 8.2

## Introduction

Figure A. 1 Chart of the Falkland Islands Interim Conservation and Management Zone (FICZ) and Falkland Islands Outer Conservation Zone (FOCZ)


This chart is illustrative NOT definitive

## Introduction

Table A. 1 Abbreviations for vessel types used in the tables

| FIFD Code | Vessel type |
| :--- | :--- |
| CO | Combination (trawler - jigger) |
| JI | Jigger |
| LO | Longliner |
| PO | Potter |
| TR | Trawler |

Table A. 2 Abbreviations for species names used in the tables

| FIFD Code | FAO Code | Scientific name | Common name |
| :--- | :--- | :--- | :--- |
| BAC | SAO | Salilota australis | Red cod |
| BLU | POS | Micromesistius australis | Southern blue whiting |
| COX** | PAT | Patagonotothen spp | Rock cod |
| GRX** | RTX | Macrouridae | Grenadiers |
| HAK*** | HKP | Merluccius hubbsi | Common hake |
| KIN | CUS | Genypterus blacodes | Kingclip |
| ILL | SQA | Illex argentinus | Ilex squid |
| LOL | SQP | Doryteuthis gahi | Falkland Calamari |
| MAR | SQS | Martialia hyadesi | Martialia squid |
| OTH | MZZ/SKX | Osteichthyes/Chondrichthyes Others |  |
| PAT | HKX / HKN | Merluccius spp /australis* | Austral Hake |
| RAY | SRX | Rajidae | Skates and rays |
| TOO | TOP | Dissostichus eleginoides | Patagonian toothfish |
| WHI | GRM | Macruronus magellanicus | Hoki |
| ZYP | ZYP | Zygochlamys patagonica | Scallop |

*     - Merluccius spp. until 2005; M.australis since 2006
** - since 2006, before - in OTH; *** - since 2006, before - in PAT
Table A. 3 Abbreviations for fishing fleets used in the tables

| ISO Alfa-2 code | ISO Alfa-3 code | Fishing Fleet |
| :--- | :--- | :--- |
| AU | AUS | Australia |
| BZ | BLZ | Belize |
| CB* | KHM | Cambodia |
| CL | CHL | Chile |
| CN | CHN | China |
| EE | EST | Estonia |
| ES | ESP | Spain |
| FK | FLK | Falkland Islands |
| FR | FRA | France |
| GH | GHC | Ghana |
| GR | GRC | Greece |
| HN | HDN | Honduras |
| IS | ISL | Iceland |
| IT | ITA | Italy |
| JP | JPN | Japan |
| KR | KOR | Korea |
| NA | NAM | Namibia |
| NO | NOR | Norway |
| PA | PAN | Panama |
| PL | POL | Poland |
| PT | PRT | Portugal |
| RU | RUS | Russia |
| SC | SYC | Seychelles |
| SL | SLE | Sierra Leone |
| TW * | TWN | Taiwan |
| UK | GBR | United Kingdom |
| UR | UKR | Ukraine |
| US | USA | United States of America |
| UY | URY | Uruguay |
| VC | VCT | Saint Vincent |
| VU | VUT | Vanuatu |

[^0]
## Introduction

Table A. 4 Licence types, target species and periods of application 1989-2013


* The ' G ' licence was introduced in 1997. It represents a combination of the 'B' Illex squid licence and 'W' restricted finfish licences. It is limited to trawlers using nets with a minimum mesh size of 90 mm .
** Restricted finfish - Main target species:
Patagonotothen ramsayi - Rock cod—PAR
Micromesistius australis - Southern blue whiting - BLU
Macruronus magellanicus - Hoki - WHI.
*** Experimental fishing licences 'E' are issued on an occasional basis to denote exploratory or experimental fishing activities. The 'E' licence included longliners fishing for toothfish up to mid 1999, when the 'L' licence was instituted for this activity. In 2006 the ' E ' licence was used to cover access to the Loligo fishery during the monitoring activities undertaken by single vessels. The Scallop fishery, exploratory trawl fishery for grenadiers and longline fishery for kingclip have also been operating on an E licence.
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Scallops and Squid Jig／Trawl have yet to enter quota system． $\begin{array}{llll}\text { Total } & 100.00 \% & 0.00 \% & 0.00 \% \\ \text { Note：} & & & \end{array}$

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## Licences

Table B. 1 Licence allocations by licence type and year

| LICENCE | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A | 40 | 33 | 17 | 13 | 4 | 10 | 5 | 5 | 4 |
| B | 161 | 144 | 170 | 165 | 156 | 164 | 120 | 113 | 92 |
| C | 46 | 38 | 16 | 20 | 21 | 22 | 17 | 19 | 15 |
| E | 8 | 5 | . | 2 | 1 | 6 | 6 | 5 | 6 |
| F | . | . | . | . | . | . | 4 | 5 | . |
| G | . | . | . | . | . | . | . | . | 19 |
| L | . | . | . | . | . | . | . | . | . |
| R | . | . | . | . | . | 9 | 10 | 11 | 10 |
| S | . | . | . | . | . | . | . | . | . |
| W | . | . | 11 | 16 | 14 | 30 | 29 | 28 | 9 |
| X | 23 | 20 | 19 | 23 | 30 | 27 | 23 | 24 | 21 |
| Y | 70 | 17 | 15 | 6 | 5 | 10 | 9 | 6 | 11 |
| Z | 24 | 35 | 40 | 46 | 43 | 47 | 60 | 43 | 36 |
|  | 372 | 292 | 288 | 291 | 274 | 325 | 283 | 259 | 223 |
| LICENCE | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
| A | 9 | 11 | 10 | 6 | 6 | 6 | 8 | 9 | 11 |
| B | 79 | 86 | 109 | 116 | 125 | 122 | 89 | 70 | 43 |
| C | 14 | 17 | 17 | 16 | 17 | 16 | 16 | 17 | 16 |
| E | 9 | 8 | 5 | 1 | 1 | 8 | 9 | 11 | 8 |
| F | . | . | 4 | 1 | 9 | 4 | 7 | 4 | . |
| G | 27 | 30 | 16 | 19 | 19 | 24 | 17 | 14 | 20 |
| L | . | . | 3 | 6 | 6 | 8 | 5 | 4 | 6 |
| R | 2 | 8 | 7 | 9 | 8 | 10 | 11 | 11 | 11 |
| S | . | 2 | 3 | 3 | 4 | 3 | 4 | 2 | 2 |
| W | 16 | 21 | 11 | 13 | 11 | 23 | 25 | 17 | 21 |
| X | 20 | 18 | 15 | 19 | 17 | 18 | 17 | 16 | 16 |
| Y | 8 | 8 | 4 | 8 | 8 | 12 | 10 | 12 | 16 |
| $\underline{\mathbf{Z}}$ | 27 | 34 | 27 | 18 | 19 | 22 | 22 | 18 | 24 |
|  | 211 | 243 | 231 | 235 | 250 | 276 | 240 | 205 | 194 |
| LICENCE | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |  |  |
| A $^{*}$ | 10 | 23 | 21 | 22 | 29 | 29 | 31 |  |  |
| B | 57 | 44 | 44 | 76 | 95 | 100 | 99 |  |  |
| C | 16 | 17 | 17 | 18 | 17 | 18 | 17 |  |  |
| E | 6 | 4 | 5 | 5 | 5 | 6 | 8 |  |  |
| F** | 1 | 8 | 8 | 8 | 7 | 8 | 8 |  |  |
| G | 18 | 23 | 27 | 23 | 25 | 25 | 25 |  |  |
| L | 6 | 2 | 1 | 1 | 1 | 1 | 2 |  |  |
| R | 10 | - | - | - | - |  | . |  |  |
| S | 2 | 3 | 4 | 3 | 1 | 3 | 1 |  |  |
| W*** | 14 | 27 | 30 | 30 | 27 | 25 | 28 |  |  |
| X | 17 | 20 | 18 | 17 | 17 | 16 | 16 |  |  |
| Y | 18 | . | . | . | . |  | . |  |  |
| $\underline{\mathbf{Z}}$ | 25 | .. | . |  |  |  | . |  |  |
|  | 200 | 171 | 175 | 203 | 224 | 231 | 235 |  |  |

*     - A + Y since 2008 ** - F + R since 2008 ** *- W + Z since 2008


## Licences

Table B. 2 Licence allocations by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| AU | . |  |  | . |  | . | . | . | . | 3 | 3 | . |  |
| BG | 9 | 14 | 8 | 6 | 2 | . | . | . | . | . | . | . | . |
| BZ | . | . | . | . | . | . | 1 | . | . | . | 2 | 5 | 2 |
| CB | . | . | . | . | . | . | . | . | . | . |  | 2 | 1 |
| CL | 1 | 1 | . | 3 | 2 | 8 | 8 | 4 | 3 | 2 | 3 | 1 | 1 |
| CN | . | . | . | . | . | . | . | . | . | 2 | 4 | 9 | 20 |
| ES | 99 | 72 | 66 | 74 | 74 | 108 | 100 | 69 | 52 | 64 | 76 | 41 | 45 |
| FK | 7 | 4 | 2 | 3 | 3 | 8 | 19 | 37 | 32 | 43 | 49 | 47 | 55 |
| FR | . | . | . | . | . | 5 | 3 | 4 | 2 | 2 | 2 | 1 | . |
| GR | 5 | 3 | . | . | . | . | . | . | . | . | . | . | . |
| HN | . | . | 2 | 3 | 4 | 7 | 8 | 2 | . | . | . | . | . |
| IS | . | . | . | . | . | . | . | 1 | 3 | . | . | . | . |
| IT | 7 | 3 | 2 | 5 | 6 | 3 | 2 | . | . | . | . | . | . |
| JP | 95 | 82 | 77 | 63 | 30 | 36 | 13 | 11 | 19 | 40 | 20 | 21 | 16 |
| KR | 30 | 32 | 42 | 55 | 60 | 86 | 105 | 112 | 98 | 48 | 71 | 84 | 67 |
| NA | . | . | . | . | . | . | . | . | 3 | 1 | 2 | . | . |
| NL | 1 | 1 | . | . | . | . | . | . | . | . | . | . | . |
| NO | . | 2 | . | . | . | . | . | 1 | 1 | . | . | . | . |
| PA | . | . | 5 | 4 | 3 | 3 | 2 | 3 | 1 | 1 | 2 | . | . |
| PL | 68 | 53 | 40 | 21 | 8 | 8 | 4 | 2 | . | . | . | . | . |
| PT | 7 | 7 | 4 | 4 | 3 | 4 | 8 | 4 | . | . | . | 1 | . |
| RU | . | . | . | . | . | 1 | . | . | . | . | . | . | 1 |
| SC | . | . | . | . | . | . | . | . | 3 | . | . | . | . |
| SL | . | . | . | 1 | 1 | 1 | . | . | . | . | . | . | . |
| TW | 32 | 17 | 39 | 49 | 77 | 43 | 8 | 3 |  | 2 | 4 | 16 | 22 |
| UK | 11 | 1 | 1 | . | 1 | 3 | 2 | 5 | 3 | 3 | 5 | 3 | 3 |
| UR | . | . | . | . | . | 1 | . | . | . | . | . | . | . |
| US | . | . | . | . | . | . | . | 1 | . | . | . | . | . |
| UY | . | . | . | . |  | . | . |  | . | . | . | . | 1 |
| VC | . |  |  |  |  |  |  |  |  |  |  |  | 1 |
|  | 372 | 292 | 288 | 291 | 274 | 325 | 283 | 259 | 223 | 211 | 243 | 231 | 235 |

## Licences

Table B. 2 Licence allocations by fishing fleet and year

| FISHING <br> FLEET | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BZ | 2 | 3 | 1 | 1 | . | . | . | . | . | . | . |  |
| CB | 1 | 1 | 1 | . | . | . | . | . | 1 | 1 | 3 | 3 |
| CL | 1 | 1 | 2 | . | 1 | 2 | 1 | . | 1 |  | . | 1 |
| CN | 25 | 22 | 7 | 3 | 2 | 5 | . | . | . |  | . |  |
| DE | . | . | . | . | . | . | . | . | . | . | 1 |  |
| EE | . | . | 1 | . | 2 |  | . | . | . |  | . |  |
| ES | 49 | 46 | 47 | 36 | 59 | 65 | 59 | 61 | 55 | 61 | 63 | 29 |
| FK | 49 | 80 | 71 | 76 | 69 | 61 | 55 | 55 | 58 | 58 | 57 | 22 |
| GH | . | . | . | . | 1 | . | . | . | . |  | . |  |
| JP | 22 | 14 | 7 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| KR | 71 | 64 | 61 | 43 | 42 | 42 | 38 | 39 | 34 | 35 | 34 | 51 |
| NA | . | . | 2 | . | . | . | . | . | . |  | . |  |
| NZ | . | 1 | . | . |  | . | . | . | . |  | . |  |
| PA | . | . | . | 2 | 1 | 1 | . | 1 | . |  | . |  |
| RU | . | 9 | . | . | . | . | . | . | 1 | 1 | . | 1 |
| SL | . | . | . | . | . | . | . | . | 2 |  | 1 | 3 |
| TW | 26 | 29 | 33 | 33 | 10 | 19 | 13 | 15 | 45 | 61 | 67 | 80 |
| UK | 3 | 4 | 5 | 5 | 4 | 4 | 4 | 6 | 4 | 4 | 4 | 1 |
| UY | 1 | 2 | 2 | 2 | 2 | . | . | . | . |  | . |  |
| VU | . | . |  | 2 | . | . | . | 1 | 1 | 2 | . | 4 |
|  | 250 | 276 | 240 | 205 | 194 | 200 | 171 | 175 | 203 | 224 | 231 | 196 |

Table B. 3 Licence 'A' (Unrestricted finfish - first season, 1999-2007; both seasons in 2008) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ES | 1 | 2 | 3 | 2 | 12 | 11 | 10 | 15 | 17 | 19 |
| FK | 7 | 7 | 8 | 8 | 10 | 9 | 11 | 12 | 11 | 11 |
| KR | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 |  |  |
| UK | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | 1 | 1 | 1 | 1 | 1 |
|  | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 1}$ | $\mathbf{1 0}$ | $\mathbf{2 3}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 9}$ | $\mathbf{2 9}$ | $\mathbf{3 1}$ |

## Licences

Table B. 4 Licence 'B' (Illex squid) allocations by fishing fleet and year

| FISHING <br> FLEET | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BZ | 1 | 1 | . | . | . | . | . | . | . | . |
| CB | 1 | . | . | . | . | . | 1 | 1 | 2 | 2 |
| CN | 7 | 3 | 2 | 5 | . | . | . | . | . | . |
| FK | . | 1 | . | . | . | . | . | 1 | . | . |
| GH | . | . | 1 | . | . | . | . | . | . | . |
| JP | 5 | . | . | . | . | . | . | . | . | . |
| KR | 42 | 28 | 29 | 33 | 31 | 29 | 27 | 29 | 30 | 30 |
| PA | . | 2 | 1 | . | . | 1 | . | . | . | . |
| PH | . | . | . | . | . | . | . | . | . | 1 |
| RU | . | . | . | . | . | . | . | 1 | . | . |
| SL | . | . | . | . | . | . | 2 | . | 1 | . |
| TW | 33 | 33 | 10 | 19 | 13 | 15 | 45 | 61 | 67 | 65 |
| VU | . | 2 | . | . | . | 1 | 1 | 2 | 1 | 1 |
|  | 89 | 70 | 43 | 57 | 44 | 46 | 76 | 95 | 100 | 99 |

Table B. 5 Licence 'C' (Falkland Calamari) allocations by fishing fleet and year

| FISHING <br> FLEET | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ES | . | . |  | . | 1 | 2 | 1 | 2 | 2 | 1 |
| FK | 14 | 16 | 15 | 14 | 15 | 14 | 16 | 14 | 15 | 15 |
| NA | 1 | . | . | . | . | . | . | . | . | . |
| PA | . | . | . | 1 | . | . | . | . | . | . |
| UK | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
|  | 16 | 17 | 16 | 16 | 17 | 17 | 18 | 17 | 18 | 18 |

Table B. 6 Licence 'E' (Experimental) allocations by fishing fleet and year

| FISHING <br> FLEET | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CL |  |  |  |  |  |  | 1 | . | . | . |
| ES | . | . | 2 | 1 | 2 | 1 | . | 1 | . | . |
| FK | 6 | 8 | 4 | 5 | 2 | 2 | 3 | 4 | 5 | 8 |
| GR | . | . | . | . | . | . | . | . | 1 | . |
| RU | . | . | . | . | . | . | 1 | . | . | . |
| UK | 1 | 1 | . | . | . | 2 | . | . | . | . |
| UY | 2 | 2 | 2 | . | . | . | . | . | . | . |
|  | 9 | 11 | 8 | 6 | 4 | 5 | 5 | 5 | 6 | 8 |

## Licences

Table B. 7 Licence 'F' (Skates and rays - first season in 1999-2007, both seasons in 2008-2013) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| KR | 7 | 4 | $\cdot$ | $\cdot$ | 6 | 6 | 4 | 4 | 4 | 4 |
| ES |  |  |  | 1 | 2 | 2 | 4 | 3 | 4 | 4 |
|  | $\mathbf{7}$ | $\mathbf{4}$ | . | $\mathbf{1}$ | $\mathbf{8}$ | $\mathbf{8}$ | $\mathbf{8}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{8}$ |

Table B. 8 Licence 'G' (Illex squid and restricted finfish) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EE | 1 | $\cdot$ | 1 | . | . | . | . | . | . | . |
| ES | 11 | 7 | 13 | 16 | 19 | 22 | 17 | 18 | 21 | 21 |
| FK | 5 | 7 | 6 | 2 | 4 | 5 | 6 | 7 | 4 | 4 |
|  | $\mathbf{1 7}$ | $\mathbf{1 4}$ | $\mathbf{2 0}$ | $\mathbf{1 8}$ | $\mathbf{2 3}$ | $\mathbf{2 7}$ | $\mathbf{2 3}$ | $\mathbf{2 5}$ | $\mathbf{2 5}$ | $\mathbf{2 5}$ |

Table B. 9 Licence 'L' (Toothfish Longliners) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CL | $\cdot$ | . | . | 1 | . | . | . | . | . | . |
| FK | 4 | 4 | 4 | 4 | 2 | 1 | 1 | 1 | 1 | 1 |
| KR | 1 | . | 2 | 1 | . | . | . | . | . | . |
|  | $\mathbf{5}$ | $\mathbf{4}$ | $\mathbf{6}$ | $\mathbf{6}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ |

Table B. 10 Licence 'R' (Skates and rays - second season) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ |
| :--- | :---: | :---: | :---: | :---: |
| ES | $\cdot$ | $\cdot$ | . | 3 |
| KR | 11 | 11 | 11 | 7 |
|  | $\mathbf{1 1}$ | $\mathbf{1 1}$ | $\mathbf{1 1}$ | $\mathbf{1 0}$ |

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Table B. 11 Licence 'S' (Blue Whiting and Hoki - surimi vessels) allocations by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CL | 2 | $\cdot$ | 1 | 1 | 1 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . |
| FK | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | 3 | 2 | $\cdot$ | 2 | 1 |
| JP | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |
|  | $\mathbf{4}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ |

Table B. 12 Licence 'W' (Restricted finfish - first season, 1998-2007; both seasons from 2008) allocations by fishing fleet and year

| FISHING | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET |  | . | $\cdot$ | 1 | $\cdot$ | . | . | . | . | . |
| EE | 15 | 8 | 16 | 10 | 20 | 22 | 20 | 20 | 18 | 21 |
| ES | 9 | 8 | 3 | 3 | 5 | 5 | 6 | 5 | 5 | 5 |
| FK | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | 2 | 3 | 1 | 1 | 1 |
| KR | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| UK | $\mathbf{2 5}$ | $\mathbf{1 7}$ | $\mathbf{2 1}$ | $\mathbf{1 4}$ | $\mathbf{2 7}$ | $\mathbf{3 0}$ | $\mathbf{3 0}$ | $\mathbf{2 7}$ | $\mathbf{2 5}$ | $\mathbf{2 8}$ |
|  |  |  |  |  |  |  |  |  |  |  |

Table B. 13 Licence 'X' (Falkland Calamari - second season) allocations by fishing fleet and year

| FISHING | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLE | $\cdot$ | $\cdot$ | $\cdot$ | 1 | 3 | 1 | 2 | 2 | 1 | 1 |
| ES | 15 | 15 | 15 | 15 | 16 | 16 | 14 | 14 | 14 | 14 |
| FK | 1 | $\cdot$ | . | . | . | . | . | . | . | . |
| NA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| UK | $\mathbf{1 7}$ | $\mathbf{1 6}$ | $\mathbf{1 6}$ | $\mathbf{1 7}$ | $\mathbf{2 0}$ | $\mathbf{1 8}$ | $\mathbf{1 7}$ | $\mathbf{1 7}$ | $\mathbf{1 6}$ | $\mathbf{1 6}$ |
|  |  |  |  |  |  |  |  |  |  |  |

## Licences

Table B. 14 Licence ' $Y$ ' (Unrestricted finfish - second season) allocations by fishing fleet and year

| FISHING |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ |
| ES | 3 | 5 | 6 | 11 |
| FK | 6 | 7 | 10 | 7 |
| RU | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| UK | 1 | $\cdot$ | $\cdot$ | . |
|  | $\mathbf{1 0}$ | $\mathbf{1 2}$ | $\mathbf{1 6}$ | $\mathbf{1 8}$ |

Table B. 15 Licence 'Z' ( Restricted finfish - second season) allocations by fishing fleet and year

| FISHING |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ |
| ES | 17 | 14 | 19 | 19 |
| FK | 5 | 3 | 4 | 4 |
| KR | $\cdot$ | $\cdot$ | $\cdot$ | 1 |
| UK | $\cdot$ | 1 | 1 | 1 |
|  | $\mathbf{2 2}$ | $\mathbf{1 8}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ |

Table B. 16 Annual revenue (Pounds sterling) by licence type

| LICENCE | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A | 537,775 | 485,949 | 300,154 | 191,586 | 119,854 | 537,775 | 485,949 |
| B | 22,723,027 | 20,698,011 | 20,961,399 | 20,865,023 | 14,301,237 | 17,440,342 | 10,867,548 |
| C | 4,028,578 | 5,077,665 | 3,286,308 | 2,904,346 | 3,558,704 | 3,305,953 | 3,473,536 |
| E | 3,000 | 1,000 | . | 12,308 | 12,303 | 163,607 | 196,725 |
| F | . | . | . | . | . |  | 74,214 |
| G | . | . | . | . | . | . | . |
| L | . | . | . | . | . |  | . |
| R | - | - | - | . | . | 140,664 | 431,363 |
| S | . | . | . | . | . | . | . |
| W | . | . | 113,412 | 169,895 | 206,682 | 413,290 | 500,679 |
| X | 377,917 | 613,764 | 572,085 | 959,803 | 1,466,992 | 2,046,655 | 2,173,149 |
| Y | 939,594 | 291,531 | 285,700 | 187,767 | 199,798 | 180,825 | 164,690 |
| $\underline{Z}$ | 391,332 | 774,666 | 841,843 | 1,222,974 | 1,207,635 | 1,335,812 | 1,920,068 |
|  | 29,001,223 | 27,942,586 | 26,360,901 | 26,513,702 | 21,073,205 | 25,690,547 | 20,348,929 |

## Licences

Table B. 16 Annual revenue (Pounds sterling) by licence type (continue)

| LICENCE | $\mathbf{1 9 9 6}$ | $\mathbf{1 9 9 7}$ | $\mathbf{1 9 9 8}$ | $\mathbf{1 9 9 9}$ | $\mathbf{2 0 0 0}$ | $\mathbf{2 0 0 1}$ | $\mathbf{2 0 0 2}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{A}$ | 300,154 | 191,586 | 186,858 | 247,467 | 264,667 | 153,200 | 229,589 |
| B | $12,176,224$ | $12,189,748$ | $9,578,864$ | $9,349,734$ | $14,609,416$ | $16,408,604$ | $15,504,408$ |
| C | $3,915,269$ | $3,489,634$ | $3,694,139$ | $3,840,651$ | $4,063,638$ | $4,515,400$ | $4,495,703$ |
| E | 107,022 | 180,956 | 460,752 | 471,163 | 190,113 | 0 | 0 |
| F | 117,243 | . | . | 0 | 83,714 | 41,311 | 218,114 |
| G | $\cdot$ | 654,702 | 900,493 | $1,321,513$ | 755,274 | $1,001,852$ | $1,176,222$ |
| L | . | . | . | 0 | 237,250 | 581,856 | 581,856 |
| R | 446,767 | 429,579 | 73,733 | 452,362 | 252,959 | 405,492 | 221,071 |
| S | $\cdot$ | . | . | 326,903 | 980,410 | 914,033 | 792,191 |
| W | 842,504 | 590,818 | 868,281 | 872,436 | 418,455 | 303,832 | 268,804 |
| X | $2,297,557$ | $1,745,260$ | $2,157,595$ | $1,802,191$ | $1,596,130$ | $2,014,142$ | $1,759,362$ |
| Y | 174,748 | 284,846 | 327,707 | 235,446 | 276,522 | 375,871 | 384,723 |
| $\mathbf{Z}$ | $1,536,543$ | $1,474,175$ | $1,329,126$ | $1,262,615$ | $1,051,854$ | 969,460 | 920,040 |
|  | $\mathbf{2 1 , 9 7 7 , 2 4 2}$ | $\mathbf{2 1 , 2 9 6 , 3 0 9}$ | $\mathbf{1 9 , 5 7 7 , 5 4 8}$ | $\mathbf{2 0 , 1 8 2 , 4 8 0}$ | $\mathbf{2 4 , 7 8 0 , 4 0 1}$ | $\mathbf{2 7 , 6 8 5 , 0 5 3}$ | $\mathbf{2 6 , 5 5 2 , 0 8 3}$ |


| LICENCE | $\mathbf{2 0 0 3}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{A}^{*}$ | 312,757 | 239,533 | 160,585 | 296,901 | 428,227 | $1,129,012$ | $1,129,011$ |
| B | $12,122,222$ | $2,926,562$ | $2,441,087$ | $4,509,716$ | $6,151,234$ | $4,430,958$ | 0 |
| $\mathbf{C}$ | $1,446,088$ | $1,509,446$ | $1,534,994$ | $1,763,009$ | $1,734,547$ | $1,939,301$ | $1,939,301$ |
| $\mathbf{E}$ | 34,500 | 56,925 | 84,150 | 95,600 | 0 | 0 | 0 |
| $\mathbf{F} * *$ | 85,855 | 156,778 | 49,701 | 0 | 7,699 | 274,579 | 247,121 |
| $\mathbf{G}$ | $1,085,814$ | 558,859 | 374,079 | 909,945 | 627,065 | 769,004 | 769,004 |
| $\mathbf{L}$ | 493,873 | 581,855 | 533,368 | 579,782 | 907,704 | 760,700 | 760,700 |
| R | 240,511 | 263,006 | 405,720 | 285,453 | 278,912 | . |  |
| S | 895,352 | $1,237,335$ | 449,067 | 525,669 | 554,748 | 543,770 | 543,770 |
| $\mathbf{W} * * *$ | 515,383 | 905,319 | 524,877 | 488,818 | 506,479 | $1,219,240$ | $1,219,240$ |
| $\mathbf{X}$ | $1,804,098$ | $2,090,748$ | $2,510,109$ | $3,263,140$ | $3,263,140$ | $4,242,081$ | $4,242,082$ |
| $\mathbf{Y}$ | 434,158 | 407,128 | 650,185 | 656,810 | 459,542 | . | . |
| $\mathbf{Z}$ | 995,807 | 978,825 | 834,434 | $1,026,697$ | 474,296 | . | . |
|  | $\mathbf{2 0 , 4 6 6 , 4 1 9}$ | $\mathbf{1 1 , 9 1 2 , 3 1 9}$ | $\mathbf{1 0 , 5 5 2 , 3 5 7}$ | $\mathbf{1 4 , 4 0 1 , 5 4 1}$ | $\mathbf{1 5 , 3 9 3 , 5 9 3}$ | $\mathbf{1 5 , 3 0 8 , 6 4 5}$ | $\mathbf{1 0 , 8 5 0 , 2 2 9}$ |


| LICENCE | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: |
| $\mathbf{A}$ | $1,129,012$ | $1,129,012$ | $1,129,012$ | $1,129,012$ |
| $\mathbf{B}$ | 798,205 | $8,996,154$ | $9,522,332$ | $10,597,284$ |
| $\mathbf{C}$ | $1,939,301$ | $2,133,230$ | $2,133,230$ | $2,133,230$ |
| $\mathbf{E}$ | 0 | 0 | 0 | 0 |
| $\mathbf{F}$ | 247,121 | 247,121 | 247,121 | 247,121 |
| $\mathbf{G}$ | 845,900 | 845,900 | 845,900 | 845,900 |
| $\mathbf{L}$ | 760,700 | 836,770 | 836,770 | 836,770 |
| $\mathbf{S}$ | 181,257 | 181,257 | 181,257 | 181,257 |
| $\mathbf{W}$ | $1,341,160$ | $1,341,160$ | $1,341,160$ | $1,341,160$ |
| $\mathbf{X}$ | $4,242,082$ | $4,242,082$ | $4,242,082$ | $4,242,082$ |
|  | $\mathbf{1 1 , 4 8 4 , 7 3 8}$ | $\mathbf{1 9 , 9 5 2 , 6 8 6}$ | $\mathbf{2 0 , 4 7 8 , 8 6 4}$ | $\mathbf{2 1 , 5 5 3 , 8 1 6}$ |

*     - A + Y since 2008; ** - F+R since 2008; *** - W + Z since 2008;


## Catch summary tables

Table C. 1 Total catch (tonnes) by vessel type and year

| VESSEL TYPE | $\mathbf{1 9 8 9}$ | $\mathbf{1 9 9 0}$ | $\mathbf{1 9 9 1}$ | $\mathbf{1 9 9 2}$ | $\mathbf{1 9 9 3}$ | $\mathbf{1 9 9 4}$ | $\mathbf{1 9 9 5}$ | $\mathbf{1 9 9 6}$ | $\mathbf{1 9 9 7}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CO | 59,069 | 46,211 | 27,896 | 17,669 | 1,151 | 4,807 | 3,222 | 1,569 | 811 |
| JI | 195,476 | 94,743 | 160,754 | 149,557 | 144,189 | 62,874 | 62,717 | 73,128 | 150,732 |
| LO | $\cdot$ | $\cdot$ | $\cdot$ | 131 | 10 | 2,855 | 1,901 | 992 | 1,241 |
| TR | 172,270 | 143,561 | 115,853 | 147,601 | 106,257 | 126,262 | 177,332 | 119,303 | 77,542 |
|  | $\mathbf{4 2 6 , 8 1 4}$ | $\mathbf{2 8 4 , 5 1 6}$ | $\mathbf{3 0 4 , 5 0 3}$ | $\mathbf{3 1 4 , 9 5 7}$ | $\mathbf{2 5 1 , 6 0 5}$ | $\mathbf{1 9 6 , 7 9 8}$ | $\mathbf{2 4 5 , 1 7 2}$ | $\mathbf{1 9 4 , 9 9 1}$ | $\mathbf{2 3 0 , 3 2 6}$ |
|  |  |  |  |  |  |  |  |  |  |
| VESSEL TYPE | $\mathbf{1 9 9 8}$ | $\mathbf{1 9 9 9}$ | $\mathbf{2 0 0 0}$ | $\mathbf{2 0 0 1}$ | $\mathbf{2 0 0 2}$ | $\mathbf{2 0 0 3}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ |
| CO | 274 | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . | 7,776 | 68,950 |
| JI | 79,837 | 254,026 | 182,925 | 146,066 | 13,001 | 101,754 | 1,661 | . | 295 |
| LO | 1,787 | 2,077 | 2,092 | 1,684 | 1,754 | 1,832 | 2,076 | 1,791 | 1,620 |
| TR | 128,976 | 120,935 | 134,089 | 117,449 | 86,224 | 105,511 | 99,361 | 117,537 | 142,390 |
|  | $\mathbf{2 1 0 , 8 7 4}$ | $\mathbf{3 7 7 , 0 3 8}$ | $\mathbf{3 1 9 , 1 0 7}$ | $\mathbf{2 6 5 , 1 9 8}$ | $\mathbf{1 0 0 , 9 7 9}$ | $\mathbf{2 0 9 , 0 9 7}$ | $\mathbf{1 0 3 , 0 9 8}$ | $\mathbf{1 2 7 , 1 0 4}$ | $\mathbf{2 1 3 , 2 5 6}$ |
|  |  |  |  |  |  |  |  |  |  |
| VESSEL TYPE | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |  |  |
| JI | 157,533 | 100,317 | 3 | 11,645 | 73,703 | 84,640 | 138,926 |  |  |
| LO | 1,624 | 1,506 | 1,245 | 1,053 | 1,399 | 1,213 | 1,469 |  |  |
| PO | . | $\cdot$ | $\cdot$ | 2 |  | . |  |  |  |
| TR | 142,890 | 168,584 | 152,364 | 196,460 | 150,423 | 180,158 | 124,214 |  |  |

## Catch summary tables

Table C. 2 Total catch (tonnes) of all species by year

| SPECIES | $\mathbf{1 9 8 9}$ | $\mathbf{1 9 9 0}$ | $\mathbf{1 9 9 1}$ | $\mathbf{1 9 9 2}$ | $\mathbf{1 9 9 3}$ | $\mathbf{1 9 9 4}$ | $\mathbf{1 9 9 5}$ | $\mathbf{1 9 9 6}$ | $\mathbf{1 9 9 7}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BAC | 2,814 | 2,778 | 2,880 | 7,055 | 6,224 | 4,043 | 9,084 | 6,925 | 4,649 |
| BLU | 43,468 | 72,326 | 50,491 | 34,078 | 24,900 | 38,697 | 39,154 | 23,539 | 26,296 |
| ILL | 224,022 | 102,417 | 174,745 | 160,016 | 145,185 | 66,996 | 64,122 | 79,724 | 149,763 |
| KIN | 977 | 850 | 949 | 1,952 | 1,643 | 899 | 1,985 | 1,682 | 1,392 |
| LOL | 118,720 | 82,990 | 53,817 | 83,384 | 52,279 | 65,757 | 98,417 | 61,374 | 26,122 |
| MAR | . | 4 | 141 | 1 | 33 | . | 5,803 | 111 | 2,099 |
| PAT | 16,480 | 11,900 | 6,759 | 4,070 | 3,029 | 1,414 | 1,988 | 1,649 | 1,554 |
| RAY | 1,749 | 1,500 | 6,923 | 8,108 | 8,523 | 5,542 | 5,432 | 3,475 | 3,320 |
| TOO | 236 | 208 | 980 | 912 | 393 | 2,963 | 2,069 | 685 | 1,208 |
| WHI | 13,313 | 7,553 | 4,499 | 14,188 | 8,506 | 10,064 | 15,603 | 13,813 | 13,006 |
| OTH | 5,036 | 1,989 | 2,317 | 1,192 | 890 | 423 | 1,514 | 2,015 | 916 |


| SPECIES | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BAC | 8,121 | 9,313 | 6,551 | 3,896 | 2,617 | 2,285 | 2,781 | 2,467 | 3,469 |
| BLU | 31,483 | 28,564 | 23,371 | 25,735 | 24,908 | 20,798 | 28,554 | 17,047 | 20,533 |
| COX | . | . | . | . | . |  | . | . | 20,211 |
| ILL | 84,993 | 266,201 | 189,709 | 150,631 | 13,411 | 103,375 | 1,720 | 7,937 | 85,614 |
| KIN | 2,217 | 2,602 | 1,875 | 1,625 | 1,224 | 1,275 | 1,841 | 1,936 | 2,821 |
| LOL | 51,559 | 34,866 | 64,493 | 53,560 | 23,712 | 47,422 | 26,835 | 58,811 | 43,067 |
| MAR |  | 29 |  | 147 | 1 | 31 | 24 |  | . |
| HAK | . | . | . | . | , | , | , | . | 8,414** |
| PAT | 3,502 | 4,224 | 3,069 | 1,978 | 1,678 | 1,967 | 1,926 | 2,735* | $23 * * *$ |
| RAY | 1,077 | 4,785 | 3,853 | 4,309 | 3,364 | 3,988 | 5,151 | 5,698 | 4,679 |
| TOO | 2,103 | 2,988 | 2,318 | 1,754 | 1,793 | 1,707 | 2,002 | 1,677 | 1,572 |
| WHI | 22,378 | 18,765 | 19,831 | 19,471 | 26,970 | 23,815 | 25,905 | 16,721 | 19,761 |
| GRX | . | . | . | . | . |  |  |  | 797 |
| ZYP |  |  |  | 76 | 59 | 685 | 1,279 | 1,358 | 1,161 |
| OTH | 3,443 | 4,701 | 4,037 | 2,018 | 1,242 | 1,748 | 5,080 | 10,717 | 1,133 |
|  | 210,874 | 377,038 | 319,107 | 265,198 | 100,979 | 209,097 | 103,098 | 127,104 | 213,256 |


| SPECIES | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BAC | 5,195 | 4,076 | 5,119 | 3,129 | 4,206 | 4,630 | 5,171 |
| BLU | 22,204 | 13,208 | 10,395 | 6,471 | 3,974 | 1,611 | 2,698 |
| COX | 30,157 | 60,589 | 58,234 | 76,456 | 55,648 | 63,510 | 32,420 |
| HAK* | 11,908 | 8,805 | 13,044 | 13,606 | 9,885 | 10,473 | 12,281 |
| ILL | 161,402 | 106,608 | 44 | 12,111 | 79,384 | 87,023 | 142,403 |
| KIN | 3,592 | 2,226 | 3,389 | 3,639 | 3,942 | 3,508 | 3,964 |
| LOL | 42,003 | 52,260 | 31,475 | 66,543 | 34,682 | 70,894 | 40,174 |
| RAY | 5,663 | 3,853 | 5,872 | 5,891 | 6,954 | 6,655 | 5,923 |
| TOO | 1,519 | 1,429 | 1,419 | 1,403 | 1,559 | 1,313 | 1,423 |
| WHI | 16,669 | 15,902 | 23,403 | 19,227 | 22,864 | 15,869 | 16,848 |
| GRX | 622 | 943 | 958 | 455 | 2,058 | 225 | 491 |
| ZYP | 14 | 6 | 13 | 3 | 11 | . | 0 |
| OTH | 1,099 | 502 | 246 | 225 | 358 | 301 | 849 |

$\begin{array}{lllllll}302,046 & 270,407 & 153,612 & 209,159 & 225,525 & 266,011 & 264,645\end{array}$

[^1]
## Catch summary tables

Table C. 3 Total catch (tonnes) by month and year

| MONTH | $\mathbf{1 9 8 9}$ | $\mathbf{1 9 9 0}$ | $\mathbf{1 9 9 1}$ | $\mathbf{1 9 9 2}$ | $\mathbf{1 9 9 3}$ | $\mathbf{1 9 9 4}$ | $\mathbf{1 9 9 5}$ | $\mathbf{1 9 9 6}$ | $\mathbf{1 9 9 7}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 2,475 | . | 5,128 | 5,217 | 3,723 | 9,149 | 7,810 | 5,217 | 7,918 |
| February | 30,652 | 26,620 | 19,493 | 21,028 | 6,789 | 13,273 | 28,800 | 15,782 | 8,660 |
| March | 89,952 | 74,890 | 88,553 | 96,826 | 39,900 | 52,894 | 46,084 | 49,887 | 29,199 |
| April | 131,835 | 56,338 | 83,954 | 79,745 | 79,365 | 27,654 | 49,391 | 48,971 | 60,718 |
| May | 73,998 | 28,475 | 32,258 | 24,303 | 51,777 | 18,914 | 21,514 | 19,526 | 68,234 |
| June | 11,913 | 1,017 | 112 | 107 | 437 | 2,002 | 1,786 | 1,211 | 10,474 |
| July | 5,265 | 2,437 | 2,538 | 223 | 1,577 | 2,172 | 2,937 | 1,418 | 2,625 |
| August | 24,987 | 13,196 | 14,895 | 22,415 | 20,227 | 18,151 | 25,736 | 16,451 | 10,019 |
| September | 26,143 | 33,653 | 21,075 | 26,933 | 16,111 | 19,569 | 25,540 | 13,562 | 8,668 |
| October | 14,221 | 17,836 | 13,123 | 19,839 | 11,891 | 16,105 | 14,486 | 8,315 | 7,960 |
| November | 8,909 | 19,119 | 9,832 | 10,736 | 11,056 | 8,805 | 11,881 | 7,406 | 8,381 |
| December | 6,463 | 10,934 | 13,542 | 7,585 | 8,751 | 8,111 | 9,205 | 7,245 | 7,470 |
|  | $\mathbf{4 2 6 , 8 1 4}$ | $\mathbf{2 8 4 , 5 1 6}$ | $\mathbf{3 0 4 , 5 0 3}$ | $\mathbf{3 1 4 , 9 5 7}$ | $\mathbf{2 5 1 , 6 0 5}$ | $\mathbf{1 9 6 , 7 9 8}$ | $\mathbf{2 4 5 , 1 7 2}$ | $\mathbf{1 9 4 , 9 9 1}$ | $\mathbf{2 3 0 , 3 2 6}$ |


|  | $\mathbf{1 9 9 8}$ | $\mathbf{1 9 9 9}$ | $\mathbf{2 0 0 0}$ | $\mathbf{2 0 0 1}$ | $\mathbf{2 0 0 2}$ | $\mathbf{2 0 0 3}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 7,687 | 6,605 | 5,213 | 6,497 | 3,536 | 5,881 | 2,901 | 1,712 | 2,180 |
| February | 19,942 | 29,626 | 47,924 | 10,926 | 12,306 | 16,612 | 9,405 | 7,562 | 10,861 |
| March | 47,799 | 98,631 | 94,536 | 81,574 | 17,335 | 91,036 | 15,081 | 27,436 | 47,995 |
| April | 63,064 | 104,827 | 63,840 | 71,936 | 13,811 | 37,830 | 11,292 | 10,581 | 46,967 |
| May | 22,936 | 73,790 | 48,684 | 38,621 | 15,504 | 5,680 | 4,930 | 3,870 | 28,046 |
| June | 2,821 | 12,665 | 2,854 | 2,199 | 1,473 | 1,385 | 727 | 712 | 1,839 |
| July | 1,596 | 2,313 | 2,502 | 1,299 | 253 | 877 | 6,771 | 11,786 | 10,173 |
| August | 13,012 | 13,364 | 16,528 | 17,380 | 11,863 | 21,491 | 14,344 | 22,576 | 23,408 |
| September | 11,157 | 11,853 | 16,874 | 15,306 | 5,751 | 14,513 | 10,571 | 17,104 | 15,626 |
| October | 7,778 | 9,857 | 8,333 | 12,413 | 5,668 | 8,831 | 13,552 | 11,008 | 13,522 |
| November | 6,395 | 7,138 | 7,306 | 4,933 | 8,638 | 3,981 | 8,412 | 9,644 | 8,846 |
| December | 6,689 | 6,370 | 4,513 | 2,112 | 4,841 | 980 | 5,114 | 3,113 | 3,792 |
|  | $\mathbf{2 1 0 , 8 7 4}$ | $\mathbf{3 7 7 , 0 3 8}$ | $\mathbf{3 1 9 , 1 0 7}$ | $\mathbf{2 6 5 , 1 9 8}$ | $\mathbf{1 0 0 , 9 7 9}$ | $\mathbf{2 0 9 , 0 9 7}$ | $\mathbf{1 0 3 , 0 9 8}$ | $\mathbf{1 2 7 , 1 0 4}$ | $\mathbf{2 1 3 , 2 5 6}$ |


|  | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 2,371 | 4,071 | 3,802 | 2,741 | 4972 | 624 | 3,755 |
| February | 11,130 | 14,310 | 12,424 | 12,882 | 11110 | 17,726 | 8,702 |
| March | 40,165 | 39,441 | 20,336 | 40,979 | 75910 | 75,202 | 40,009 |
| April | 86,250 | 65,734 | 18,753 | 30,746 | 37111 | 54,367 | 72,754 |
| May | 69,260 | 46,724 | 17,808 | 16,801 | 18652 | 26,085 | 68,698 |
| June | 8,694 | 16,356 | 5,955 | 6,947 | 8192 | 7,749 | 7,767 |
| July | 12,356 | 10,253 | 14,481 | 17,795 | 15420 | 13,009 | 8,003 |
| August | 26,168 | 20,955 | 16,506 | 28,250 | 18765 | 30,539 | 18,428 |
| September | 20,049 | 23,083 | 15,139 | 22,311 | 13113 | 19,012 | 20,026 |
| October | 14,000 | 15,444 | 13,477 | 12,308 | 10372 | 12,183 | 8,938 |
| November | 9,748 | 9,967 | 9,328 | 9,851 | 6693 | 5,828 | 4,272 |
| December | 1,856 | 4,069 | 5,604 | 7,466 | 5216 | 3,687 | 3,292 |
|  | $\mathbf{3 0 2 , 0 4 6}$ | $\mathbf{2 7 0 , 4 0 7}$ | $\mathbf{1 5 3 , 6 1 2}$ | $\mathbf{2 0 9 , 0 7 7}$ | $\mathbf{2 2 5 , 5 2 5}$ | $\mathbf{2 6 6 , 0 1 1}$ | $\mathbf{2 6 4 , 6 4 5}$ |

## Catch summary tables

Table C. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 276 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . |  | 3 |
| $\mathbf{4 0 0 - 5 9 9}$ | 1,604 | 2,143 | 3,527 | 3,143 | - | - | 98 | 761 | 936 | 102,343 |
| $\mathbf{6 0 0 - 7 9 9}$ | 3,709 | 6,955 | 52,598 | 85,767 | 61,835 | 11,608 | 16,214 | 30,328 | 35,315 | 42,539 |
| $\mathbf{8 0 0 - 9 9 9}$ | 9,987 | 13,419 | 34,392 | 79,405 | 59,514 | 19,430 | 23,746 | 61,551 | 71,504 | 1,225 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 31,390 | 35,548 | 54,044 | 63,161 | 71,711 | 65,141 | 79,059 | 68,587 | 76,215 | 68,919 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 14,958 | 24,797 | 29,284 | 33,452 | 36,462 | 31,069 | 46,090 | 38,013 | 44,224 | 27,738 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 16,436 | 33,009 | 25,230 | 24,456 | 32,065 | 18,921 | 37,934 | 21,060 | 37,001 | 21,449 |
| $\mathbf{> 2 , 9 9 9}$ | 24,738 | 11,233 | 14,180 | 12,663 | 8,820 | 7,443 | 6,018 | 5,225 | 816 | 428 |
|  | $\mathbf{1 0 3 , 0 9 8}$ | $\mathbf{1 2 7 , 1 0 4}$ | $\mathbf{2 1 3 , 2 5 6}$ | $\mathbf{3 0 2 , 0 4 6}$ | $\mathbf{2 7 0 , 4 0 7}$ | $\mathbf{1 5 3 , 6 1 2}$ | $\mathbf{2 0 9 , 1 5 9}$ | $\mathbf{2 2 5 , 5 2 5}$ | $\mathbf{2 6 6 , 0 1 1}$ | $\mathbf{2 6 4 , 6 4 5}$ |

Table C. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 730 | 2,831 | 936 | 1,697 |
| $\mathbf{4 5 - 4 9}$ | 5,553 | 7,824 | 24,366 | 39,348 | 31,052 | 13,343 | 16,171 | 15,274 | 20,163 | 21,607 |
| $\mathbf{5 0 - 5 4}$ | 13,790 | 18,202 | 46,204 | 66,139 | 50,664 | 15,783 | 14,471 | 28,324 | 35,313 | 34,357 |
| $\mathbf{5 5 - 5 9}$ | 4,041 | 5,826 | 22,869 | 39,903 | 32,374 | 13,976 | 32,986 | 42,289 | 44,394 | 52,809 |
| $\mathbf{6 0 - 6 4}$ | 11,646 | 16,725 | 29,214 | 41,920 | 42,074 | 31,319 | 42,580 | 51,956 | 60,485 | 58,946 |
| $\mathbf{6 5 - 6 9}$ | 19,604 | 23,806 | 34,678 | 56,105 | 52,366 | 30,813 | 43,688 | 40,790 | 48,619 | 42,608 |
| $\mathbf{7 0 - 7 9}$ | 10,501 | 20,768 | 23,791 | 28,571 | 31,227 | 27,868 | 42,230 | 32,505 | 44,113 | 45,957 |
| $\mathbf{8 0 - 8 9}$ | 11,357 | 17,923 | 14,811 | 14,052 | 17,598 | 11,048 | 4,666 | 3,121 | 5,248 | 2,970 |
| $>\mathbf{8 9}$ | 26,606 | 16,030 | 17,323 | 16,009 | 13,052 | 9,462 | 11,635 | 8,435 | 6,741 | 3,694 |
|  | $\mathbf{1 0 3 , 0 9 8}$ | $\mathbf{1 2 7 , 1 0 4}$ | $\mathbf{2 1 3 , 2 5 6}$ | $\mathbf{3 0 2 , 4 0 6}$ | $\mathbf{2 7 0 , 4 0 7}$ | $\mathbf{1 5 3 , 6 1 2}$ | $\mathbf{2 0 9 , 1 5 9}$ | $\mathbf{2 2 5 , 5 2 5}$ | $\mathbf{2 6 6 , 0 1 1}$ | $\mathbf{2 6 4 , 6 4 5}$ |

Table C. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | $\cdot$ | $\cdot$ | 827 |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | 28 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | 730 | 1,797 | 936 | 1,694 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | 129 | 1,796 | 15,688 | 29,866 | 18,662 | 2,172 | 3,748 | 6,975 | 9,397 | 12,330 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 8,407 | 9,782 | 40,838 | 58,657 | 44,745 | 21,354 | 18,824 | 34,367 | 37,614 | 39,341 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 5,297 | 7,206 | 24,325 | 40,361 | 37,133 | 15,173 | 20,935 | 19,158 | 22,927 | 25,917 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 20,248 | 22,760 | 47,600 | 68,196 | 57,387 | 37,927 | 55,212 | 62,515 | 69,117 | 64,452 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 19,557 | 26,874 | 34,833 | 52,344 | 55,518 | 40,865 | 49,758 | 57,073 | 63,409 | 66,389 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 7,303 | 9,703 | 6,063 | 11,512 | 11,060 | 5,067 | 9,753 | 13,706 | 19,819 | 25,500 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 14,997 | 28,618 | 22,392 | 21,237 | 28,380 | 23,601 | 33,923 | 18,069 | 31,568 | 18,616 |
| $\mathbf{> 3 , 9 9 9}$ | 27,133 | 20,366 | 21,517 | 19,874 | 17,522 | 7,453 | 16,274 | 11,865 | 11,226 | 9,578 |
|  | $\mathbf{1 0 3 , 0 9 8}$ | $\mathbf{1 2 7 , 1 0 4}$ | $\mathbf{2 1 3 , 2 5 6}$ | $\mathbf{3 0 2 , 0 4 6}$ | $\mathbf{2 7 0 , 4 0 7}$ | $\mathbf{1 5 3 , 6 1 2}$ | $\mathbf{2 0 9 , 1 5 9}$ | $\mathbf{2 2 5 , 5 2 5}$ | $\mathbf{2 6 6 , 0 1 1}$ | $\mathbf{2 6 4 , 6 4 5}$ |

## Catch summary tables

Table C. 7 Total catch (tonnes) by fishing fleet and year

| FISHING FLEET | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BG | 13,503 | 22,369 | 21,888 | 8,981 | 2,976 | . |  | . |  |
| BZ |  |  | . | . | . | . | 585 |  |  |
| CL | 1,150 | 1,884 | . | 3,145 | 1,514 | 5,223 | 9,997 | 6,638 | 8,199 |
| ES | 82,345 | 65,908 | 57,605 | 87,763 | 58,143 | 67,191 | 89,284 | 40,842 | 20,510 |
| FK | 781 | 5,853 | 1,470 | 1,846 | 1,978 | 5,906 | 27,184 | 31,520 | 17,117 |
| FR | . |  | . | . | . | 1,945 | 7,369 | 4,600 | 1,545 |
| GR | 4,960 | 3,121 | . | . | . |  | . | . |  |
| HN | . |  | 1,712 | 2,761 | 3,681 | 2,976 | 2,833 | 850 |  |
| IS | . |  | . | . | . |  |  | 214 | 268 |
| IT | 10,391 | 4,547 | 2,409 | 2,923 | 2,142 | 1,181 | 218 | . | . |
| JP | 125,567 | 60,028 | 93,652 | 68,325 | 39,510 | 39,916 | 25,583 | 24,870 | 46,060 |
| KR | 51,133 | 32,996 | 61,614 | 72,489 | 65,228 | 42,987 | 63,236 | 73,861 | 129,546 |
| NA | . | . | . | . | . | . | . | . | 303 |
| NL | 4,587 | 3,369 | . | . | . | . | . | . | . |
| NO | . | 1,384 | . | . | . | . | . | 319 | 210 |
| PA | . | . | 2,425 | 4,027 | 1,060 | 598 | 459 | 706 | . |
| PL | 74,039 | 64,765 | 43,878 | 32,996 | 12,442 | 11,178 | 8,861 | 3,262 | . |
| PT | 9,143 | 6,430 | 3,268 | 1,548 | 1,809 | 2,512 | 5,157 | 1,052 | - |
| RU | . | . | . | . | . | 39 | . | . | . |
| SC |  |  |  |  |  |  |  |  | 1,252 |
| SL | . | . | . | 1,150 | 822 | 373 | . | . | . |
| TW | 37,529 | 10,479 | 12,590 | 27,002 | 59,853 | 13,497 | 2,323 | 1,901 | 3,013 |
| UK | 11,685 | 1,383 | 1,992 | . | 445 | 1,255 | 2,083 | 4,357 | 2,302 |
| UR | . | . | . | . | . | 21 | . | . | . |
|  | 426,814 | 284,516 | 304,503 | 314,957 | 251,605 | 196,798 | 245,172 | 194,991 | 230,326 |
|  |  |  |  |  |  |  |  |  |  |
| FISHING FLEET | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 |
| AU | 3,593 | 3,711 | . | . | . | . |  | . |  |
| BZ | . | 4,511 | 6,729 | 2,581 | 136 | 2,788 | 42 | 61 |  |
| CB | . |  | 2,768 | 1,204 | 33 | 857 | 17 | . | - |
| CL | 8,849 | 5,491 | 2,749 | 8,014 | 9,252 | 6,490 | 9,752 | . | 2,131 |
| CN | 1,177 | 7,301 | 11,641 | 18,838 | 1,203 | 12,652 | 99 | 99 | 3,555 |
| EE | . | . | . | . | . | . | 226 | . | 1,247 |
| ES | 40,307 | 35,909 | 30,732 | 29,170 | 23,972 | 20,169 | 22,488 | 24,546 | 42,024 |
| FK | 43,578 | 39,131 | 62,947 | 59,820 | 35,732 | 60,596 | 43,320 | 71,205 | 65,229 |
| FR | 4,177 | 2,381 | 2,053 | , | , | , | , | , | . |
| GH | . | . | . | . | . | . | . | . | 1,244 |
| JP | 56,992 | 57,971 | 41,737 | 27,913 | 14,485 | 18,923 | 15,062 | 11,230 | 12,049 |
| KR | 45,082 | 207,795 | 128,940 | 86,587 | 12,637 | 53,677 | 6,008 | 10,074 | 60,943 |
| NA | 676 | 746 | 128,940 |  | , | 5,67 | 1,181 | , | , |
| NO | . | . | . | . | . | . | . | . | . |
| NZ | . | . | . | . | . | 69 | . | . | . |
| PA | 1,098 | 61 | . | . | . | . | . | 194 | 1,375 |
| PT | . | . | 66 | . | . | . | . | . | . |
| RU | . | . | . | 228 | . | 6,891 | 31 | . | - |
| SC | . | . | . | . | . | . | . | . | . |
| TW | 1,734 | 8,771 | 23,243 | 25,380 | 1,190 | 22,057 | 866 | 3,106 | 18,554 |
| UK | 3,575 | 3,259 | 5,501 | 3,564 | 2,279 | 3,238 | 2,703 | 5,100 | 3,734 |
| UR | . | . | . | . | . | . | . | . | . |
| UY | 36 | . | . | 81 | 61 | 690 | 1,303 | 1,369 | 1,169 |
| VC | . |  | . | 1,820 | . | . |  | . | . |

VU
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## Catch summary tables

Table C. 7 Total catch (tonnes) by fishing fleet and year, continued

| FISHING FLEET | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BZ | 2,285 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| CB |  |  |  | 94 | 1,144 | 1,695 | 1,468 |
| CL | 3,948 | 1,640 | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| CN | 8,575 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| EE | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| ES | 56,165 | 72,570 | 80,245 | 88,060 | 77,796 | 84,891 | 58,951 |
| FK | 65,812 | 76,949 | 58,540 | 93,182 | 62,184 | 85,809 | 60,783 |
| GH | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| JP | 9,042 | 8,820 | 7,443 | 6,018 | 4,745 | 109 | $\cdot$ |
| KR | 99,171 | 81,224 | 3,317 | 9,502 | 26,307 | 32,807 | 52,004 |
| PA | 3,150 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| RU |  |  | $\cdot$ | 2 | $\cdot$ |  | $\cdot$ |
| SL | 49,970 | 24,353 | $\cdot$ | 5,808 | 48,667 | 55,327 | 86,143 |
| TW | 3,928 | 4,850 | 4,067 | 6,271 | 2,861 | 5,033 | 2,975 |
| UK | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |  | $\cdot$ |
| UY |  |  |  | 142 | 1,821 |  | 2,322 |
| VU | $\mathbf{3 0 2 , 0 4 6}$ | $\mathbf{2 7 0 , 4 0 7}$ | $\mathbf{1 5 3 , 6 1 2}$ | $\mathbf{2 0 9 , 1 5 9}$ | $\mathbf{2 2 5 , 5 2 5}$ | $\mathbf{2 6 6 , 0 1 1}$ | $\mathbf{2 6 4 , 6 4 5}$ |
|  |  |  |  |  |  |  |  |

## Illex argentinus-Illex squid

Table D. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| $\mathbf{J I}$ | 1,661 | 7,776 | 68,950 | 157,533 | 100,317 | 3 | 11,645 | 73,703 | 84,640 | 138,922 |
| TR | 59 | 162 | 16,665 | 3,869 | 6,290 | 41 | 466 | 5,681 | 2,383 | 3,482 |
|  | $\mathbf{1 , 7 2 0}$ | $\mathbf{7 , 9 3 7}$ | $\mathbf{8 5 , 6 1 4}$ | $\mathbf{1 6 1 , 4 0 2}$ | $\mathbf{1 0 6 , 6 0 8}$ | $\mathbf{4 4}$ | $\mathbf{1 2 , 1 1 1}$ | $\mathbf{7 9 , 3 8 4}$ | $\mathbf{8 7 , 0 2 3}$ | $\mathbf{1 4 2 , 4 0 3}$ |

Table D. 2 Total catch (tonnes) by month and year

| MONTH | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | . | . | 6 | 4 | 0 | . | . | . | 1 | 0 |
| February | 24 | 87 | 454 | 3,056 | 952 | 1 | 134 | 988 | 9,227 | 195 |
| March | 1,424 | 6,915 | 26,654 | 22,693 | 11,460 | 30 | 9,847 | 60,954 | 40,601 | 20,845 |
| April | 269 | 934 | 36,353 | 71,559 | 48,116 | 11 | 2,128 | 17,383 | 29,213 | 57,408 |
| May | 3 | 0 | 21,922 | 58,852 | 34,088 | 1 | 1 | 59 | 7,958 | 59,306 |
| June | . | . | 225 | 5,237 | 11,991 | 0 | . | 0 | 23 | 4,645 |
| July | . | . | . | . | 1 | . | . | . | . | 2 |
| August | . | . | . | . | . | . | . | . | . | 2 |
| September | . | . | . | . | . | . | 0 | . | . | . |
| October | . | . | . | . | . | . | 0 | . | 0 | . |
| November | . | . | . | . | . | . | . | 0 | . | . |
| December | . | . | . | . | . | . | . | 0 | . | . |
|  | 1,720 | 7,937 | 85,614 | 161,402 | 106,608 | 44 | 12,111 | 79,384 | 87,023 | 142,403 |

Table D. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| BZ | 42 | 61 | $\cdot$ | 2,285 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| CB | 17 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 94 | 1,144 | 1,695 | 1,468 |
| CN | 99 | 99 | 3,555 | 8,575 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| EE | 3 | $\cdot$ | 472 |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| ES | 22 | 95 | 2,320 | 3,297 | 3,197 | 33 | 187 | 2,028 | 509 | 2,798 |
| FK | 16 | 93 | 1,050 | 537 | 442 | 8 | 67 | 2,828 | 572 | 650 |
| GH |  | $\cdot$ | 1,244 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| JP | 93 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| KR | 530 | 4,170 | 57,030 | 94,807 | 78,612 | 3 | 5,733 | 22,891 | 28,575 | 49,024 |
| PA | $\cdot$ | 194 | 1,375 | 1,896 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| RU | 31 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| SL | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 80 | $\cdot$ | 340 | $\cdot$ |
| TW | 865 | 3,106 | 18,554 | 49,970 | 24,353 | 0 | 5,808 | 48,667 | 55,327 | 86,143 |
| UK | 1 | $\cdot$ | 15 | 35 | 4 | 0 | $\cdot$ | 4 | 6 | $\cdot$ |
| VU | $\cdot$ | 120 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 142 | 1,821 | $\cdot$ | 2,322 |
|  | $\mathbf{1 , 7 2 0}$ | $\mathbf{7 , 9 3 7}$ | $\mathbf{8 5 , 6 1 4}$ | $\mathbf{1 6 1 , 4 0 2}$ | $\mathbf{1 0 6 , 6 0 8}$ | $\mathbf{4 4}$ | $\mathbf{1 2 , 1 1 1}$ | $\mathbf{7 9 , 3 8 4}$ | $\mathbf{8 7 , 0 2 3}$ | $\mathbf{1 4 2 , 4 0 3}$ |

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Table D. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 24 | $\cdot$ | . | . | $\cdot$ | $\cdot$ | . | . | . | 0 |
| $\mathbf{4 0 0 - 5 9 9}$ | 26 | 280 | 2,067 | 3,143 | $\cdot$ | $\cdot$ | 98 | 761 | 936 | 1225 |
| $\mathbf{6 0 0 - 7 9 9}$ | 493 | 3,757 | 47,876 | 76,265 | 52,635 | 3 | 4,089 | 21,395 | 24,347 | 35,023 |
| $\mathbf{8 0 0 - 9 9 9}$ | 994 | 3,487 | 23,849 | 66,413 | 43,624 | 6 | 6,679 | 46,451 | 54,064 | 85,683 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 153 | 381 | 10,690 | 13,554 | 9,842 | 34 | 1,148 | 8,421 | 7,573 | 19,650 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 12 | 14 | 1,022 | 2,026 | 430 | 1 | 96 | 1,184 | 102 | 821 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 1 | 19 | 111 | 0 | 69 | 0 | . | 1,173 | 1 | 0 |
| $\mathbf{> 2 , 9 9 9}$ | 17 | . | . | . | . | . | . | . | . | 0 |
|  | $\mathbf{1 , 7 2 0}$ | $\mathbf{7 , 9 3 7}$ | $\mathbf{8 5 , 6 1 4}$ | $\mathbf{1 6 1 , 4 0 2}$ | $\mathbf{1 0 6 , 6 0 8}$ | $\mathbf{4 4}$ | $\mathbf{1 2 , 1 1 1}$ | $\mathbf{7 9 , 3 8 4}$ | $\mathbf{8 7 , 0 2 3}$ | $\mathbf{1 4 2 , 4 0 3}$ |

Table D. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | 0 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 98 | 871 | 936 | 1,225 |
| $\mathbf{4 5 - 4 9}$ | 277 | 1,914 | 16,493 | 28,700 | 17,640 | 3 | 1,277 | 5,339 | 6,621 | 9,848 |
| $\mathbf{5 0 - 5 4}$ | 312 | 2,206 | 30,895 | 49,460 | 39,423 | 5 | 3,491 | 17,241 | 20,341 | 27,579 |
| $\mathbf{5 5 - 5 9}$ | 447 | 1,736 | 15,719 | 31,360 | 20,204 | 1 | 2,585 | 20,031 | 20,491 | 15,666 |
| $\mathbf{6 0 - 6 4}$ | 348 | 832 | 10,718 | 20,600 | 11,409 | 17 | 2,208 | 17,554 | 19,807 | 33,041 |
| $\mathbf{6 5 - 6 9}$ | 254 | 1,091 | 9,264 | 26,783 | 17,496 | 4 | 2,058 | 12,883 | 13,263 | 34,284 |
| $\mathbf{7 0 - 7 9}$ | 61 | 140 | 2,412 | 4,499 | 283 | 14 | 393 | 5,081 | 5,565 | 17,615 |
| $\mathbf{8 0 - 8 9}$ | 3 | 19 | 111 | $\cdot$ | 145 | 0 | . | 144 | . | 0 |
| $>\mathbf{8 9}$ | 17 | . | 3 | . | 1 | 0 | . | 240 | . | 3,145 |
|  | $\mathbf{1 , 7 2 0}$ | $\mathbf{7 , 9 3 7}$ | $\mathbf{8 5 , 6 1 4}$ | $\mathbf{1 6 1 , 4 0 2}$ | $\mathbf{1 0 6 , 6 0 8}$ | $\mathbf{4 4}$ | $\mathbf{1 2 , 1 1 1}$ | $\mathbf{7 9 , 3 8 4}$ | $\mathbf{8 7 , 0 2 3}$ | $\mathbf{1 4 2 , 4 0 3}$ |

Table D. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{< 1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | 28 | 1,158 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 98 | 761 | 936 | 1,225 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | 147 | 2,218 | 14,549 | 27,556 | 16,162 | 0 | 947 | 5,208 | 6,132 | 9,848 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 329 | 937 | 28,947 | 45,081 | 30,225 | 5 | 3,403 | 20,000 | 21,097 | 27,579 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 214 | 2,250 | 14,749 | 28,652 | 21,576 | 17 | 1,710 | 6,849 | 9,747 | 15,666 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 656 | 1,041 | 20,250 | 36,701 | 19,369 | 7 | 2,981 | 21,967 | 23,298 | 33,041 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 246 | 315 | 6,994 | 20,302 | 14,772 | 14 | 2,025 | 15,340 | 18,238 | 34,284 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 80 | 19 | 3 | 3,075 | 4,423 | 0 | 946 | 7,488 | 7,565 | 17,615 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 2 | $\cdot$ | 120 | 35 | 62 | 0 | . | 793 | 7 | 0 |
| $\mathbf{> 3 , 9 9 9}$ | 17 | $\cdot$ | 3 | $\cdot$ | 12 | $\cdot$ | . | 978 | 2 | 3,145 |
|  | $\mathbf{1 , 7 2 0}$ | $\mathbf{7 , 9 3 7}$ | $\mathbf{8 5 , 6 1 4}$ | $\mathbf{1 6 1 , 4 0 2}$ | $\mathbf{1 0 6 , 6 0 8}$ | $\mathbf{4 4}$ | $\mathbf{1 2 , 1 1 1}$ | $\mathbf{7 9 , 3 8 4}$ | $\mathbf{8 7 , 0 2 3}$ | $\mathbf{1 4 2 , 4 0 3}$ |

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Table D. 7 Total catch (tonnes) of jiggers by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 24 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 26 | 280 | 2,067 | 3,143 | $\cdot$ | $\cdot$ | 98 | 761 | 936 | 1,225 |
| $\mathbf{6 0 0 - 7 9 9}$ | 489 | 3,756 | 40,707 | 75,854 | 52,171 | 3 | 4,068 | 21,000 | 24,309 | 34,709 |
| $\mathbf{8 0 0 - 9 9 9}$ | 988 | 3,484 | 17,667 | 66,034 | 40,683 | $\cdot$ | 6,457 | 45,192 | 52,651 | 85,203 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 133 | 228 | 8,509 | 10,680 | 7,463 | $\cdot$ | 1,021 | 6,750 | 6,745 | 17,784 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | 1,822 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $<\mathbf{2 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
|  | $\mathbf{1 , 6 6 0}$ | $\mathbf{7 , 7 4 9}$ | $\mathbf{6 8 , 9 5 0}$ | $\mathbf{1 5 7 , 5 3 3}$ | $\mathbf{1 0 0 , 3 1 7}$ | $\mathbf{3}$ | $\mathbf{1 1 , 6 4 5}$ | $\mathbf{7 3 , 7 0 2}$ | $\mathbf{8 4 , 6 4 0}$ | $\mathbf{1 3 8 , 9 2 2}$ |

Table D. 8 Total catch (tonnes) of jiggers by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 98 | 761 | 936 | 1,225 |
| $\mathbf{4 5 - 4 9}$ | 274 | 1,911 | 16,300 | 28,068 | 17,342 | $\cdot$ | 1,256 | 4,973 | 6,589 | 11,293 |
| $\mathbf{5 0 - 5 4}$ | 305 | 2,184 | 24,724 | 49,197 | 36,397 | 2 | 3,273 | 16,346 | 18,916 | 24,226 |
| $\mathbf{5 5 - 5 9}$ | 440 | 1,706 | 10,861 | 30,972 | 20,091 | $\cdot$ | 2,527 | 19,081 | 19,893 | 30,081 |
| $\mathbf{6 0 - 6 4}$ | 345 | 776 | 9,800 | 19,021 | 9,523 | $\cdot$ | 2,154 | 16,409 | 19,615 | 28,826 |
| $\mathbf{6 5 - 6 9}$ | 244 | 1,058 | 5,342 | 25,958 | 16,965 | $\cdot$ | 1,967 | 12,290 | 13,163 | 20,916 |
| $\mathbf{7 0 - 7 9}$ | 52 | 113 | 1,923 | 4,316 | $\cdot$ | 1 | 370 | 3,843 | 5,529 | 22,354 |
| $\mathbf{> 7 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . |  | . | $\cdot$ |
|  | $\mathbf{1 , 6 6 0}$ | $\mathbf{7 , 7 4 9}$ | $\mathbf{6 8 , 9 5 0}$ | $\mathbf{1 5 7 , 5 3 3}$ | $\mathbf{1 0 0 , 3 1 7}$ | $\mathbf{3}$ | $\mathbf{1 1 , 6 4 5}$ | $\mathbf{7 3 , 7 0 2}$ | $\mathbf{8 4 , 6 4 0}$ | $\mathbf{1 3 8 , 9 2 2}$ |

Table D. 9 Total catch (tonnes) of jiggers by brake horsepower (BHP) and year

| $\mathbf{B H P}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{< 1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 98 | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | 28 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 946 | 761 | 936 | 1,225 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | 147 | 1,158 | 10,574 | 27,350 | 16,102 | $\cdot$ | 3,386 | 5,208 | 6,127 | 9,622 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 320 | 2,198 | 25,095 | 44,568 | 29,644 | $\cdot$ | 1,643 | 20,053 | 21,012 | 27,176 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 211 | 912 | 10,957 | 28,114 | 20,503 | 3 | 2,879 | 6,419 | 9,467 | 15,355 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 640 | 2,137 | 16,038 | 34,783 | 18,255 | $\cdot$ | 1,959 | 20,887 | 22,837 | 32,040 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 233 | 1,029 | 6,286 | 19,643 | 14,039 | $\cdot$ | 734 | 13,947 | 18,068 | 32,849 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 81 | 315 | $\cdot$ | 3,075 | 1,774 | $\cdot$ | $\cdot$ | 6,428 | 6,194 | 17,509 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{> 3 , 9 9 9}$ |  |  |  |  |  |  |  |  |  | 3,145 |
|  | $\mathbf{1 , 6 6 0}$ | $\mathbf{7 , 7 4 9}$ | $\mathbf{6 8 , 9 5 0}$ | $\mathbf{1 5 7 , 5 3 3}$ | $\mathbf{1 0 0 , 3 1 7}$ | $\mathbf{3}$ | $\mathbf{1 1 , 6 4 5}$ | $\mathbf{7 3 , 7 0 2}$ | $\mathbf{8 4 , 6 4 0}$ | $\mathbf{1 3 8 , 9 2 2}$ |

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Table D. 10 Total catch (tonnes) of trawlers by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | $\cdot$ | $\cdot$ | 7,168 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | 4 | $\cdot$ | 6,183 | 412 | 464 | 3 | 21 | 394 | 38 | 314 |
| $\mathbf{8 0 0 - 9 9 9}$ | 1 | 3 | 2,181 | 379 | 2,941 | 4 | 222 | 1,259 | 1,413 | 480 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 25 | 126 | 1,022 | 2,874 | 2,379 | 34 | 127 | 1,672 | 828 | 1,866 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 12 | 14 | 111 | 204 | 438 | 1 | 96 | 1,184 | 102 | 821 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 1 | 19 | $\cdot$ | $\cdot$ | 69 | $\cdot$ | $\cdot$ | 1,173 | 1 | $\cdot$ |
| $<\mathbf{2 9 9 9}$ | 17 | . | . | . | . | . | . | . | . | . |
|  | $\mathbf{5 9}$ | $\mathbf{1 6 2}$ | $\mathbf{1 6 , 6 6 5}$ | $\mathbf{3 , 8 6 9}$ | $\mathbf{6 , 2 9 0}$ | $\mathbf{4 1}$ | $\mathbf{4 6 6}$ | $\mathbf{5 , 6 8 1}$ | $\mathbf{2 , 3 8 3}$ | $\mathbf{3 , 4 8 2}$ |

Table D. 11 Total catch (tonnes) of trawlers by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | 110 | . | $\cdot$ |
| $\mathbf{4 5 - 4 9}$ | 3 | 3 | 193 | 631 | 298 | 3 | 21 | 367 | 32 | 323 |
| $\mathbf{5 0 - 5 4}$ | 7 | 22 | 6,171 | 263 | 3,026 | 2 | 218 | 895 | 1,425 | 277 |
| $\mathbf{5 5 - 5 9}$ | 4 | 30 | 4,858 | 388 | 113 | 1 | 58 | 950 | 598 | 762 |
| $\mathbf{6 0 - 6 4}$ | 7 | 56 | 918 | 1,578 | 1,886 | 17 | 55 | 1,144 | 192 | 1,215 |
| $\mathbf{6 5 - 6 9}$ | 10 | 33 | 3,922 | 825 | 539 | 3 | 91 | 593 | 100 | 378 |
| $\mathbf{7 0 - 7 9}$ | 9 | . | 489 | 184 | 283 | 13 | 23 | 1,237 | 36 | 526 |
| $\mathbf{8 0 - 8 9}$ | 3 | 19 | 111 | $\cdot$ | 145 | $\cdot$ | $\cdot$ | 144 | $\cdot$ | $\cdot$ |
| $\mathbf{8 9 9}$ | 17 | . | 3 | . | 1 | . | . | 240 | . | . |
|  | $\mathbf{5 9}$ | $\mathbf{1 6 2}$ | $\mathbf{1 6 , 6 6 5}$ | $\mathbf{3 , 8 6 9}$ | $\mathbf{6 , 2 9 0}$ | $\mathbf{4 1}$ | $\mathbf{4 6 6}$ | $\mathbf{5 , 6 8 1}$ | $\mathbf{2 , 3 8 3}$ | $\mathbf{3 , 4 8 2}$ |

Table D. 12 Total catch (tonnes) of trawlers by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | $\cdot$ | 3,975 | 206 | 61 | $\cdot$ | 1 | $\cdot$ | 6 | 225 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 8 | 20 | 3,853 | 513 | 581 | 5 | 18 | 618 | 85 | 404 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 2 | 25 | 3,792 | 538 | 1,073 | 15 | 66 | 430 | 280 | 311 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 16 | 87 | 4,212 | 1,918 | 1,121 | 6 | 103 | 1,079 | 461 | 1,000 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 14 | 11 | 707 | 659 | 732 | 14 | 67 | 1,394 | 170 | 1,435 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | $\cdot$ | $\cdot$ | 3 | $\cdot$ | 2,648 | $\cdot$ | 212 | 1,061 | 1,371 | 105 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 19 | 19 | 120 | 35 | 62 | $\cdot$ | $\cdot$ | 793 | 7 | $\cdot$ |
| $\mathbf{> 3 , 9 9 9}$ | $\cdot$ | $\cdot$ | 3 | $\cdot$ | 12 | $\cdot$ | $\cdot$ | 307 | 2 | $\cdot$ |
|  | $\mathbf{5 9}$ | $\mathbf{1 6 2}$ | $\mathbf{1 6 , 6 6 5}$ | $\mathbf{3 , 8 6 9}$ | $\mathbf{6 , 2 9 0}$ | $\mathbf{4 1}$ | $\mathbf{4 6 6}$ | $\mathbf{5 , 6 8 1}$ | $\mathbf{2 , 3 8 3}$ | $\mathbf{3 , 4 8 2}$ |

## Illex argentinus

First Season 2013 (01 Jan to 30 Jun)


## Illex argentinus-IIlex squid

Length- frequency distribution and length-weight relationship in trawler fleet in 2013



## Illex argentinus-Illex squid

Length- frequency distribution and length-weight relationship in jigger fleet in 2013



## Doryteuthis gahi - Falkland Calamari

Table E. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| TR | 26,835 | 58,811 | 43,067 | 42,003 | 52,260 | 31,475 | 66,543 | 34,682 | 70,894 | 40,174 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |

Table E. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . | . | . | . |
| February | 586 | 2,050 | 2,943 | 729 | 3,972 | 2,013 | 4,455 | 1,308 | 3,885 | 1,293 |
| March | 4,431 | 17,905 | 13,716 | 10,271 | 15,406 | 8,573 | 16,963 | 10,280 | 21,154 | 12,983 |
| April | 2,519 | 7,427 | 2,770 | 6,388 | 5,633 | 2,403 | 7,733 | 3,829 | 9,917 | 5,724 |
| May | 869 | 1,365 | 2 | 35 | 4 | 17 | 5 | 20 | 18 | 35 |
| June | 201 | 209 | 6 | 10 | 18 | 8 | 3 | 11 | 22 | 9 |
| July | 5,852 | 10,265 | 8,132 | 6,325 | 5,611 | 8,228 | 11,013 | 7,075 | 6,362 | 5,006 |
| August | 8,045 | 14,442 | 13,988 | 14,435 | 10,780 | 8,102 | 16,654 | 8,186 | 17,595 | 7,746 |
| September | 4,301 | 5,090 | 1,425 | 3,743 | 10,780 | 2,030 | 9,622 | 3,856 | 11,781 | 7,223 |
| October | 30 | 42 | 81 | 56 | 52 | 82 | 80 | 99 | 144 | 132 |
| November | 1 | 15 | 4 | 9 | 4 | 19 | 16 | 18 | 15 | 21 |
| December | . | . | . | 1 | . | . | . | . | 1 | 1 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |

Table E. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| ES | 98 | 104 | 74 | 134 | 3,055 | 1,756 | 3,723 | 2,622 | 3,354 | 2,267 |
| FK | 23,573 | 54,178 | 40,165 | 38,090 | 45,684 | 27,181 | 58,016 | 30,580 | 62,667 | 35,243 |
| JP | 1 | $\cdot$ | $\cdot$ | 2 | 1 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  |
| KR | 53 | 13 | 41 | 22 | 6 | 2 | 34 | 54 | 87 | 34 |
| NA | 1,141 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  |
| PA | $\cdot$ | $\cdot$ | $\cdot$ | 1,075 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  |
| UK | 1,967 | 4,516 | 2,786 | 2,681 | 3,515 | 2,535 | 4,770 | 1,426 | 4,786 | 2,629 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |

## Doryteuthis gahi - Falkland Calamari

Table E. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 2 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| $\mathbf{6 0 0 - 7 9 9}$ | 19 | 202 | 8 | 29 | 14 | 179 | 76 | 45 | 97 | 58 |
| $\mathbf{8 0 0 - 9 9 9}$ | 1,149 | 2,671 | 2,165 | 2,199 | 2,872 | 1,747 | 3,030 | 1,892 | 3,405 | 2,157 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 5,317 | 9,844 | 6,578 | 7,552 | 8,439 | 5,299 | 10,769 | 5,974 | 11,165 | 6,994 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 7,474 | 17,527 | 13,227 | 12,577 | 15,577 | 9,975 | 20,173 | 9,554 | 21,284 | 11,990 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 12,873 | 28,564 | 21,089 | 19,645 | 25,358 | 14,275 | 32,494 | 17,212 | 34,932 | 18,969 |
| $\mathbf{> 2 , 9 9 9}$ | 1 | 3 | . | 2 | 1 |  |  | 4 | 13 | 7 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |

Table E. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | . | . | . | . | . |  | 12 | . | 1 |
| $\mathbf{4 5 - 4 9}$ | 1,116 | 2,666 | 2,157 | 2,186 | 2,872 | 1,742 | 2,793 | 1,726 | 3,405 | 2,163 |
| $\mathbf{5 0 - 5 4}$ | 1,981 | 3,601 | 2,319 | 2,335 | 24 | 265 | 47 | 59 | 96 | 45 |
| $\mathbf{5 5 - 5 9}$ | 12 | 6 | 8 | 18 | 33 | 20 | 3,861 | 1,946 | 4,667 | 2,741 |
| $\mathbf{6 0 - 6 4}$ | 3,211 | 7,083 | 5,190 | 4,980 | 6,315 | 3,678 | 15,211 | 7,937 | 14,973 | 8,719 |
| $\mathbf{6 5 - 6 9}$ | 3,844 | 8,052 | 4,978 | 4,829 | 9,221 | 6,174 | 13,790 | 6,015 | 13,993 | 8,109 |
| $\mathbf{7 0 - 7 9}$ | 6,965 | 17,771 | 14,510 | 13,592 | 17,337 | 10,116 | 21,171 | 12,007 | 23,356 | 13,034 |
| $\mathbf{8 0 - 8 9}$ | 7,890 | 14,945 | 11,208 | 11,087 | 13,103 | 7,632 | 4,504 | 2,385 | 4,835 | 2,620 |
| $>\mathbf{8 9}$ | 1,816 | 4,687 | 2,696 | 2,977 | 3,355 | 1,848 | 5,165 | 2,594 | 5,568 | 2,740 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |

Table E. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| $\mathbf{B H P}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ | 1 |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | 6 | $\cdot$ | 1 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  |  | 1 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 61 | 229 | 13 | 63 | 155 | 381 | 349 | 180 | 101 | 71 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 1,471 | 2,901 | 2,091 | 1,965 | 103 | 29 | 35 | 31 | 770 | 324 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 1,172 | 2,716 | 2,189 | 2,226 | 5,389 | 3,222 | 6,141 | 3,520 | 6,325 | 4,283 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 8,011 | 15,686 | 11,493 | 11,276 | 13,702 | 8,621 | 17,504 | 9,421 | 18,202 | 10,660 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 3,004 | 4,691 | 2,722 | 4,071 | 3,360 | 1,850 | 5,196 | 2,637 | 5,635 | 2,764 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 10,851 | 24,078 | 18,196 | 15,913 | 21,741 | 17,373 | 27,595 | 13,668 | 29,341 | 16,250 |
| $\mathbf{> 3 , 9 9 9}$ | 2,266 | 8,510 | 6,363 | 6,491 | 7,810 |  | 9,722 | 5,218 | 10,520 | 5,818 |
|  | $\mathbf{2 6 , 8 3 5}$ | $\mathbf{5 8 , 8 1 1}$ | $\mathbf{4 3 , 0 6 7}$ | $\mathbf{4 2 , 0 0 3}$ | $\mathbf{5 2 , 2 6 0}$ | $\mathbf{3 1 , 4 7 5}$ | $\mathbf{6 6 , 5 4 3}$ | $\mathbf{3 4 , 6 8 2}$ | $\mathbf{7 0 , 8 9 4}$ | $\mathbf{4 0 , 1 7 4}$ |






Length- frequency distribution and length-weight relationship during first season 2013



Length- frequency distribution and length-weight relationship during second season 2013



Table F. 1 Total catch (tonnes) by vessel type and year

| VESSEL <br> TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TR | 28,553 | 17,047 | 20,533 | 22,204 | 13,208 | 10,395 | 6,471 | 3,974 | 1,611 | 2,698 |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |

Table F. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 234 | 759 | 164 | 84 | 12 | 129 | 1,439 | 199 | 36 | 162 |
| February | 3,155 | 811 | 383 | 515 | 243 | 139 | 32 | 233 | 39 | 375 |
| March | 3,652 | 227 | 2,029 | 172 | 252 | 339 | 107 | 26 | 219 | 205 |
| April | 1,785 | 158 | 303 | 84 | 150 | 126 | 414 | 254 | 95 | 116 |
| May | 103 | 142 | 86 | 11 | 42 | 51 | 76 | 27 | 7 | 84 |
| June | $\cdot$ | 7 | 6 |  |  | 6 | 9 | 10 | 3 | 8 |
| July | 7 | 1 |  | 56 | 70 | 3 | 2 | 7 | 9 | 47 |
| August | 598 | 527 | 145 | 865 | 662 | 608 | 296 | 543 | 742 | 897 |
| September | 2,192 | 4,242 | 4,772 | 8,126 | 2,817 | 2,520 | 248 | 496 | 138 | 758 |
| October | 6,390 | 4,705 | 6,609 | 6,549 | 3,914 | 1,947 | 537 | 5 | 211 | 14 |
| November | 6,624 | 3,899 | 3,199 | 5,400 | 3,165 | 1,877 | 2,171 | 1,369 | 31 | 1 |
| December | 3,814 | 1,569 | 2,837 | 342 | 1,881 | 2,651 | 1,141 | 805 | 81 | 32 |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |

Table F. 3 Total catch (tonnes) by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{B Z}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | . |
| CL | 8,218 | $\cdot$ | 1,884 | 3,260 | 1,527 | $\cdot$ | $\cdot$ | $\cdot$ |  |  |
| EE | 13 | $\cdot$ | 13 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  |  |
| ES | 4,358 | 5,275 | 5,514 | 6,810 | 2,809 | 2,450 | 1,010 | 851 | 1,157 | 834 |
| FK | 2,690 | 1,676 | 1,773 | 3,074 | 1,753 | 1,670 | 375 | 764 | 426 | 1,669 |
| JP | 12,939 | 10,023 | 11,302 | 8,896 | 6,859 | 6,173 | 5,062 | 2,282 | 24 |  |
| KR | 163 | 44 |  | 96 | 237 | 1 | 24 | 31 | 3 | 32 |
| UK | 173 | 29 | 47 | 69 | 24 | 100 | 1 | 45 | 1 | 163 |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |

Table F. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | $\cdot$ |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | 270 | 279 | 448 | 940 | 606 | 250 | 347 | 65 | 180 | 127 |
| $\mathbf{8 0 0 - 9 9 9}$ | 599 | 126 |  | 719 | 350 | 252 | 241 | 115 | 142 | 299 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 4,145 | 4,480 | 2,472 | 3,452 | 1,465 | 1,273 | 269 | 262 | 225 | 657 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 1,491 | 1,653 | 4,355 | 4,763 | 3,155 | 2,334 | 521 | 1,024 | 882 | 910 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 892 | 487 | 72 | 174 | 773 | 113 | 31 | 226 | 158 | 705 |
| $\mathbf{> 2 , 9 9 9}$ | 21,157 | 10,023 | 13,186 | 12,156 | 6,859 | 6,173 | 5,062 | 2,282 | 24 | $\cdot$ |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |

Table F. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | . | $\cdot$ | . | 15 | 1 | . |  |
| $\mathbf{4 5 - 4 9}$ | 610 | 155 | 98 | 272 | 85 | 143 | 312 | 63 | 151 | 164 |
| $\mathbf{5 0 - 5 4}$ | 746 | 637 | 533 | 1,357 | 845 | 717 | 83 | 76 | 85 | 125 |
| $\mathbf{5 5 - 5 9}$ | 264 | 451 | 59 | 1,014 | 97 | 142 | 234 | 97 | 194 | 411 |
| $\mathbf{6 0 - 6 4}$ | 1,497 | 1,749 | 1,114 | 1,180 | 1,012 | 524 | 113 | 313 | 114 | 555 |
| $\mathbf{6 5 - 6 9}$ | 2,848 | 2,886 | 3,621 | 3,885 | 3,036 | 1,657 | 556 | 661 | 874 | 588 |
| $\mathbf{7 0 - 7 9}$ | 602 | 609 | 1,310 | 1,662 | 449 | 441 | 73 | 289 | 130 | 458 |
| $\mathbf{8 0 - 8 9}$ | 806 | 497 | 609 | 641 | 341 | 597 | 1 | 91 | 27 | 133 |
| $>\mathbf{8 9}$ | 21,180 | 10,064 | 13,188 | 12,192 | 7,345 | 6,173 | 5,084 | 2,384 | 35 | 265 |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |

Table F. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 15 | $\cdot$ | $\cdot$ |  |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 66 | $\cdot$ | 3 | $\cdot$ | 5 | 51 | $\cdot$ | 14 | 4 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 742 | 561 | 544 | 1,624 | 682 | 897 | 451 | 158 | 263 | 260 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 799 | 843 | 575 | 536 | 193 | 92 | 79 | 9 | 72 | 70 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 3,351 | 3,233 | 3,676 | 4,363 | 1,512 | 1,618 | 646 | 674 | 956 | 709 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 1,286 | 1,764 | 2,423 | 3,178 | 2,915 | 1,386 | 113 | 529 | 89 | 651 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 176 | 79 | 2 | 132 | 722 | 1 | 44 | 133 | 33 | 350 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 1,036 | 439 | 75 | 182 | 288 | 223 | 9 | 78 | 120 | 470 |
| $\mathbf{> 3 , 9 9 9}$ | 21,163 | 10,062 | 13,238 | 12,187 | 6,895 | 6,173 | 5,064 | 2,392 | 64 | 183 |
|  | $\mathbf{2 8 , 5 5 4}$ | $\mathbf{1 7 , 0 4 7}$ | $\mathbf{2 0 , 5 3 3}$ | $\mathbf{2 2 , 2 0 4}$ | $\mathbf{1 3 , 2 0 8}$ | $\mathbf{1 0 , 3 9 5}$ | $\mathbf{6 , 4 7 1}$ | $\mathbf{3 , 9 7 4}$ | $\mathbf{1 , 6 1 1}$ | $\mathbf{2 , 6 9 8}$ |



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Length- frequency distribution and length-weight relationship in in 2013



Table G. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO | $\cdot$ | $\cdot$ | 0 | $\cdot$ | . | . | . | . | . | 0 |
| TR | 25,904 | 16,721 | 19,761 | 16,669 | 15,902 | 23,403 | 19,219 | 22,864 | 15,869 | 16,848 |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |

Table G. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 506 | 269 | 660 | 1,265 | 505 | 395 | 179 | 635 | 230 | 2,010 |
| February | 3,517 | 2,566 | 2,520 | 2,365 | 1,128 | 2,551 | 1,834 | 1,289 | 535 | 2,196 |
| March | 3,821 | 954 | 1,476 | 1,376 | 865 | 4,653 | 1,893 | 1,264 | 2,414 | 1,745 |
| April | 4,868 | 1,128 | 2,070 | 2,080 | 1,342 | 3,377 | 2,772 | 5,678 | 2,508 | 3,043 |
| May | 2,496 | 894 | 2,182 | 1,591 | 1,012 | 2,278 | 1,270 | 2,611 | 652 | 3,414 |
| June | 111 | 121 | 617 | 245 | 395 | 646 | 205 | 1,143 | 311 | 553 |
| July | 55 | 304 | 256 | 513 | 593 | 1,069 | 351 | 2,775 | 839 | 234 |
| August | 2,223 | 2,378 | 2,182 | 1,720 | 1,903 | 933 | 2,374 | 2,387 | 1,739 | 761 |
| September | 1,452 | 1,997 | 3,201 | 1,065 | 1,716 | 2,258 | 2,127 | 974 | 558 | 1,239 |
| October | 4,907 | 3,403 | 1,964 | 2,447 | 4,152 | 1,446 | 856 | 356 | 3,617 | 360 |
| November | 925 | 1,756 | 2,077 | 1,580 | 1,560 | 2,911 | 4,125 | 1,065 | 2,183 | 1,091 |
| December | 1,022 | 951 | 557 | 422 | 730 | 885 | 1,239 | 2,687 | 283 | 203 |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |

Table G. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| CL | 1,533 |  | 247 | 343 | 114 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| EE | 143 | $\cdot$ | 253 |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| ES | 11,713 | 9,014 | 12,122 | 10,350 | 9,386 | 15,176 | 13,511 | 15,754 | 11,630 | 11,568 |
| FK | 9,689 | 5,788 | 6,091 | 5,065 | 4,129 | 5,994 | 4,033 | 3,806 | 3,433 | 4,755 |
| JP | 1,998 | 1,203 | 743 | 141 | 1,956 | 1,267 | 917 | 2,457 | 85 | 0 |
| KR | 512 | 693 | 171 | 600 | 249 | 792 | 667 | 594 | 712 | 481 |
| NA | 7 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| PA | $\cdot$ | $\cdot$ | $\cdot$ | 4 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| UK | 308 | 23 | 135 | 166 | 69 | 174 | 98 | 253 | 10 | 45 |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |

Table G. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 24 | 27 | 32 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | 1,473 | 1,136 | 1,415 | 2,426 | 1,934 | 3,528 | 2,795 | 2,714 | 2,568 | 2,568 |
| $\mathbf{8 0 0 - 9 9 9}$ | 1,684 | 1,510 | 1,261 | 1,992 | 1,672 | 4,306 | 2,933 | 3,117 | 3,532 | 3,532 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 14,515 | 10,033 | 12,316 | 8,697 | 6,046 | 9,741 | 8,034 | 8,449 | 6,959 | 6,959 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 3,547 | 2,006 | 3,264 | 2,783 | 3,911 | 4,223 | 4,310 | 5,894 | 2,529 | 2,529 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 1,130 | 807 | 484 | 287 | 383 | 339 | 237 | 221 | 100 | 100 |
| $\mathbf{> 2 , 9 9 9}$ | 3,532 | 1,203 | 990 | 484 | 1,956 | 1,267 | 917 | 2,469 | 181 | 181 |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |

Table G. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . | 155 | 217 | . |  |
| $\mathbf{4 5 - 4 9}$ | 1,813 | 1,340 | 919 | 1,585 | 1,478 | 1,968 | 2,309 | 1,732 | 2,036 | 1,358 |
| $\mathbf{5 0 - 5 4}$ | 3,949 | 3,527 | 3,103 | 3,734 | 2,134 | 4,546 | 1,923 | 2,213 | 2,894 | 2,014 |
| $\mathbf{5 5 - 5 9}$ | 1,068 | 1,284 | 1,856 | 1,227 | 994 | 3,148 | 3,485 | 3,547 | 3,291 | 4,132 |
| $\mathbf{6 0 - 6 4}$ | 3,997 | 2,775 | 4,563 | 2,545 | 3,128 | 4,948 | 3,585 | 5,495 | 3,726 | 4,497 |
| $\mathbf{6 5 - 6 9}$ | 8,095 | 5,329 | 5,664 | 4,297 | 2,989 | 3,523 | 3,276 | 4,039 | 1,783 | 2,592 |
| $\mathbf{7 0 - 7 9}$ | 1,718 | 577 | 1,707 | 2,515 | 2,222 | 3,136 | 3,462 | 3,063 | 1,933 | 2,198 |
| $\mathbf{8 0 - 8 9}$ | 1,723 | 679 | 896 | 242 | 950 | 833 | 27 | 27 | 21 | 31 |
| $>\mathbf{8 9}$ | 3,542 | 1,210 | 1,053 | 526 | 2,008 | 1,301 | 1,004 | 2,532 | 183 | $\mathbf{2 6}$ |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |

Table G. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 155 | 54 | $\cdot$ |  |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 388 | 163 | 271 | 191 | 453 | 442 | 310 | 327 | 276 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 3,545 | 2,766 | 3,340 | 3,654 | 2,823 | 6,722 | 3,441 | 3,264 | 4,216 | 3,263 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 1,459 | 1,029 | 2,400 | 1,349 | 1,310 | 1,882 | 2,997 | 2,223 | 1,089 | 1,611 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 9,935 | 7,102 | 7,569 | 4,602 | 3,791 | 4,854 | 5,385 | 6,855 | 4,250 | 5,659 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 5,583 | 2,888 | 4,504 | 5,262 | 5,132 | 6,955 | 4,982 | 6,313 | 4,101 | 4,838 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 416 | 512 | 217 | 593 | 291 | 790 | 637 | 935 | 1,594 | 964 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 1,383 | 746 | 518 | 364 | 332 | 393 | 221 | 397 | 182 | 205 |
| $\mathbf{> 3 , 9 9 9}$ | 3,584 | 1,290 | 1,050 | 574 | 2,033 | 1,353 | 965 | 2,513 | 109 | 31 |
|  | $\mathbf{2 5 , 9 0 4}$ | $\mathbf{1 6 , 7 2 1}$ | $\mathbf{1 9 , 7 6 1}$ | $\mathbf{1 6 , 6 6 9}$ | $\mathbf{1 5 , 9 0 2}$ | $\mathbf{2 3 , 4 0 3}$ | $\mathbf{1 9 , 2 2 7}$ | $\mathbf{2 2 , 8 6 4}$ | $\mathbf{1 5 , 8 6 9}$ | $\mathbf{1 6 , 8 4 8}$ |






## Macruronus magellanicus-Hoki

Length- frequency distribution and length-weight relationship in trawler fleet in 2013



## Salilota australis - Red cod

Table H. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO | $\cdot$ | $\cdot$ | 6 | $\cdot$ | . | . | . | . | . | $\cdot$ |
| TR | 2,781 | 2,467 | 3,463 | 5,195 | 4,076 | 5,119 | 3,131 | 4,206 | 4,630 | 5,171 |
|  | $\mathbf{2 , 7 8 1}$ | $\mathbf{2 , 4 6 7}$ | $\mathbf{3 , 4 6 9}$ | $\mathbf{5 , 1 9 5}$ | $\mathbf{4 , 0 7 6}$ | $\mathbf{5 , 1 1 9}$ | $\mathbf{3 , 1 2 9}$ | $\mathbf{4 , 2 0 6}$ | $\mathbf{4 , 6 3 0}$ | $\mathbf{5 , 1 7 1}$ |

Table H. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 80 | 4 | 73 | 82 | 110 | 148 | 29 | 100 | 62 | 215 |
| February | 362 | 202 | 222 | 290 | 189 | 328 | 193 | 236 | 351 | 480 |
| March | 188 | 62 | 215 | 423 | 506 | 530 | 387 | 157 | 341 | 311 |
| April | 350 | 114 | 558 | 502 | 350 | 480 | 649 | 438 | 340 | 325 |
| May | 271 | 149 | 290 | 504 | 426 | 603 | 215 | 750 | 370 | 514 |
| June | 13 | 36 | 59 | 77 | 59 | 159 | 69 | 213 | 125 | 77 |
| July | 94 | 97 | 196 | 338 | 101 | 214 | 75 | 308 | 150 | 162 |
| August | 258 | 492 | 571 | 905 | 421 | 669 | 361 | 604 | 657 | 1,199 |
| September | 436 | 676 | 623 | 1,043 | 987 | 662 | 340 | 474 | 580 | 1,309 |
| October | 583 | 337 | 459 | 770 | 668 | 819 | 284 | 273 | 615 | 279 |
| November | 134 | 248 | 164 | 234 | 189 | 378 | 321 | 436 | 626 | 230 |
| December | 11 | 50 | 40 | 27 | 71 | 131 | 207 | 219 | 411 | 68 |
|  | $\mathbf{2 , 7 8 1}$ | $\mathbf{2 , 4 6 7}$ | $\mathbf{3 , 4 6 9}$ | $\mathbf{5 , 1 9 5}$ | $\mathbf{4 , 0 7 6}$ | $\mathbf{5 , 1 1 9}$ | $\mathbf{3 , 1 2 9}$ | $\mathbf{4 , 2 0 6}$ | $\mathbf{4 , 6 3 0}$ | $\mathbf{5 , 1 7 1}$ |

Table H. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| BZ | . | . | . | . | . | . | . | . | . | . |
| EE | . | . | 84 | . | . | . | . | . | . | 0 |
| ES | 1,582 | 1,579 | 2,246 | 3,997 | 3,140 | 3,778 | 2,267 | 2,848 | 3,441 | 3,598 |
| FK | 1,024 | 746 | 1,047 | 1,127 | 900 | 1,308 | 801 | 1,316 | 1,168 | 1,522 |
| JP | 3 | . | 0 | 1 | . | 0 | 0 | 0 | . | 0 |
| KR | 85 | 125 | 60 | 49 | 17 | 11 | 19 | 6 | 16 | 33 |
| NA | 7 | . | . | . | . | . | . | . | . | 0 |
| RU | . | . | . | . | . | . | . | . | . | . |
| UK | 63 | 17 | 31 | 22 | 20 | 23 | 41 | 36 | 5 | 17 |
| VC | . | . | . | . | , | . | , | . | . | . |
|  | 2,781 | 2,467 | 3,469 | 5,195 | 4,076 | 5,119 | 3,129 | 4,206 | 4,630 | 5,171 |

## Salilota australis - Red cod

Table H. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 2 | 14 | 4 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| $\mathbf{6 0 0 - 7 9 9}$ | 179 | 67 | 209 | 648 | 467 | 598 | 327 | 484 | 633 | 467 |
| $\mathbf{8 0 0 - 9 9 9}$ | 210 | 135 | 216 | 721 | 610 | 610 | 403 | 442 | 618 | 610 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 1,248 | 1,468 | 1,855 | 2,191 | 1,303 | 2,034 | 1,323 | 1,888 | 2,004 | 2,580 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 828 | 600 | 1,066 | 1,571 | 1,535 | 1,747 | 1,012 | 1,268 | 1,285 | 1,266 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 311 | 184 | 118 | 52 | 161 | 131 | 64 | 124 | 89 | 248 |
| $\mathbf{> 2 , 9 9 9}$ | 3 | 0 | 0 | 1 | $\cdot$ | 0 | 0 | 0 | $\cdot$ | 0 |
|  | $\mathbf{2 , 7 8 1}$ | $\mathbf{2 , 4 6 7}$ | $\mathbf{3 , 4 6 9}$ | $\mathbf{5 , 1 8 3}$ | $\mathbf{4 , 0 7 6}$ | $\mathbf{5 , 1 1 9}$ | $\mathbf{3 , 1 2 9}$ | $\mathbf{4 , 2 0 6}$ | $\mathbf{4 , 6 3 0}$ | $\mathbf{5 , 1 7 1}$ |

Table H. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 17 | 78 | . | 9 |
| $\mathbf{4 5 - 4 9}$ | 213 | 71 | 259 | 566 | 535 | 293 | 291 | 339 | 578 | 403 |
| $\mathbf{5 0 - 5 4}$ | 362 | 379 | 519 | 892 | 539 | 653 | 220 | 351 | 489 | 475 |
| $\mathbf{5 5 - 5 9}$ | 199 | 126 | 212 | 485 | 265 | 486 | 710 | 962 | 899 | 843 |
| $\mathbf{6 0 - 6 4}$ | 347 | 442 | 410 | 829 | 623 | 1,057 | 506 | 889 | 996 | 1,631 |
| $\mathbf{6 5 - 6 9}$ | 1,180 | 1,158 | 1,678 | 1,787 | 1,373 | 1,776 | 1,059 | 1,178 | 1,268 | 1,048 |
| $\mathbf{7 0 - 7 9}$ | 167 | 123 | 278 | 553 | 492 | 648 | 304 | 350 | 329 | 638 |
| $\mathbf{8 0 - 8 9}$ | 303 | 159 | 102 | 63 | 215 | 153 | 4 | 4 | 2 | 20 |
| $>\mathbf{8 9}$ | 9 | 9 | 10 | 9 | 34 | 53 | 19 | 55 | $\mathbf{6 8}$ | 103 |
|  | $\mathbf{2 , 7 8 1}$ | $\mathbf{2 , 4 6 7}$ | $\mathbf{3 , 4 6 9}$ | $\mathbf{5 , 1 8 3}$ | $\mathbf{4 , 0 7 6}$ | $\mathbf{5 , 1 1 9}$ | $\mathbf{3 , 1 2 9}$ | $\mathbf{4 , 2 0 6}$ | $\mathbf{4 , 6 3 0}$ | $\mathbf{5 , 1 7 1}$ |

Table H. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ | $\cdot$ | 5 |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 17 | 22 | $\cdot$ | 9 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 4 | 51 | 112 | 40 | 83 | 58 | 89 | 100 | 77 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 401 | 257 | 551 | 1134 | 926 | 851 | 448 | 749 | 934 | 744 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 129 | 115 | 219 | 539 | 367 | 529 | 451 | 419 | 358 | 359 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 1399 | 1307 | 1661 | 2127 | 1603 | 1827 | 1346 | 1709 | 2082 | 1796 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 405 | 475 | 774 | 1148 | 939 | 1657 | 676 | 1011 | 825 | 1706 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 75 | 114 | 66 | 57 | 51 | 63 | 33 | 100 | 303 | 303 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 347 | 152 | 116 | 46 | 105 | 88 | 82 | 101 | 23 | 142 |
| $\mathbf{> 3 , 9 9 9}$ | 24 | 43 | 31 | 20 | 46 | 20 | 17 | 7 | 4 | 29 |
|  | $\mathbf{2 7 8 1}$ | $\mathbf{2 4 6 7}$ | $\mathbf{3 4 6 9}$ | $\mathbf{5 1 8 3}$ | $\mathbf{4 0 7 6}$ | $\mathbf{5 1 1 9}$ | $\mathbf{3 1 2 9}$ | $\mathbf{4 2 0 6}$ | $\mathbf{4 6 3 0}$ | $\mathbf{5 1 7 1}$ |




## Salilota australis - Red cod

Length- frequency distribution and length-weight relationship in trawler fleet in 2013



## Merluccius spp - Hakes

Table I. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO |  | . | 5 | . | . | . | . | . |  | . |
| TR | 1,927 | 2,735 | 8,433 | 11,908 | 8,805 | 13,051 | 13,606 | 9,895 | 10,473 | 12,281 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 4 4}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |

Table I. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 14 | . | 7 | 31 | 4 | 38 | 3 | 12 | 4 | 56 |
| February | 196 | 81 | 254 | 215 | 68 | 152 | 106 | 199 | 65 | 166 |
| March | 141 | 65 | 267 | 556 | 356 | 474 | 873 | 260 | 517 | 232 |
| April | 269 | 168 | 1,098 | 1,089 | 1,115 | 2,059 | 2,492 | 2,002 | 1,388 | 1,169 |
| May | 223 | 318 | 1,002 | 3,134 | 2,078 | 2,667 | 2,584 | 1,947 | 1,895 | 1,615 |
| June | 86 | 41 | 130 | 2,321 | 1,372 | 1,044 | 773 | 726 | 1,125 | 1,129 |
| July | 144 | 163 | 415 | 1,975 | 970 | 1,238 | 1,340 | 858 | 945 | 1,210 |
| August | 441 | 698 | 2,051 | 1,879 | 1,160 | 1,413 | 2,245 | 1,145 | 2,457 | 2,453 |
| September | 261 | 854 | 1,906 | 462 | 766 | 2,340 | 2,145 | 1,589 | 1,260 | 2,638 |
| October | 128 | 277 | 964 | 201 | 794 | 1,484 | 853 | 930 | 644 | 1,476 |
| November | 23 | 67 | 329 | 42 | 113 | 131 | 168 | 204 | 151 | 135 |
| December | 1 | 2 | 16 | 2 | 10 | 5 | 23 | 22 | 21 | 4 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 4 4}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |

Table I. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| CL | 1 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| EE | 6 | $\cdot$ | 66 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ |
| ES | 810 | 1,388 | 4,837 | 7,604 | 5,327 | 8,031 | 8,459 | 5,978 | 6,949 | 7,217 |
| FK | 798 | 1,003 | 3,038 | 4,022 | 3,021 | 4,696 | 4,565 | 3,506 | 3,170 | 4,884 |
| JP | 8 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | $\cdot$ |
| KR | 277 | 309 | 394 | 163 | 117 | 90 | 181 | 221 | 283 | 130 |
| UK | 26 | 35 | 103 | 120 | 341 | 228 | 401 | 190 | 71 | 50 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 4 4}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |

## Merluccius spp - Hakes

Table I. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 20 | 21 | 33 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | 140 | 362 | 852 | 1,198 | 872 | 1,211 | 1,439 | 1,132 | 1,163 | 1,251 |
| $\mathbf{8 0 0 - 9 9 9}$ | 326 | 487 | 1,511 | 988 | 929 | 1,763 | 1,167 | 872 | 762 | 1,715 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 1,053 | 1,564 | 4,971 | 6,831 | 4,935 | 6,730 | 7,908 | 5,871 | 6,941 | 7,113 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 217 | 205 | 963 | 2,346 | 1,742 | 2,842 | 2,839 | 1,904 | 1,483 | 2,125 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 162 | 96 | 108 | 545 | 328 | 505 | 253 | 90 | 42 | 70 |
| $\mathbf{> 2 , 9 9 9}$ | 9 | . | . | . | . | . | . | $\mathbf{2 5}$ | 81 | 7 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 5 1}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |

Table I. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . | 5 | 165 | . | 6 |
| $\mathbf{4 5 - 4 9}$ | 244 | 503 | 1,526 | 1,339 | 1,118 | 1,840 | 1,544 | 1,165 | 1,088 | 1,579 |
| $\mathbf{5 0 - 5 4}$ | 331 | 574 | 1,379 | 2,248 | 800 | 996 | 673 | 552 | 941 | 1,045 |
| $\mathbf{5 5 - 5 9}$ | 126 | 227 | 1,095 | 1,354 | 1,210 | 1,463 | 3,822 | 2,996 | 3,335 | 4,423 |
| $\mathbf{6 0 - 6 4}$ | 306 | 340 | 1,122 | 1,700 | 2,301 | 3,291 | 2,574 | 2,094 | 2,334 | 2,374 |
| $\mathbf{6 5 - 6 9}$ | 670 | 960 | 2,652 | 4,128 | 2,351 | 2,818 | 2,600 | 1,638 | 1,546 | 1,226 |
| $\mathbf{7 0 - 7 9}$ | 137 | 40 | 506 | 609 | 633 | 2,373 | 2,386 | 1,248 | 1,107 | 1,618 |
| $\mathbf{8 0 - 8 9}$ | 103 | 92 | 157 | 531 | 377 | 243 | 2 | 6 | 39 | 1 |
| $>\mathbf{8 9}$ | 9 | . | 1 | . | 15 | 20 | . | 31 | 83 | 9 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 4 4}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |

Table I. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 5 | 54 | $\cdot$ | 6 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 102 | 236 | 56 | 202 | 173 | 326 | 128 | 307 | 405 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 335 | 716 | 1,704 | 2,214 | 1,109 | 1,684 | 1,302 | 1,165 | 1,326 | 1,690 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 102 | 95 | 813 | 1,166 | 1,696 | 2,104 | 2,773 | 1,662 | 1,526 | 1,789 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 634 | 817 | 3,166 | 5,246 | 3,615 | 4,528 | 5,209 | 4,055 | 5,082 | 5,160 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 477 | 620 | 1,946 | 2,433 | 1,403 | 3,741 | 3,163 | 2,332 | 1,625 | 2,696 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 183 | 255 | 361 | 130 | 126 | 101 | 170 | 196 | 414 | 412 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 186 | 131 | 205 | 659 | 640 | 693 | 651 | 292 | 154 | 124 |
| $\mathbf{> 3 , 9 9 9}$ | 10 | $\cdot$ | 6 | 5 | 16 | 21 | 5 | 11 | 39 | 1 |
|  | $\mathbf{1 , 9 2 7}$ | $\mathbf{2 , 7 3 5}$ | $\mathbf{8 , 4 3 8}$ | $\mathbf{1 1 , 9 0 8}$ | $\mathbf{8 , 8 0 5}$ | $\mathbf{1 3 , 0 4 4}$ | $\mathbf{1 3 , 6 0 6}$ | $\mathbf{9 , 8 9 5}$ | $\mathbf{1 0 , 4 7 3}$ | $\mathbf{1 2 , 2 8 1}$ |





## Merluccius spp - Hakes

Length- frequency distribution and length-weight relationship in M.hubbsi in trawler fleet in 2013



Table J. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO | $\cdot$ | $\cdot$ | 64 | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . | 0 |
| TR | 1841 | 1936 | 2757 | 3592 | 2226 | 3389 | 3639 | 3942 | 3508 | 3964 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |

Table J. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 54 | 3 | 57 | 84 | 80 | 70 | 15 | 163 | 12 | 108 |
| February | 192 | 149 | 213 | 327 | 107 | 138 | 110 | 296 | 138 | 188 |
| March | 114 | 56 | 173 | 370 | 231 | 209 | 300 | 216 | 277 | 153 |
| April | 289 | 84 | 322 | 460 | 222 | 320 | 580 | 487 | 338 | 281 |
| May | 172 | 73 | 221 | 330 | 234 | 437 | 416 | 727 | 389 | 358 |
| June | 19 | 29 | 35 | 60 | 54 | 179 | 202 | 141 | 134 | 114 |
| July | 95 | 58 | 77 | 204 | 107 | 258 | 89 | 226 | 170 | 140 |
| August | 263 | 291 | 405 | 711 | 326 | 481 | 366 | 420 | 569 | 835 |
| September | 144 | 350 | 530 | 498 | 437 | 428 | 446 | 466 | 389 | 840 |
| October | 354 | 523 | 494 | 356 | 240 | 547 | 377 | 310 | 420 | 645 |
| November | 132 | 255 | 253 | 166 | 142 | 195 | 445 | 324 | 432 | 234 |
| December | 12 | 65 | 41 | 25 | 48 | 126 | 294 | 166 | 241 | 67 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |

Table J. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| EE | 11 | $\cdot$ | 43 | $\cdot$ | . | . | . | . | . | 0 |
| ES | 1135 | 1184 | 1701 | 2735 | 1691 | 2618 | 2835 | 3009 | 2582 | 3041 |
| FK | 530 | 517 | 911 | 740 | 479 | 726 | 677 | 851 | 857 | 843 |
| JP | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | . | 0 |
| KR | 140 | 219 | 135 | 84 | 31 | 33 | 101 | 47 | 62 | 72 |
| UK | 20 | 15 | 31 | 31 | 26 | 11 | 26 | 35 | 7 | 9 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |

Table J. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 5 | 34 | 13 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| $\mathbf{6 0 0 - 7 9 9}$ | 127 | 102 | 215 | 458 | 393 | 675 | 460 | 481 | 517 | 410 |
| $\mathbf{8 0 0 - 9 9 9}$ | 325 | 225 | 333 | 565 | 297 | 431 | 467 | 403 | 456 | 904 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 921 | 1099 | 1650 | 1834 | 986 | 1451 | 1664 | 2075 | 1904 | 1876 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 376 | 383 | 569 | 692 | 533 | 813 | 1034 | 972 | 626 | 760 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 82 | 92 | 42 | 41 | 18 | 18 | 15 | 11 | 5 | 14 |
| $\mathbf{> 2 , 9 9 9}$ | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |

Table J. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 12 | 101 |  | 11 |
| $\mathbf{4 5 - 4 9}$ | 291 | 110 | 299 | 435 | 285 | 300 | 364 | 314 | 393 | 329 |
| $\mathbf{5 0 - 5 4}$ | 271 | 387 | 459 | 604 | 499 | 742 | 364 | 366 | 514 | 610 |
| $\mathbf{5 5 - 5 9}$ | 183 | 197 | 354 | 402 | 187 | 389 | 689 | 944 | 947 | 1012 |
| $\mathbf{6 0 - 6 4}$ | 292 | 445 | 484 | 805 | 490 | 834 | 756 | 928 | 870 | 1067 |
| $\mathbf{6 5 - 6 9}$ | 602 | 630 | 899 | 943 | 468 | 674 | 1069 | 924 | 542 | 578 |
| $\mathbf{7 0 - 7 9}$ | 109 | 80 | 255 | 354 | 223 | 404 | 385 | 364 | 237 | 354 |
| $\mathbf{8 0 - 8 9}$ | 88 | 85 | 70 | 41 | 73 | 44 |  | 0 | 0 | 0 |
| $>\mathbf{8 9}$ | 4 | 1 | 0 | 7 | 2 | 1 | 1 | 1 | 4 | 3 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |

Table J. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | 18 |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 12 | 29 |  | 11 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 13 | 65 | 133 | 57 | 127 | 113 | 77 | 107 | 86 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 377 | 232 | 609 | 856 | 661 | 914 | 513 | 643 | 798 | 821 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 81 | 126 | 232 | 427 | 265 | 338 | 608 | 507 | 289 | 288 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 876 | 884 | 1041 | 1194 | 638 | 1036 | 1552 | 1638 | 1344 | 1341 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 296 | 394 | 677 | 825 | 532 | 911 | 726 | 930 | 776 | 1081 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 104 | 179 | 125 | 88 | 32 | 32 | 73 | 73 | 183 | 298 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 101 | 105 | 72 | 51 | 41 | 28 | 41 | 45 | 10 | 20 |
| $\mathbf{> 3 , 9 9 9}$ | 5 | 3 | 1 | 18 | 1 | 1 | 0 | 0 | 1 | 0 |
|  | $\mathbf{1 8 4 1}$ | $\mathbf{1 9 3 6}$ | $\mathbf{2 8 2 1}$ | $\mathbf{3 5 9 2}$ | $\mathbf{2 2 2 6}$ | $\mathbf{3 3 8 9}$ | $\mathbf{3 6 3 9}$ | $\mathbf{3 9 4 2}$ | $\mathbf{3 5 0 8}$ | $\mathbf{3 9 6 4}$ |




## Genypterus blacodes - Kingclip

Length- frequency distribution and length-weight relationship in trawler fleet in 2013



Table K. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO | 1,725 | 1,554 | 1,244 | 1,407 | 1,368 | 1,134 | 943 | 1,221 | 1,085 | 1,303 |
| PO | $\cdot$ | $\cdot$ | 263 | 59 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| TR | 276 | 123 | 65 | 53 | 61 | 285 | 460 | 338 | 228 | 120 |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

Table K. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 167 | 147 | 331 | 123 | 248 | 123 | 129 | 131 | 136 | 140 |
| February | 188 | 144 | 174 | 116 | 181 | 163 | 141 | 138 | 159 | 91 |
| March | 167 | 116 | 247 | 103 | 159 | 210 | 207 | 85 | 122 | 133 |
| April | 113 | 64 | 146 | 50 | 193 | 84 | 169 | 182 | 161 | 193 |
| May | 150 | 119 | 65 | 106 | 93 | 116 | 167 | 161 | 131 | 153 |
| June | 97 | 99 | 98 | 61 | 51 | 98 | 62 | 82 | 91 | 22 |
| July | 157 | 116 | 150 | 56 | 113 | 91 | 136 | 180 | 133 | 128 |
| August | 269 | 214 | 95 | 137 | 116 | 129 | 100 | 216 | 162 | 196 |
| September | 142 | 186 | 124 | 167 | 52 | 184 | 105 | 165 | 101 | 210 |
| October | 218 | 219 | 54 | 124 | 10 | 80 | 23 | 55 | 19 | 2 |
| November | 223 | 116 | 79 | 209 | 102 | 26 | 52 | 30 | 23 | 8 |
| December | 110 | 138 | 8 | 266 | 111 | 115 | 112 | 136 | 76 | 146 |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

Table K. 3 Total catch (tonnes) by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CL | $\cdot$ | $\cdot$ | $\cdot$ | 301 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| ES | 158 | 73 | 43 | 34 | 36 | 203 | 366 | 260 | 156 | 81 |
| FK | 1,641 | 1,597 | 1,264 | 1,123 | 1,391 | 1,210 | 1,028 | 1,286 | 1,150 | 1,342 |
| KR | 196 | 7 | 264 | 60 | 1 | . | 6 | 7 | 7 | 1 |
| UK | 6 | . | 1 | 1 | $\cdot$ | 5 | 2 | 6 | . | $\cdot$ |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

## Dissostichus eleginoides - Toothfish

Table K. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 182 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | . | . |
| $\mathbf{6 0 0 - 7 9 9}$ | 22 | 4 | 268 | 67 | 10 | 33 | 45 | 31 | 44 | 10 |
| $\mathbf{8 0 0 - 9 9 9}$ | 1,564 | 1,556 | 1,248 | 1,108 | 1,369 | 1,166 | 982 | 1,262 | 1,118 | 1,197 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 161 | 73 | 31 | 322 | 20 | 106 | 234 | 84 | 68 | 169 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 58 | 28 | 25 | 21 | 29 | 88 | 135 | 176 | 81 | 45 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 15 | 16 | 1 | $\cdot$ | 1 | 25 | 6 | 6 | 2 | 3 |
| $\mathbf{> 2 , 9 9 9}$ | . | . | . | . | . | . | . | . | . | . |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

Table K. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | 2 | 7 |  | $\cdot$ |
| $\mathbf{4 5 - 4 9}$ | 16 | 1 | 148 | 61 | 1 | 10 | 34 | 21 | 41 | 10 |
| $\mathbf{5 0 - 5 4}$ | 904 | 858 | 718 | 529 | 990 | 1,169 | 975 | 1,243 | 1,109 | 1,187 |
| $\mathbf{5 5 - 5 9}$ | 890 | 723 | 662 | 592 | 392 | 26 | 58 | 39 | 36 | 148 |
| $\mathbf{6 0 - 6 4}$ | 64 | 21 | 12 | 312 | 4 | 27 | 50 | 82 | 20 | 26 |
| $\mathbf{6 5 - 6 9}$ | 102 | 52 | 25 | 14 | 23 | 75 | 179 | 114 | 68 | 28 |
| $\mathbf{7 0 - 7 9}$ | 11 | 8 | 5 | 9 | 15 | 89 | 105 | 53 | 36 | 24 |
| $\mathbf{8 0 - 8 9}$ | 14 | 13 | 3 | 1 | 3 | 16 | . | . | 1 | $\cdot$ |
| $\mathbf{> 8 9}$ | . | 1 | . | . | . | 5 | . | . | 1 | . |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

Table K. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | 5 | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | $\cdot$ | 146 | 59 | $\cdot$ | $\cdot$ | 9 | 4 | $\cdot$ | 120 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 1,598 | 1,572 | 1,258 | 1,119 | 1,382 | 1,191 | 1,011 | 1,272 | 1,149 | 1,204 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 213 | 8 | 120 | 304 | 5 | 20 | 30 | 15 | 6 | 9 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 123 | 56 | 31 | 14 | 23 | 68 | 205 | 122 | 89 | 40 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 36 | 21 | 15 | 20 | 17 | 110 | 131 | 121 | 56 | 46 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 10 | 4 | 1 | 1 | 1 | 5 | 6 | 8 | 12 | 1 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 20 | 15 | 1 | 1 | 1 | 25 | 8 | 12 | $\cdot$ | 3 |
| $\mathbf{> 3 , 9 9 9}$ | 1 | 1 | . | . | . | . | . | . | 1 | . |
|  | $\mathbf{2 , 0 0 2}$ | $\mathbf{1 , 6 7 7}$ | $\mathbf{1 , 5 7 2}$ | $\mathbf{1 , 5 1 9}$ | $\mathbf{1 , 4 2 9}$ | $\mathbf{1 , 4 1 9}$ | $\mathbf{1 , 4 0 3}$ | $\mathbf{1 , 5 5 9}$ | $\mathbf{1 , 3 1 3}$ | $\mathbf{1 , 4 2 3}$ |

## Dissostichus eleginoides - Toothfish

Table K. 7 Total catch (tonnes) of longliners by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 182 | . | . | . | . | . | . | . | . | . |
| $\mathbf{8 0 0 - 9 9 9}$ | 1,543 | 1,554 | 1,244 | 1,106 | 1,368 | 1,134 | 943 | 1,221 | 1,085 | 1,184 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | . | . | . | 301 | . | . | . | . | . | 120 |
|  | $\mathbf{1 , 7 2 5}$ | $\mathbf{1 , 5 5 4}$ | $\mathbf{1 , 2 4 4}$ | $\mathbf{1 , 4 0 7}$ | $\mathbf{1 , 3 6 8}$ | $\mathbf{1 , 1 3 4}$ | $\mathbf{9 4 3}$ | $\mathbf{1 , 2 2 1}$ | $\mathbf{1 , 0 8 5}$ | $\mathbf{1 , 3 0 3}$ |

Table K. 8 Total catch (tonnes) of longliners by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{5 0 - 5 4}$ | 849 | 838 | 587 | 516 | 976 | 1,134 | 943 | 1,221 | 1,085 | 1,184 |
| $\mathbf{5 5 - 5 9}$ | 876 | 716 | 657 | 590 | 392 | . | . | . | . | 120 |
| $\mathbf{6 0 - 6 4}$ |  |  |  | 301 | . | . | . | . | . | . |
|  | $\mathbf{1 , 7 2 5}$ | $\mathbf{1 , 5 5 4}$ | $\mathbf{1 , 2 4 4}$ | $\mathbf{1 , 4 0 7}$ | $\mathbf{1 , 3 6 8}$ | $\mathbf{1 , 1 3 4}$ | $\mathbf{9 4 3}$ | $\mathbf{1 , 2 2 1}$ | $\mathbf{1 , 0 8 5}$ | $\mathbf{1 , 3 0 3}$ |

Table K. 9 Total catch (tonnes) of longliners by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | $\cdot$ | . | . | . | . | . | . | . | 120 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 1,543 | 1,554 | 1,244 | 1,106 | 1,368 | 1,134 | 943 | 1,221 | 1,085 | 1,184 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 182 | . | . | 301 | $\cdot$ | . | . | . | . | . |
|  | $\mathbf{1 , 7 2 5}$ | $\mathbf{1 , 5 5 4}$ | $\mathbf{1 , 2 4 4}$ | $\mathbf{1 , 4 0 7}$ | $\mathbf{1 , 3 6 8}$ | $\mathbf{1 , 1 3 4}$ | $\mathbf{9 4 3}$ | $\mathbf{1 , 2 2 1}$ | $\mathbf{1 , 0 8 5}$ | $\mathbf{1 , 3 0 3}$ |

Table K. 10 Total catch (tonnes) of trawlers by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{6 0 0 - 7 9 9}$ | 22 | 4 | 5 | 8 | 10 | 33 | 45 | 31 | 44 | 10 |
| $\mathbf{8 0 0 - 9 9 9}$ | 20 | 2 | 4 | 2 | 1 | 33 | 39 | 41 | 33 | 13 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 161 | 73 | 31 | 21 | 20 | 106 | 234 | 84 | 68 | 49 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 58 | 28 | 25 | 21 | 29 | 88 | 135 | 176 | 81 | 45 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 15 | 16 | 1 | 0 | 1 | 25 | 6 | 6 | 2 | 3 |
|  | $\mathbf{2 7 6}$ | $\mathbf{1 2 3}$ | $\mathbf{6 5}$ | $\mathbf{5 3}$ | $\mathbf{6 1}$ | $\mathbf{2 8 5}$ | $\mathbf{4 6 0}$ | $\mathbf{3 3 8}$ | $\mathbf{2 2 8}$ | $\mathbf{1 2 0}$ |

Table K. 11 Total catch (tonnes) of trawlers by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | . | 2 | 7 | . | $\cdot$ |
| $\mathbf{4 5 - 4 9}$ | 16 | 1 | 2 | 2 | 1 | 10 | 34 | 21 | 41 | 10 |
| $\mathbf{5 0 - 5 4}$ | 55 | 20 | 14 | 13 | 14 | 35 | 32 | 22 | 24 | 4 |
| $\mathbf{5 5 - 5 9}$ | 13 | 7 | 5 | 2 | 0 | 26 | 58 | 39 | 36 | 28 |
| $\mathbf{6 0 - 6 4}$ | 64 | 21 | 12 | 12 | 4 | 27 | 50 | 82 | 20 | 26 |
| $\mathbf{6 5 - 6 9}$ | 102 | 52 | 25 | 14 | 23 | 75 | 179 | 114 | 68 | 28 |
| $\mathbf{7 0 - 7 9}$ | 11 | 8 | 5 | 9 | 15 | 89 | 105 | 53 | 36 | 24 |
| $\mathbf{8 0 - 8 9}$ | 14 | 13 | 3 | 1 | 3 | 16 | . | . | 1 | $\cdot$ |
| $>\mathbf{8 9}$ | . | 1 | . | 0 | . | 5 | 0 | . | 1 | $\cdot$ |
|  | $\mathbf{2 7 6}$ | $\mathbf{1 2 3}$ | $\mathbf{6 5}$ | $\mathbf{5 3}$ | $\mathbf{6 1}$ | $\mathbf{2 8 5}$ | $\mathbf{4 6 0}$ | $\mathbf{3 3 8}$ | $\mathbf{2 2 8}$ | $\mathbf{1 2 0}$ |

## Dissostichus eleginoides - Toothfish

Table K. 12 Total catch (tonnes) of trawlers by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | 5 | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | 0 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 9 | 4 | 0 | $\cdot$ |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 55 | 19 | 14 | 13 | 14 | 58 | 68 | 51 | 64 | 20 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 31 | 8 | 3 | 3 | 5 | 20 | 30 | 15 | 6 | 9 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 123 | 56 | 31 | 14 | 23 | 68 | 205 | 122 | 89 | 40 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 36 | 21 | 15 | 20 | 17 | 110 | 131 | 121 | 56 | 46 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 10 | 4 | 1 | 1 | 1 | 5 | 6 | 8 | 12 | 1 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 20 | 15 | 1 | 1 | 1 | 25 | 8 | 12 | 0 | 3 |
| $\mathbf{> 3 , 9 9 9}$ | 1 | 1 | . | $\cdot$ | $\cdot$ | . | . | . | 1 | $\cdot$ |
|  | $\mathbf{2 7 6}$ | $\mathbf{1 2 3}$ | $\mathbf{6 5}$ | $\mathbf{5 3}$ | $\mathbf{6 1}$ | $\mathbf{2 8 5}$ | $\mathbf{4 6 0}$ | $\mathbf{3 3 8}$ | $\mathbf{2 2 8}$ | $\mathbf{1 2 0}$ |

Table K. 13 Total catch (tonnes) of potting vessels by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{6 0 0 - 7 9 9}$ | . | . | 263 | 59 | . | . | 0 | . | . | . |
|  | . | . | $\mathbf{2 6 3}$ | $\mathbf{5 9}$ | . | . | 0 | . | . | . |

Table K. 14 Total catch (tonnes) of potting vessels by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{4 5 - 4 9}$ | $\cdot$ | . | 146 | $59^{*}$ | . | . | . | . | . | . |
| $\mathbf{5 0 - 5 4}$ | . | . | 117 | . | . | . | 0 | . | . | . |
|  | . | . | $\mathbf{2 6 3}$ | $\mathbf{5 9}$ | . | . | $\mathbf{0}$ | . | . | . |

Table K. 15 Total catch (tonnes) of potting vessels by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 2 0 0 - 1 4 9 9}$ | . | . | 146 | 59 | . | . | 0 | . | . | . |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | . | . | 117 | . | . | . | . | . | . | . |
|  | . | . | $\mathbf{2 6 3}$ | $\mathbf{5 9}$ | . | . | $\mathbf{0}$ | . | . | . |


Second Season 2013 (01 Jul to 31 Dec)


Length- frequency distribution and length-weight relationship in longliner fleet in 2013



Length- frequency distribution and length-weight relationship in trawler fleet in 2013



## Rajidae - Skates and Rays

Table L. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| LO | 168 | 75 | 150 | 42 | 28 | 22 | 23 | 55 | 32 | 78 |
| PO | $\cdot$ | $\cdot$ | 0 | $\cdot$ | $\cdot$ | $\cdot$ | 0 | . | . | 0 |
| TR | 4,983 | 5,623 | 4,529 | 5,621 | 3,825 | 5,850 | 5,868 | 6,898 | 6,623 | 5,845 |
|  | $\mathbf{5 , 1 5 1}$ | $\mathbf{5 , 6 9 8}$ | $\mathbf{4 , 6 7 9}$ | $\mathbf{5 , 6 6 3}$ | $\mathbf{3 , 8 5 3}$ | $\mathbf{5 , 8 7 2}$ | $\mathbf{5 , 8 9 1}$ | $\mathbf{6 , 9 5 4}$ | $\mathbf{6 , 6 5 5}$ | $\mathbf{5 , 9 2 3}$ |

Table L. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 1,257 | 92 | 86 | 108 | 120 | 96 | 43 | 185 | 15 | 278 |
| February | 159 | 423 | 160 | 173 | 200 | 179 | 167 | 359 | 216 | 288 |
| March | 95 | 83 | 80 | 179 | 142 | 178 | 168 | 126 | 511 | 219 |
| April | 113 | 56 | 134 | 176 | 187 | 304 | 333 | 590 | 320 | 413 |
| May | 148 | 165 | 122 | 190 | 189 | 555 | 474 | 878 | 397 | 428 |
| June | 142 | 21 | 32 | 124 | 95 | 662 | 338 | 398 | 404 | 267 |
| July | 93 | 566 | 133 | 394 | 516 | 570 | 323 | 849 | 703 | 393 |
| August | 1,589 | 2,267 | 1,665 | 1,999 | 1,229 | 1,330 | 1,650 | 1,446 | 1,569 | 1,221 |
| September | 1,022 | 821 | 1,019 | 1,109 | 668 | 851 | 1,146 | 975 | 802 | 866 |
| October | 352 | 490 | 881 | 722 | 220 | 407 | 326 | 691 | 1,099 | 867 |
| November | 59 | 590 | 305 | 141 | 119 | 511 | 418 | 317 | 438 | 368 |
| December | 120 | 125 | 62 | 350 | 167 | 229 | 505 | 141 | 181 | 313 |
|  | $\mathbf{5 , 1 5 1}$ | $\mathbf{5 , 6 9 8}$ | $\mathbf{4 , 6 7 9}$ | $\mathbf{5 , 6 6 3}$ | $\mathbf{3 , 8 5 3}$ | $\mathbf{5 , 8 7 2}$ | $\mathbf{5 , 8 9 1}$ | $\mathbf{6 , 9 5 4}$ | $\mathbf{6 , 6 5 5}$ | $\mathbf{5 , 9 2 3}$ |

Table L. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| $\mathbf{C L}$ | $\cdot$ | $\cdot$ | $\cdot$ | 12 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| EE | 4 | $\cdot$ | 11 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| ES | 515 | 634 | 1,160 | 1,745 | 1,518 | 2,665 | 2,514 | 2,827 | 2,797 | 2,276 |
| FK | 653 | 612 | 770 | 675 | 419 | 902 | 912 | 1,837 | 1,332 | 1,741 |
| JP | 1 |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| KR | 3,937 | 4,413 | 2,720 | 3,197 | 1,891 | 2,262 | 2,394 | 2,219 | 2,491 | 1,884 |
| UK | 16 | 16 | 11 | 34 | 25 | 44 | 71 | 71 | 35 | 23 |
| UY | 24 | 23 | 6 | . | . | . |  | . | . | 0 |
|  | $\mathbf{5 , 1 5 1}$ | $\mathbf{5 , 6 9 8}$ | $\mathbf{4 , 6 7 9}$ | $\mathbf{5 , 6 6 3}$ | $\mathbf{3 , 8 5 3}$ | $\mathbf{5 , 8 7 2}$ | $\mathbf{5 , 8 9 1}$ | $\mathbf{6 , 9 5 4}$ | $\mathbf{6 , 6 5 5}$ | $\mathbf{5 , 9 2 3}$ |

## Rajidae - Skates and Rays

Table L. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 43 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| $\mathbf{4 0 0 - 5 9 9}$ | 241 | 404 | 209 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 |
| $\mathbf{6 0 0 - 7 9 9}$ | 889 | 918 | 531 | 1230 | 957 | 1214 | 1133 | 615 | 731 | 448 |
| $\mathbf{8 0 0 - 9 9 9}$ | 2636 | 2568 | 1861 | 2014 | 1298 | 1747 | 1723 | 1870 | 2237 | 1749 |
| $\mathbf{1 0 0 0 - 1 4 9 9}$ | 904 | 1103 | 1713 | 1905 | 1299 | 2211 | 2220 | 2892 | 2327 | 2581 |
| $\mathbf{1 5 0 0 - 1 9 9 9}$ | 147 | 163 | 208 | 464 | 248 | 610 | 775 | 1033 | 823 | 682 |
| $\mathbf{2 0 0 0 - 2 9 9 9}$ | 288 | 542 | 156 | 51 | 51 | 91 | 40 | 119 | 47 | 67 |
| $>\mathbf{2 9 9 9}$ | 1 | $\cdot$ | . | $\cdot$ | $\cdot$ | . | . | 424 | 489 | 396 |
|  | $\mathbf{5 1 5 1}$ | $\mathbf{5 6 9 8}$ | $\mathbf{4 6 7 9}$ | $\mathbf{5 6 6 3}$ | $\mathbf{3 8 5 3}$ | $\mathbf{5 8 7 2}$ | $\mathbf{5 8 9 1}$ | $\mathbf{6 9 5 4}$ | $\mathbf{6 6 5 5}$ | $\mathbf{5 9 2 3}$ |

Table L. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 18 | 54 | . | 19 |
| $\mathbf{4 5 - 4 9}$ | 636 | 661 | 529 | 1028 | 848 | 858 | 782 | 418 | 371 | 368 |
| $\mathbf{5 0 - 5 4}$ | 2938 | 3228 | 1951 | 2003 | 1208 | 1782 | 2010 | 2064 | 2636 | 1746 |
| $\mathbf{5 5 - 5 9}$ | 479 | 371 | 689 | 770 | 453 | 729 | 804 | 1248 | 1048 | 1340 |
| $\mathbf{6 0 - 6 4}$ | 316 | 410 | 670 | 760 | 647 | 988 | 691 | 944 | 800 | 801 |
| $\mathbf{6 5 - 6 9}$ | 420 | 448 | 558 | 800 | 346 | 580 | 824 | 801 | 619 | 632 |
| $\mathbf{7 0 - 7 9}$ | 288 | 472 | 241 | 258 | 293 | 845 | 762 | 999 | 687 | 621 |
| $\mathbf{8 0 - 8 9}$ | 71 | 108 | 40 | 43 | 57 | 88 | $\cdot$ | . | 0 | 0 |
| $>89$ | 1 | . | 0 | 1 | 2 | 1 | 0 | 426 | 495 | 396 |
|  | $\mathbf{5 1 5 1}$ | $\mathbf{5 6 9 8}$ | $\mathbf{4 6 7 9}$ | $\mathbf{5 6 6 3}$ | $\mathbf{3 8 5 3}$ | $\mathbf{5 8 7 2}$ | $\mathbf{5 8 9 1}$ | $\mathbf{6 9 5 4}$ | $\mathbf{6 6 5 5}$ | $\mathbf{5 9 2 3}$ |

Table L. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 0 | $\cdot$ | $\cdot$ | 24 |
| $\mathbf{1 0 0 0 - 1 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 18 | 35 | $\cdot$ | 19 |
| $\mathbf{1 2 0 0 - 1 3 9 9}$ | $\cdot$ | 15 | 41 | 57 | 50 | 52 | 40 | 42 | 49 | 62 |
| $\mathbf{1 4 0 0 - 1 5 9 9}$ | 361 | 340 | 590 | 512 | 312 | 556 | 305 | 489 | 568 | 490 |
| $\mathbf{1 6 0 0 - 1 7 9 9}$ | 101 | 34 | 146 | 149 | 264 | 437 | 689 | 560 | 648 | 611 |
| $\mathbf{1 8 0 0 - 1 9 9 9}$ | 400 | 486 | 728 | 979 | 533 | 894 | 1215 | 1528 | 1415 | 1358 |
| $\mathbf{2 0 0 0 - 2 4 9 9}$ | 840 | 826 | 882 | 1037 | 914 | 1837 | 1451 | 2123 | 1362 | 1458 |
| $\mathbf{2 5 0 0 - 2 9 9 9}$ | 3143 | 3439 | 2126 | 2845 | 1706 | 1962 | 2062 | 1558 | 2044 | 1412 |
| $\mathbf{3 0 0 0 - 3 9 9 9}$ | 299 | 555 | 160 | 82 | 67 | 134 | 111 | 612 | 566 | 486 |
| $\mathbf{3 9 9 9}$ | 7 | 3 | 6 | 1 | 6 | 1 | . | 7 | 4 | 3 |
|  | $\mathbf{5 1 5 1}$ | $\mathbf{5 6 9 8}$ | $\mathbf{4 6 7 9}$ | $\mathbf{5 6 6 3}$ | $\mathbf{3 8 5 3}$ | $\mathbf{5 8 7 2}$ | $\mathbf{5 8 9 1}$ | $\mathbf{6 9 5 4}$ | $\mathbf{6 6 5 5}$ | $\mathbf{5 9 2 3}$ |



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Table L. 1 Total catch (tonnes) by vessel type and year

| VESSEL <br> TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LO | $\cdot$ | . | 1 | . | . | . | . | . | . | . |
| TR | 75 | 8,641 | 21,011 | 30,386 | 60,601 | 58,236 | 76,451 | 55,705 | 63,510 | 32,420 |
| Grand Total | $\mathbf{7 5}$ | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |

Table L. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 0 | 0 | 431 | 563 | 2,918 | 2,746 | 892 | 3,521 | 112 | 743 |
| February | 0 | 295 | 3,060 | 3,108 | 7,170 | 6,061 | 5,674 | 5,993 | 3,086 | 3,197 |
| March | 0 | 176 | 2,465 | 3,659 | 9,907 | 4,961 | 10,163 | 2,502 | 9,016 | 2,847 |
| April | 0 | 186 | 3,046 | 3,808 | 8,356 | 9,532 | 13,402 | 6,205 | 10,051 | 3,837 |
| May | 0 | 496 | 2,067 | 4,431 | 8,522 | 11,050 | 11,580 | 11,150 | 14,240 | 2,751 |
| June | 0 | 139 | 615 | 553 | 2,290 | 3,136 | 5,281 | 4,578 | 5,500 | 922 |
| July | 0 | 200 | 792 | 2,459 | 1,832 | 2,801 | 4,449 | 2,571 | 3,680 | 668 |
| August | 0 | 1,056 | 2,218 | 3,428 | 4,116 | 2,820 | 4,027 | 3,697 | 4,945 | 2,934 |
| September | 6 | 2,509 | 1,724 | 3,747 | 4,824 | 3,811 | 6,007 | 4,036 | 3,288 | 4,898 |
| October | 41 | 829 | 1,953 | 2,661 | 5,364 | 6,637 | 8,929 | 7,536 | 5,352 | 5,078 |
| November | 26 | 2,597 | 2,420 | 1,562 | 4,477 | 3,239 | 2,064 | 2,889 | 1,877 | 2,111 |
| December | 3 | 158 | 221 | 407 | 826 | 1,442 | 3,984 | 1,028 | 2,361 | 2,434 |
|  | $\mathbf{7 5}$ | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |

Table L. 3 Total catch (tonnes) by fishing fleet and year

| FISHING <br> FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CL | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE | 0 | 0 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ES | 75 | 4,239 | 11,258 | 18,830 | 41,276 | 42,580 | 52,869 | 39,646 | 52,389 | 25,009 |
| FK | 0 | 3,956 | 8,694 | 10,711 | 18,440 | 14,610 | 22,388 | 15,051 | 10,754 | 7,078 |
| JP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KR | 0 | 0 | 3 | 7 | 62 | 110 | 337 | 215 | 255 | 305 |
| PA | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| RU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UK | 0 | 446 | 568 | 716 | 824 | 937 | 857 | 794 | 111 | 28 |
| UY | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | $\mathbf{7 5}$ | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |

## Patagonotothen ramsayi-Rock Cod

Table L. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 0 | 14 | 4 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | 17 | 67 | 212 | 652 | 467 | 598 | 327 | 484 | 633 | 467 |
| $\mathbf{8 0 0 - 9 9 9}$ | 4 | 316 | 463 | 977 | 749 | 776 | 524 | 632 | 750 | 610 |
| $\mathbf{1 0 0 0 - 1 4 9 9}$ | 53 | 1,286 | 1,608 | 1,939 | 1,164 | 1,868 | 1,202 | 1,701 | 1,872 | 2,580 |
| $\mathbf{1 5 0 0 - 1 9 9 9}$ | 2 | 600 | 1,066 | 1,574 | 1,535 | 1,747 | 1,012 | 1,268 | 1,285 | 1,266 |
| $\mathbf{2 0 0 0 - 2 9 9 9}$ | 0 | 184 | 118 | 52 | 161 | 131 | 64 | 124 | 89 | 248 |
| $\mathbf{> 2 9 9 9}$ | 0 | . | . | 1 | . | . | . | . | . | . |
|  | 75 | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |

Table L. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | 244 | 235 | 145 | 17 | 78 | . | 9 |
| $\mathbf{4 5 - 4 9}$ | 18 | 101 | 352 | 802 | 656 | 555 | 291 | 339 | 578 | 403 |
| $\mathbf{5 0 - 5 4}$ | 3 | 348 | 429 | 416 | 182 | 246 | 220 | 353 | 488 | 475 |
| $\mathbf{5 5 - 5 9}$ | 3 | 259 | 458 | 665 | 401 | 805 | 710 | 962 | 899 | 843 |
| $\mathbf{6 0 - 6 4}$ | 14 | 514 | 464 | 853 | 592 | 1,222 | 506 | 890 | 996 | 1,631 |
| $\mathbf{6 5 - 6 9}$ | 9 | 992 | 1,446 | 1,669 | 1,318 | 1,434 | 1,057 | 1,178 | 1,268 | 1,048 |
| $\mathbf{7 0 - 7 9}$ | 29 | 123 | 255 | 518 | 616 | 648 | 304 | 350 | 329 | 638 |
| $\mathbf{8 0 - 8 9}$ | $\cdot$ | 121 | 57 | 20 | 42 | 12 | 4 | 4 | 2 | 20 |
| $>89$ | . | 9 | 10 | 9 | 34 | 53 | 19 | 55 | 68 | 103 |
|  | 75 | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |

Table L. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| BHP | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{1 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 5 |
| $\mathbf{1 0 0 0 - 1 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 17 | 22 | $\cdot$ | 9 |
| $\mathbf{1 2 0 0 - 1 3 9 9}$ | $\cdot$ | 4 | 51 | 112 | 40 | 83 | 58 | 89 | 100 | 77 |
| $\mathbf{1 4 0 0 - 1 5 9 9}$ | 6 | 326 | 713 | 1,280 | 933 | 851 | 448 | 749 | 934 | 744 |
| $\mathbf{1 6 0 0 - 1 7 9 9}$ | 14 | 115 | 221 | 539 | 367 | 529 | 451 | 419 | 358 | 359 |
| $\mathbf{1 8 0 0 - 1 9 9 9}$ | 12 | 1,308 | 1,661 | 2,132 | 1,603 | 1,827 | 1,346 | 1,710 | 2,082 | 1,796 |
| $\mathbf{2 0 0 0 - 2 4 9 9}$ | 43 | 406 | 612 | 1,008 | 932 | 1,657 | 676 | 1,011 | 825 | 1,706 |
| $\mathbf{2 5 0 0 - 2 9 9 9}$ | $\cdot$ | 112 | 66 | 57 | 51 | 63 | 33 | 102 | 303 | 303 |
| $\mathbf{3 0 0 0 - 3 9 9 9}$ | $\cdot$ | 152 | 116 | 46 | 105 | 88 | 82 | 101 | 23 | 142 |
| $\mathbf{> 3 9 9 9}$ | $\cdot$ | 43 | 31 | 20 | 46 | 20 | 17 | 7 | 4 | 29 |
|  | 75 | $\mathbf{8 , 6 4 1}$ | $\mathbf{2 1 , 0 1 2}$ | $\mathbf{3 0 , 3 8 6}$ | $\mathbf{6 0 , 6 0 1}$ | $\mathbf{5 8 , 2 3 6}$ | $\mathbf{7 6 , 4 5 1}$ | $\mathbf{5 5 , 7 0 5}$ | $\mathbf{6 3 , 5 1 0}$ | $\mathbf{3 2 , 4 2 0}$ |






Length- frequency distribution and length-weight relationship in 2012



## Zygochlamys patagonica - Scallop

Table N. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| TR | 1,279 | 1,358 | 1,161 | $14^{*}$ | $6^{*}$ | $13^{*}$ | $3^{*}$ | $11^{*}$ | $0^{*}$ | $0^{*}$ |
|  | $\mathbf{1 , 2 7 9}$ | $\mathbf{1 , 3 5 8}$ | $\mathbf{1 , 1 6 1}$ | $\mathbf{1 4 *}$ | $\mathbf{6 *}^{*}$ | $\mathbf{1 3 *}$ | $\mathbf{3 *}^{*}$ | $\mathbf{1 1 *}$ | $\mathbf{0}^{*}$ | $\mathbf{0}^{*}$ |

*     - No specialised fishery, just a discarded bycatch. Included into "others" in Tables O1-O7

Table N. 2 Total catch (tonnes) by month and year

| MONTH | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 441 | 420 | 342 | . | . | . | . | . | . |  |
| February | 250 | 207 | 273 | . | . | 1 | . | 3 | . |  |
| March | 519 | 574 | 450 | 8 | 3 | 9 | 1 | 7 | . | . |
| April | . | 75 | 18 | 4 | 1 | 2 | . | . | . | . |
| May | . | . | 74 | . | . | . | . | . | . | . |
| June | . | . | . | . | . | . | . | . | . | . |
| July | . | . | . | . | 1 | . | 2 | 1 | . | . |
| August | . | . | . | 1 | . | . | . | . | . | . |
| September | . | . | . | . | . | . | . | . | . | . |
| October | 41 | . | . | . | . | . | . | . | . | . |
| November | 28 | 81 | 5 | . | . | . | . | . | . | . |
| December |  |  | . | . | . | . | . | . | . | . |
|  | 1,279 | 1,358 | 1,161 | 14 | 6 | 13 | 3 | 11 | . | . |

Table N. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ |  |
| FK | $\cdot$ | 12 | 7 | 13 | 6 | 12 | 3 | 11 | . | . |
| PA | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| UK | $\cdot$ | 1 | 3 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| UY | 1,279 | 1,346 | 1,152 | $\cdot$ | $\cdot$ | . | . | . | . | . |
|  | $\mathbf{1 , 2 7 9}$ | $\mathbf{1 , 3 5 8}$ | $\mathbf{1 , 1 6 1}$ | $\mathbf{1 4}$ | $\mathbf{6}$ | $\mathbf{1 3}$ | $\mathbf{3}$ | $\mathbf{1 1}$ | . | . |

Table N. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | 2013 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{4 0 0 - 5 9 9}$ | 1,279 | 1,346 | 1,152 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 0 - 7 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{8 0 0 - 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | 3 | $\cdot$ | 2 | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | $\cdot$ | 1 | 3 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 6 | $\cdot$ | $\cdot$ |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | $\cdot$ | 11 | 7 | 13 | 6 | 8 | 3 | 3 | $\cdot$ | $\cdot$ |
| $\mathbf{> 2 , 9 9 9}$ | $\cdot$ |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
|  | $\mathbf{1 , 2 7 9}$ | $\mathbf{1 , 3 5 8}$ | $\mathbf{1 , 1 6 1}$ | $\mathbf{1 4}$ | $\mathbf{6}$ | $\mathbf{1 3}$ | $\mathbf{3}$ | $\mathbf{1 1}$ | . | . |

Table N. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ | $\cdot$ |
| $\mathbf{4 5 - 4 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | $\cdot$ |
| $\mathbf{5 0 - 5 4}$ | 1,279 | 1,346 | 1,152 | $\cdot$ | $\cdot$ | 2 | $\cdot$ |  | $\cdot$ | $\cdot$ |
| $\mathbf{5 5 - 5 9}$ | $\cdot$ | 4 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | $\cdot$ | $\cdot$ |
| $\mathbf{6 0 - 6 4}$ | $\cdot$ | 1 | 2 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |  | $\cdot$ | $\cdot$ |
| $\mathbf{6 5 - 6 9}$ | $\cdot$ | 7 | 3 | $\cdot$ | $\cdot$ | 4 | $\cdot$ |  | $\cdot$ | $\cdot$ |
| $\mathbf{7 0 - 7 9}$ | $\cdot$ | 1 | 4 | 1 | 2 | 1 | 3 | 8 | $\cdot$ | $\cdot$ |
| $\mathbf{8 0 - 8 9}$ | $\cdot$ | $\cdot$ | 1 | 12 | 3 | 6 | $\cdot$ |  | $\cdot$ | $\cdot$ |
| $\mathbf{> 8 9}$ | $\cdot$ | $\cdot$ |  | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
|  | $\mathbf{1 , 2 7 9}$ | $\mathbf{1 , 3 5 8}$ | $\mathbf{1 , 6 6 1}$ | $\mathbf{1 4}$ | $\mathbf{6}$ | $\mathbf{1 3}$ | $\mathbf{3}$ | $\mathbf{1 1}$ | . | . |

Table N. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| $\mathbf{B H P}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 0 0 0}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ | 2 | $\cdot$ | $\cdot$ | $\cdot$ | $\cdot$ |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 1,279 | 1,347 | 1,152 | $\cdot$ | $\cdot$ | 3 | $\cdot$ | 8 | $\cdot$ | $\cdot$ |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | $\cdot$ | $\cdot$ | 1 | $\cdot$ | $\cdot$ |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | $\cdot$ | 12 | 9 | 13 | 6 | 8 | 3 | 2 | $\cdot$ | $\cdot$ |
| $\mathbf{> 3 , 9 9 9}$ | $\cdot$ | . | . | $\cdot$ | $\cdot$ | . | . | . | . | . |
|  | $\mathbf{1 , 2 7 9}$ | $\mathbf{1 , 3 5 8}$ | $\mathbf{1 , 1 6 1}$ | $\mathbf{1 4}$ | $\mathbf{6}$ | $\mathbf{1 3}$ | $\mathbf{3}$ | $\mathbf{1 1}$ | . | . |

## Others

Table O. 1 Total catch (tonnes) by vessel type and year

| VESSEL |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TYPE | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| PO | 183 | 163 | 154 | 90 | 115 | 98 | 91 | 125 | 99 | 88 |
| LO | 0 | 0 | 33 | 26 | 0 | 0 | 2 | 0 | 0 | 3 |
| TR | 6,102 | 1,924 | 1,192 | 1,392 | 1,434 | 1,135 | 615 | 2,489 | 721 | 1,249 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

Table O. 2 Total catch (tonnes) by month and year

| MONTH | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 588 | 19 | 25 | 25 | 74 | 59 | 14 | 28 | 17 | 42 |
| February | 1,020 | 545 | 213 | 232 | 131 | 700 | 38 | 112 | 26 | 233 |
| March | 1,027 | 301 | 369 | 356 | 198 | 172 | 73 | 197 | 243 | 335 |
| April | 716 | 187 | 170 | 50 | 78 | 58 | 84 | 81 | 69 | 244 |
| May | 495 | 149 | 18 | 77 | 60 | 34 | 15 | 349 | 26 | 40 |
| June | 59 | 9 | 17 | 5 | 31 | 18 | 6 | 921 | 12 | 21 |
| July | 273 | 18 | 25 | 35 | 341 | 9 | 19 | 572 | 28 | 12 |
| August | 657 | 207 | 88 | 88 | 245 | 21 | 180 | 89 | 104 | 185 |
| September | 615 | 390 | 316 | 87 | 38 | 56 | 118 | 73 | 145 | 45 |
| October | 548 | 184 | 73 | 114 | 30 | 45 | 20 | 126 | 63 | 85 |
| November | 267 | 35 | 52 | 425 | 96 | 41 | 99 | 40 | 54 | 74 |
| December | 20 | 40 | 12 | 13 | 226 | 21 | 41 | 26 | 32 | 24 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

Table O. 3 Total catch (tonnes) by fishing fleet and year

| FISHING |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FLEET | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| CL | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| EE | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ES | 2,005 | 970 | 782 | 647 | 1,166 | 970 | 318 | 2,008 | 258 | 261 |
| FK | 2,696 | 1,026 | 454 | 636 | 369 | 238 | 328 | 578 | 544 | 1,057 |
| JP | 14 | 4 | 4 | 1 | 4 | 2 | 38 | 5 | 0 | 0 |
| KR | 113 | 84 | 124 | 86 | 7 | 14 | 10 | 23 | 11 | 9 |
| NA | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PA | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| RU | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| UY | 125 | 3 | 7 | 53 | 2 | 10 | 11 | 0 | 7 | 12 |
| UK | 1,279 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

## Others

Table O. 4 Total catch (tonnes) by gross registered tonnage (GRT) and year

| GRT | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 0 0}$ | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| $\mathbf{4 0 0 - 5 9 9}$ | 1,284 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\mathbf{6 0 0 - 7 9 9}$ | 81 | 35 | 53 | 96 | 87 | 11 | 66 | 97 | 16 | 20 |
| $\mathbf{8 0 0 - 9 9 9}$ | 750 | 587 | 247 | 185 | 310 | 186 | 167 | 184 | 159 | 272 |
| $\mathbf{1 , 0 0 0 - 1 , 4 9 9}$ | 2,652 | 862 | 584 | 712 | 172 | 165 | 209 | 1,875 | 161 | 625 |
| $\mathbf{1 , 5 0 0 - 1 , 9 9 9}$ | 794 | 371 | 275 | 264 | 860 | 829 | 215 | 316 | 281 | 182 |
| $\mathbf{2 , 0 0 0 - 2 , 9 9 9}$ | 684 | 210 | 206 | 251 | 115 | 39 | 12 | 138 | 203 | 238 |
| $\mathbf{> 2 , 9 9 9}$ | 14 | 4 | 4 | 1 | 4 | 2 | 38 | 6 | 0 | 0 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

Table O. 5 Total catch (tonnes) by length overall (m) (LOA) and year

| LOA | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $<\mathbf{4 5}$ | 0 | 0 | 0 | 6 | 28 | 4 | 0 | 6 | 0 | 3 |
| $\mathbf{4 5 - 4 9}$ | 350 | 200 | 82 | 144 | 250 | 54 | 67 | 107 | 32 | 26 |
| $\mathbf{5 0 - 5 4}$ | 1,953 | 412 | 156 | 103 | 106 | 115 | 134 | 157 | 124 | 250 |
| $\mathbf{5 5 - 5 9}$ | 1,093 | 170 | 121 | 142 | 30 | 76 | 132 | 116 | 77 | 450 |
| $\mathbf{6 0 - 6 4}$ | 1,092 | 565 | 504 | 591 | 54 | 81 | 24 | 1,812 | 74 | 56 |
| $\mathbf{6 5 - 6 9}$ | 1,146 | 537 | 271 | 221 | 835 | 803 | 126 | 148 | 162 | 267 |
| $\mathbf{7 0 - 7 9}$ | 569 | 115 | 74 | 270 | 208 | 90 | 179 | 237 | 194 | 206 |
| $\mathbf{8 0 - 8 9}$ | 55 | 74 | 166 | 11 | 18 | 1 | 2 | 12 | 95 | 54 |
| $>\mathbf{8 9}$ | 27 | 12 | 5 | 20 | 19 | 10 | 44 | 20 | 61 | 26 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

Table O. 6 Total catch (tonnes) by brake horsepower (BHP) and year

| $\mathbf{B H P}$ | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 , 0 0 0}$ | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| $\mathbf{1 , 0 0 0 - 1 , 1 9 9}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| $\mathbf{1 , 2 0 0 - 1 , 3 9 9}$ | 0 | 9 | 19 | 29 | 38 | 0 | 3 | 1 | 2 | 9 |
| $\mathbf{1 , 4 0 0 - 1 , 5 9 9}$ | 905 | 487 | 227 | 196 | 328 | 173 | 194 | 175 | 133 | 278 |
| $\mathbf{1 , 6 0 0 - 1 , 7 9 9}$ | 624 | 157 | 50 | 94 | 5 | 45 | 83 | 71 | 7 | 352 |
| $\mathbf{1 , 8 0 0 - 1 , 9 9 9}$ | 1,768 | 799 | 276 | 181 | 841 | 792 | 138 | 181 | 173 | 262 |
| $\mathbf{2 , 0 0 0 - 2 , 4 9 9}$ | 2,047 | 318 | 513 | 573 | 190 | 157 | 215 | 2020 | 269 | 174 |
| $\mathbf{2 , 5 0 0 - 2 , 9 9 9}$ | 110 | 67 | 70 | 149 | 21 | 21 | 16 | 37 | 83 | 35 |
| $\mathbf{3 , 0 0 0 - 3 , 9 9 9}$ | 776 | 169 | 210 | 273 | 85 | 40 | 16 | 112 | 54 | 170 |
| $\mathbf{> 3 , 9 9 9}$ | 56 | 80 | 12 | 12 | 41 | 4 | 40 | 17 | 99 | 58 |
|  | $\mathbf{6 , 2 8 6}$ | $\mathbf{2 , 0 8 7}$ | $\mathbf{1 , 3 7 8}$ | $\mathbf{1 , 5 0 8}$ | $\mathbf{1 , 5 4 9}$ | $\mathbf{1 , 2 3 3}$ | $\mathbf{7 0 8}$ | $\mathbf{2 , 6 1 4}$ | $\mathbf{8 2 0}$ | $\mathbf{1 , 3 4 0}$ |

## Others

Table O. 7 Total catch (tonnes) of others by species in 2013

| Common name | Latin Name | Catch mt |
| :--- | :--- | :---: |
| Blue Antimora | Antimora rostrata | 16.4 |
| Butterfish | Stromateus brasiliensis | 7.6 |
| Crab | Lithodidae | 2.6 |
| Dogfish, Spurdog | Squalus acanthias | 72.3 |
| Dogfish/Catshark | Schroederichthys bivius | 0.9 |
| Falkland Herring | Sprattus fuegensis | 12.4 |
| Frogmouth | Cotterperca gobio | 18.2 |
| Greater Hooked Squid | Moroteuthis ingens | 11.9 |
| Greenland Shark | Somniiosus microcephalus | 2.9 |
| Grenadier | Macrouridae | 540.5 |
| Horsefish | Congiopodus peruvianus | 0.1 |
| Icefish | Champsocephalus esox | $<0.1$ |
| Jellyfish | Medusae | 328.5 |
| Moonfish | Lampris immaculatus | 0.3 |
| Notothenid | Patagonotothen tessellata | 0.8 |
| Others | Others | 436.0 |
| Porbeagle | Lamna nasus | 0.8 |
| Red Fish | Sebastes oculatus | 18.4 |
| Slender Tuna | Allothunnus fallai | $<0.1$ |
|  | Total | 1339.8 |

FALKLAND ISLANDS COMMERCLAL FISH \& SHELLFISH



[^0]:    *     - Cambodia is coded as CB for these statistics and Taiwan as TW.

[^1]:    *     - Merluccius spp, ** - M.hubbsi, *** - M.australis

