

EXAMEN SYNOPTIQUE DE L'EVOLUTION DE
LA FLOTTILLE FIS DE 1969 à 1976

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INTRODUCTION

La flottille FIS a eu depuis ses débuts en 1955, une évolution rapide et complexe qu'il est parfois difficile d'appréhender, même pour les spécialistes.

Par ailleurs, les données statistiques relatives à cette pêcherie sont essentielles pour analyser l'état des stocks de thonidés intertropicaux de l'Atlantique, spécialement ceux de yellow fin, ceci grâce à la conjonction de 3 éléments :

(1) La flottille FIS a régulièrement capturé un pourcentage important des thonidés tropicaux atlantiques de surface, spécialement albacores (minimum 43 % en 1969, maximum 56 % en 1976).

(2) La flottille FIS exploite les thons intertropicaux pendant toute l'année.

(3) Des statistiques de pêche fines (par engin, quinzaine, carré de 1^o et tailles des thons capturés) sont récoltées, traitées sur ordinateur et rendues disponibles aux scientifiques depuis 1969.

Utilisant ces fichiers informatiques cette note présente une représentation systématique et graphique de l'évolution de la pêcherie de 1969 à 1976.

Cette figuration montre l'évolution temporelle :

- Des espèces capturées.
- Des engins de pêche exploités.
- Des tailles des albacores capturés.

Nota :

Les abréviations suivantes sont utilisées dans les titres des graphiques :
FIS = franco ivoiro sénégalais, NB = nombre, YF = yellowfin,
SJ = listao, GL = canneur glacier, CC = canneur congélateur, SM = Senneur moyen,
GS = grand senneur.

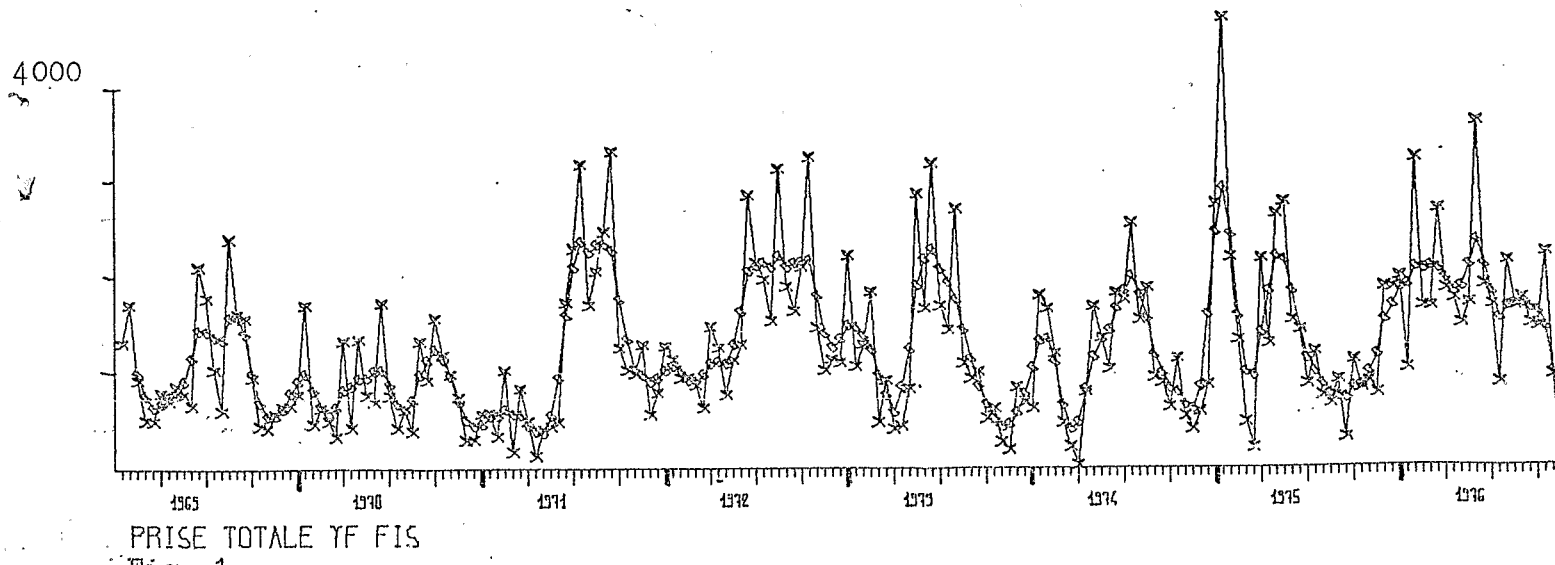
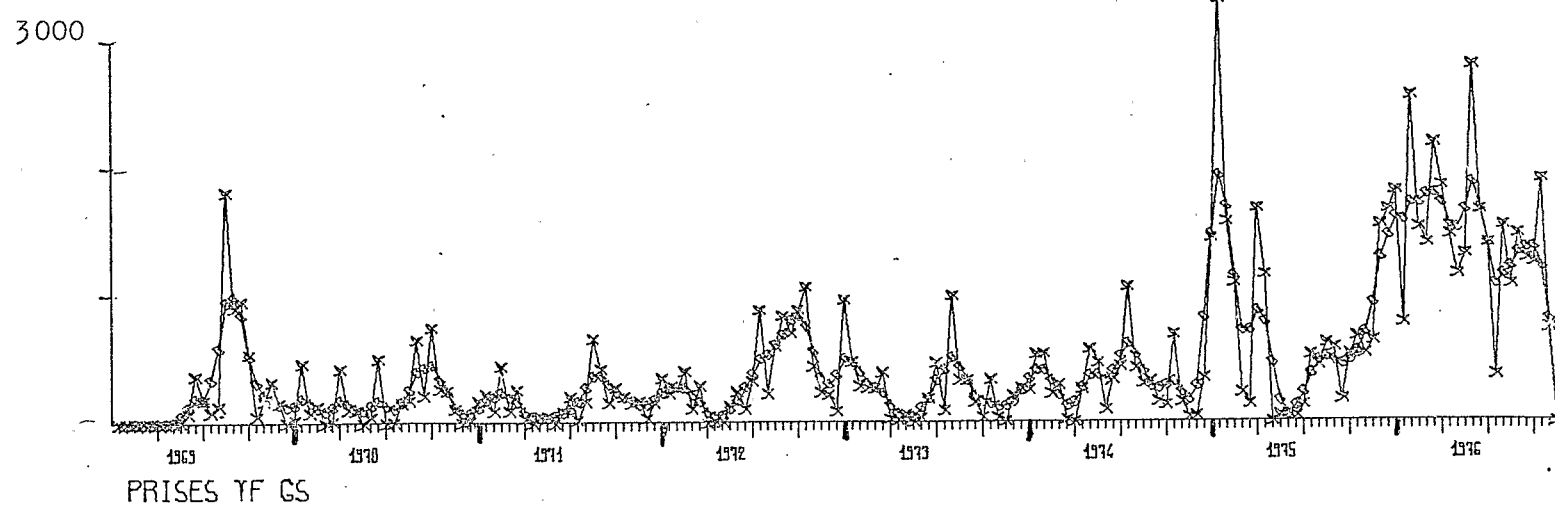
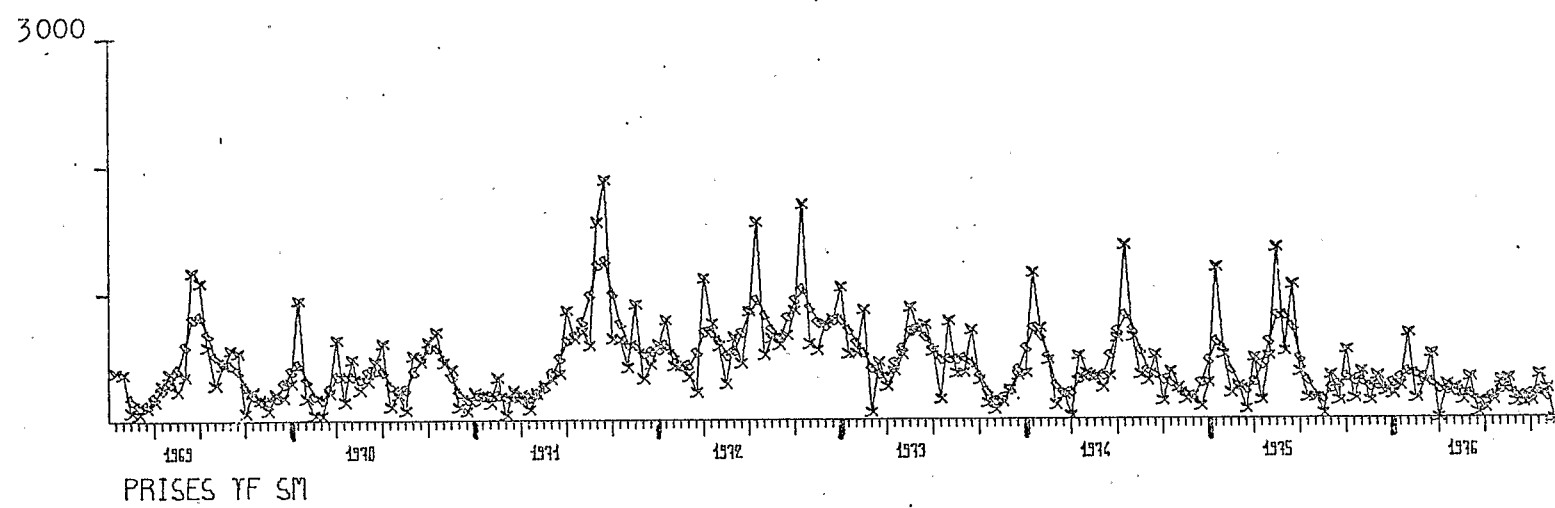
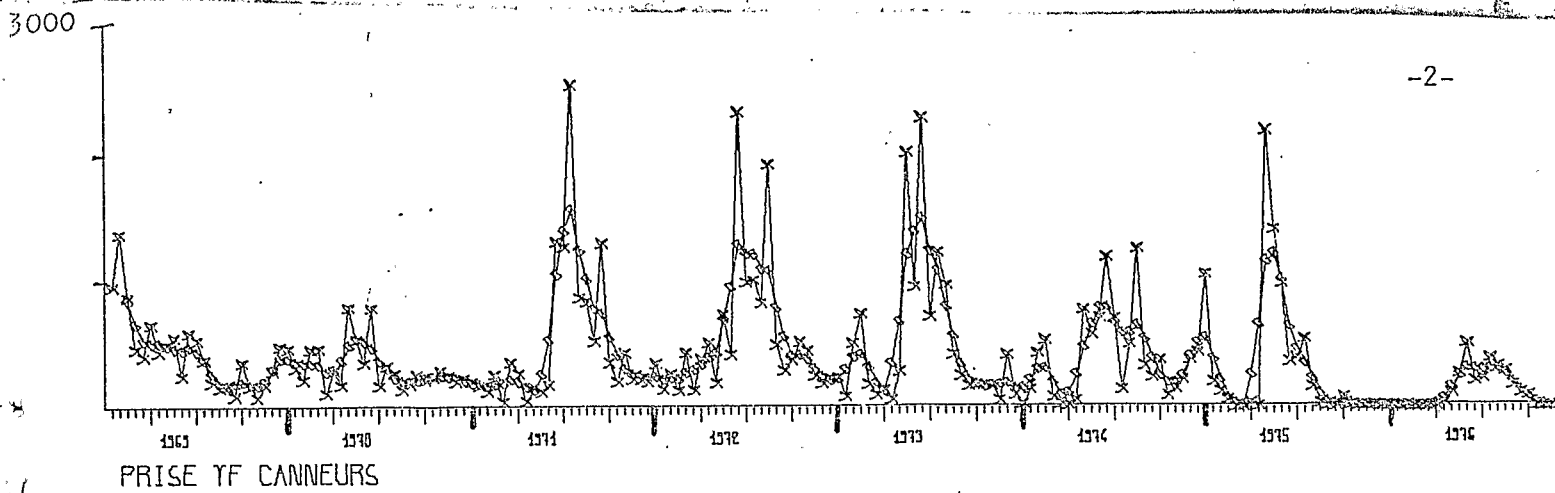


Fig. 1

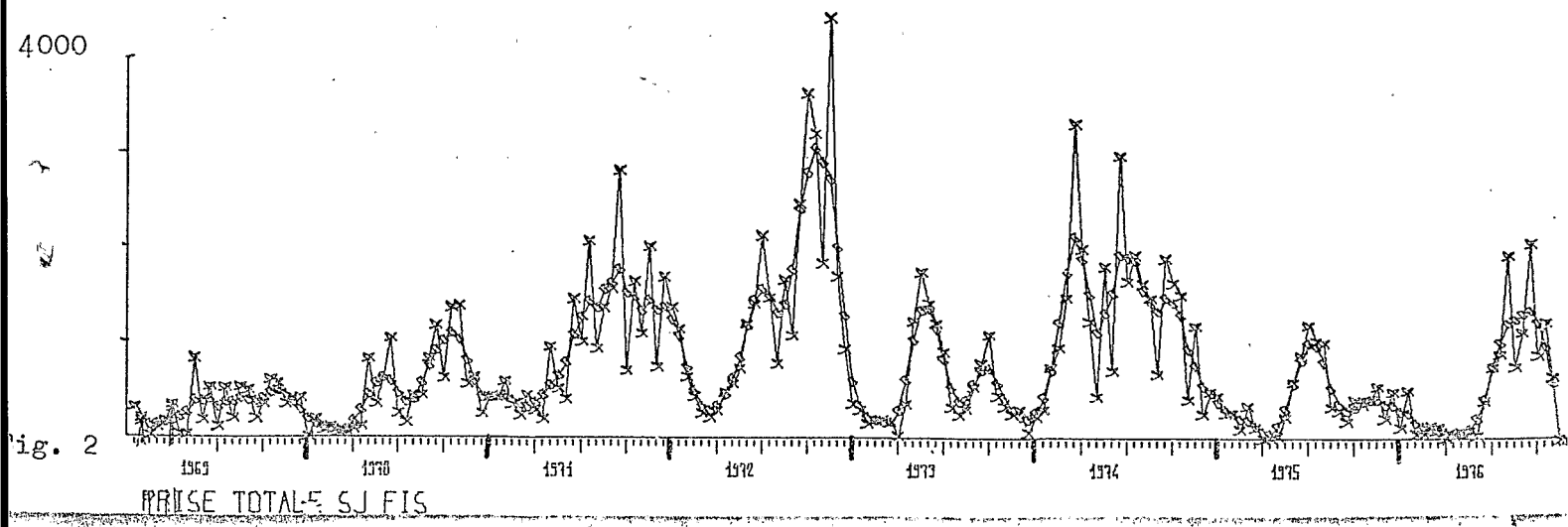
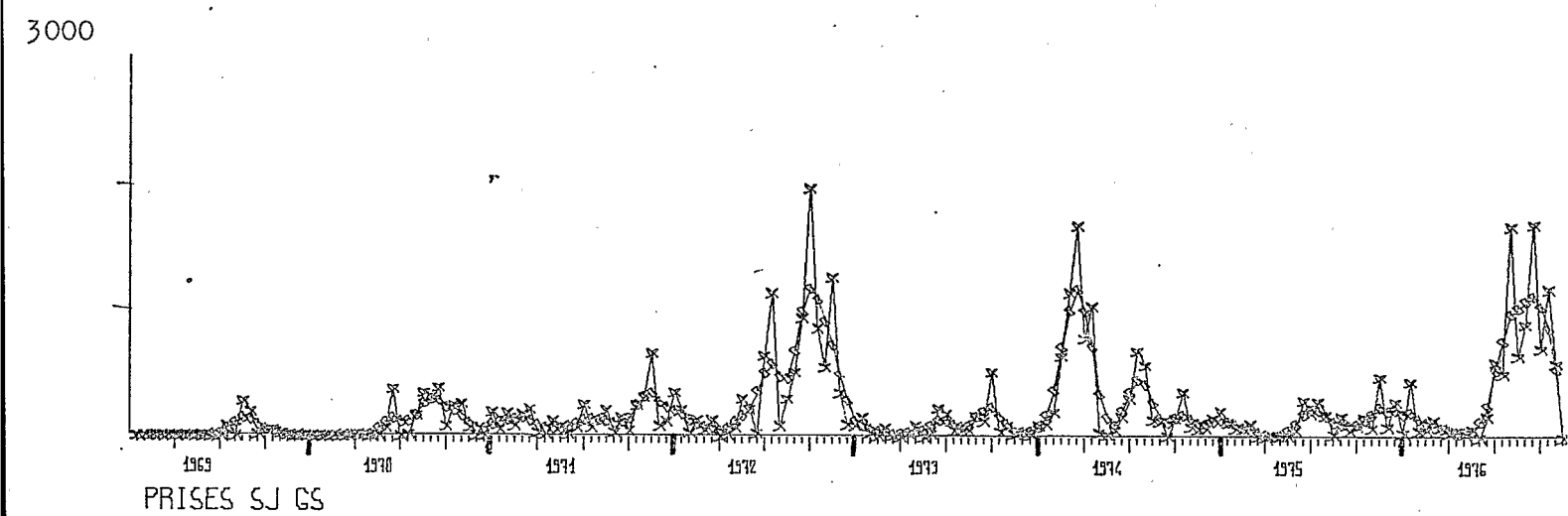
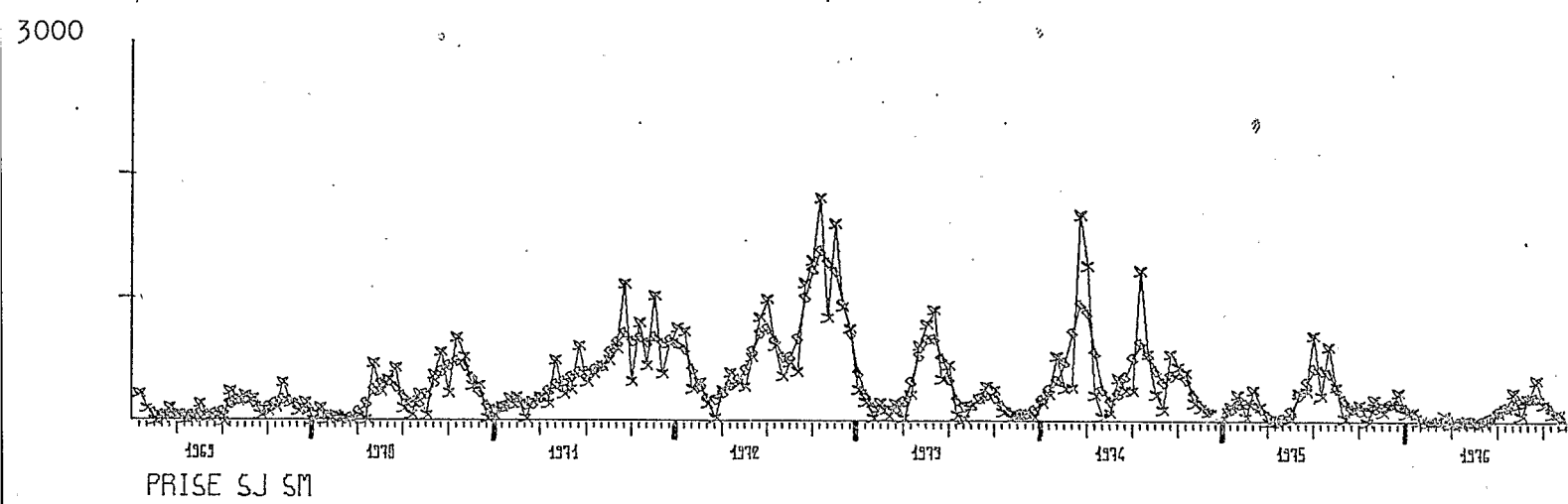
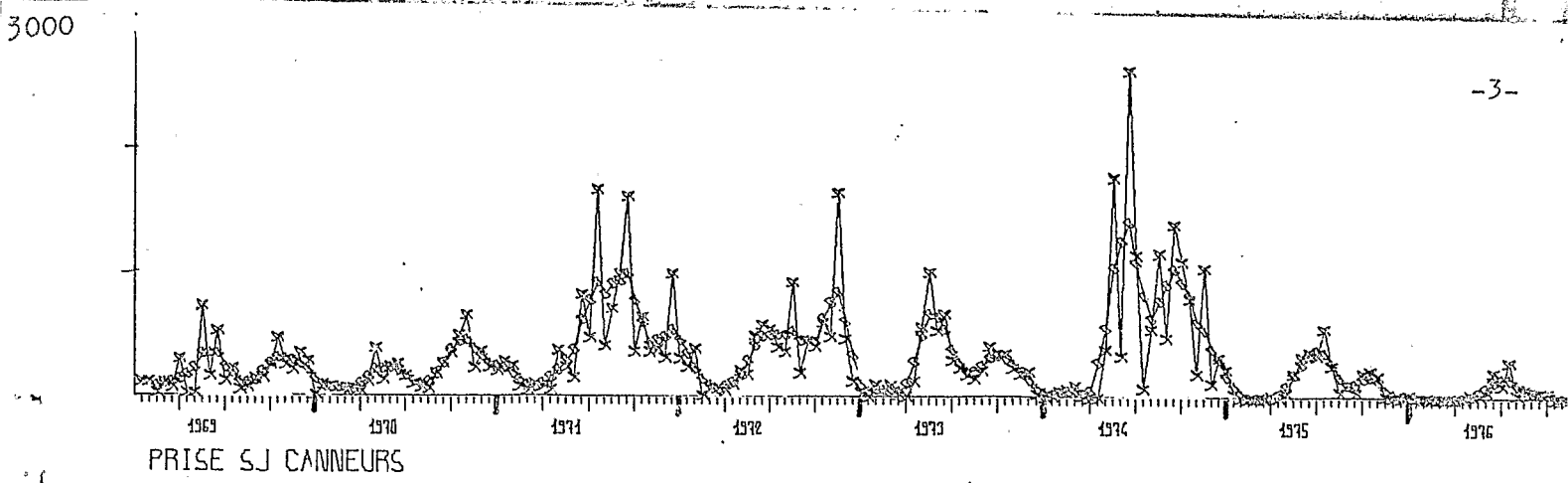


fig. 2

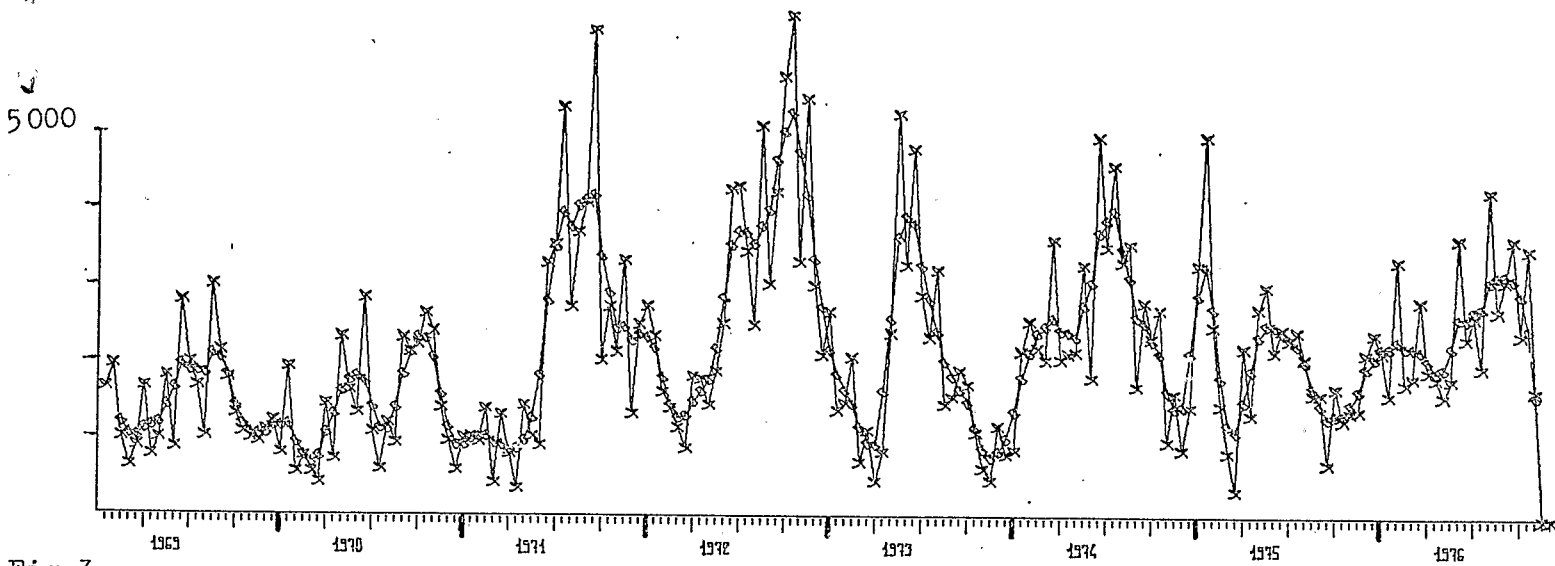


Fig.3 PRISES TOTALES FIS

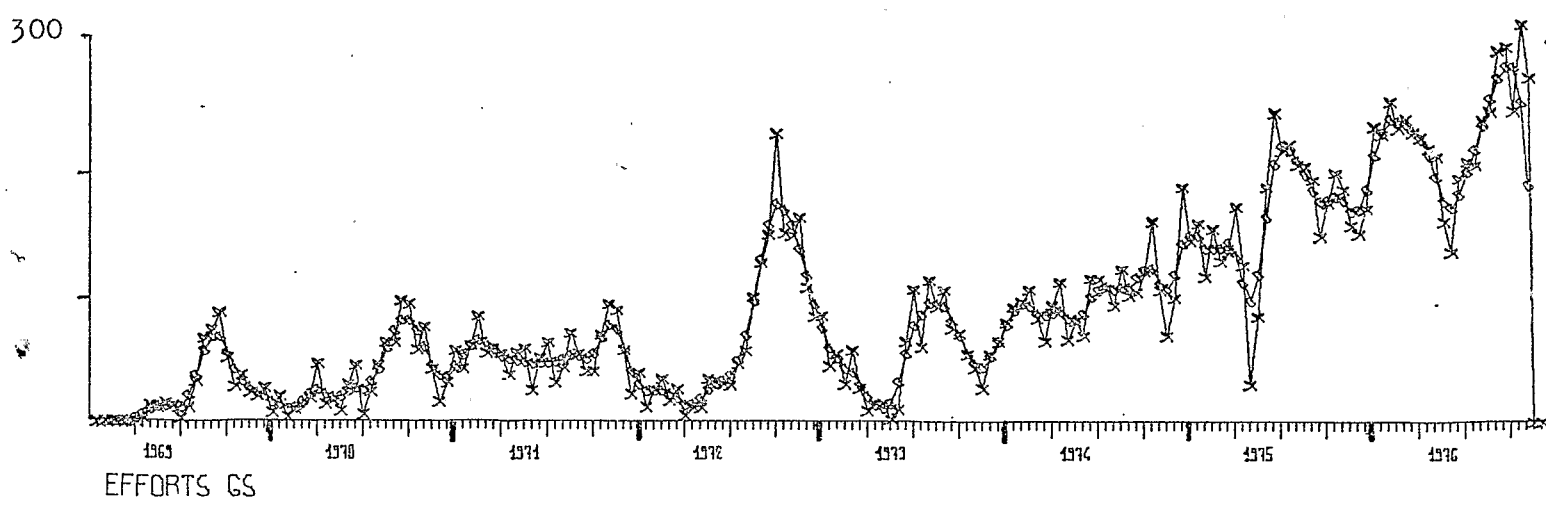
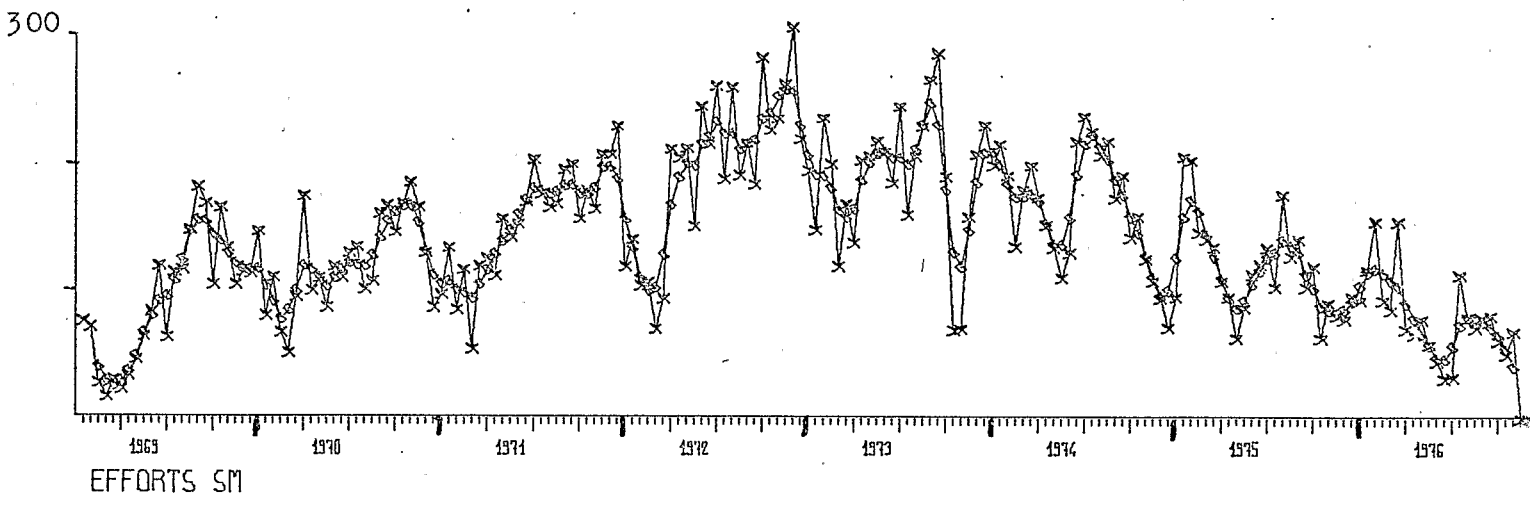
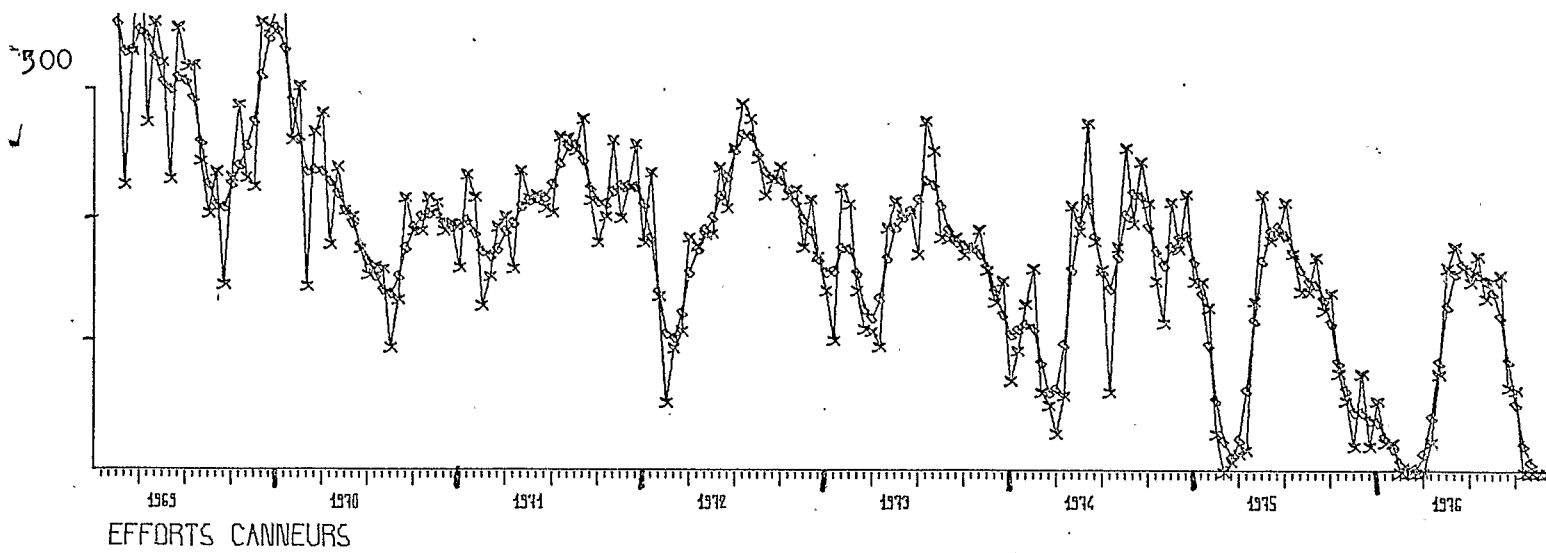


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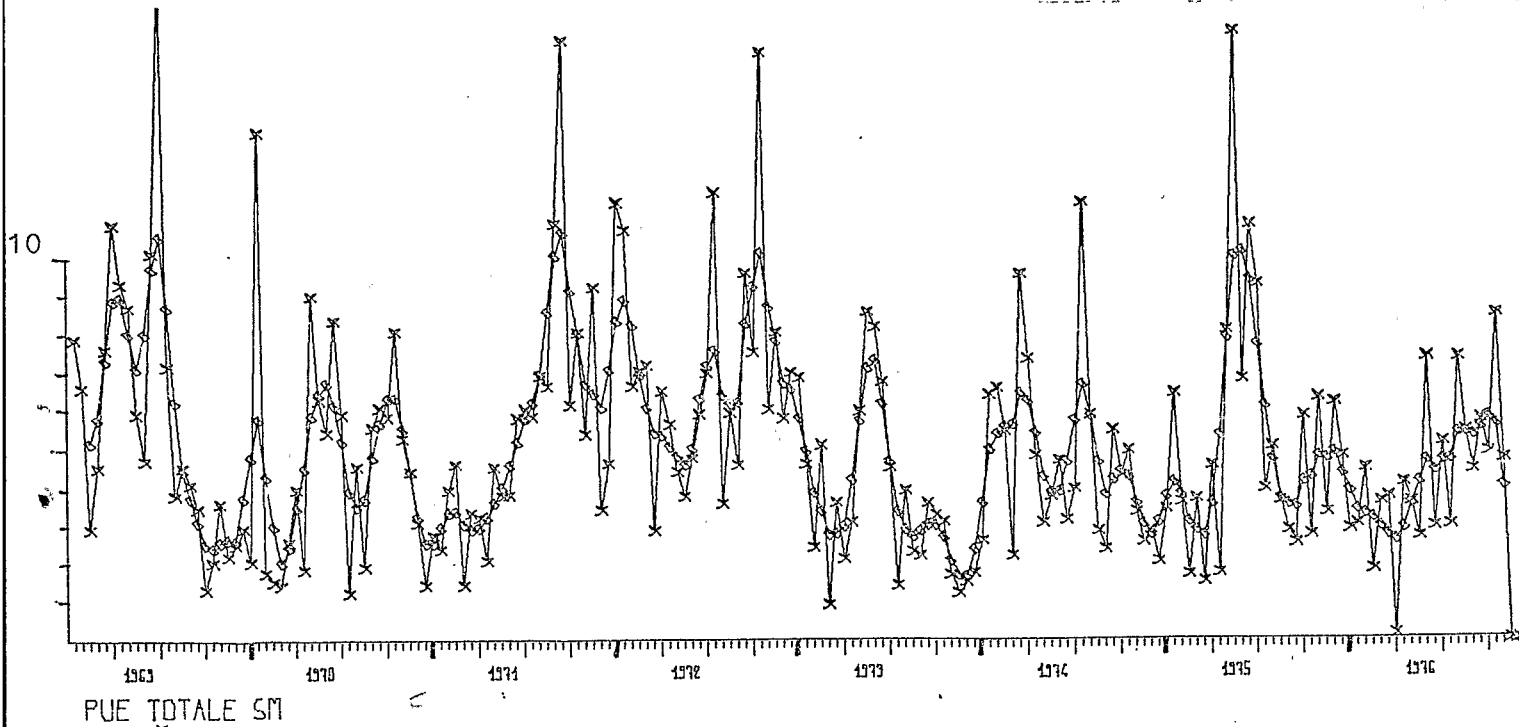
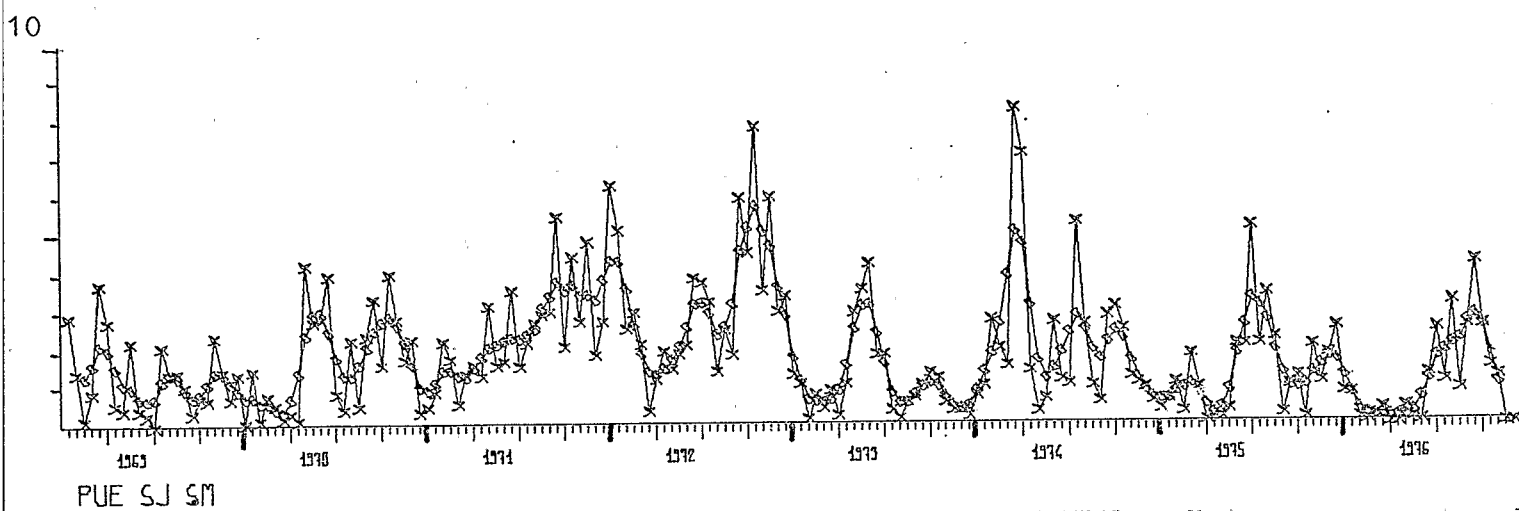
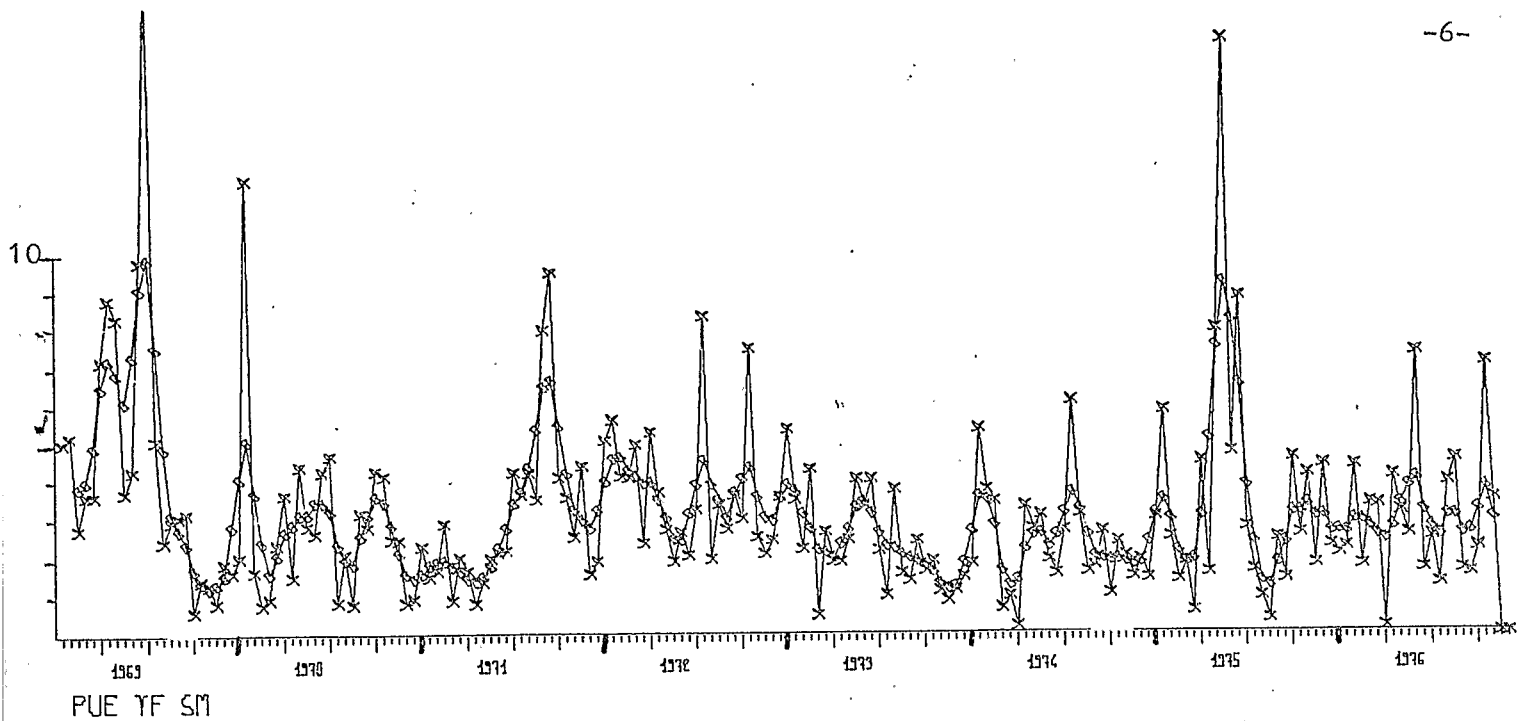


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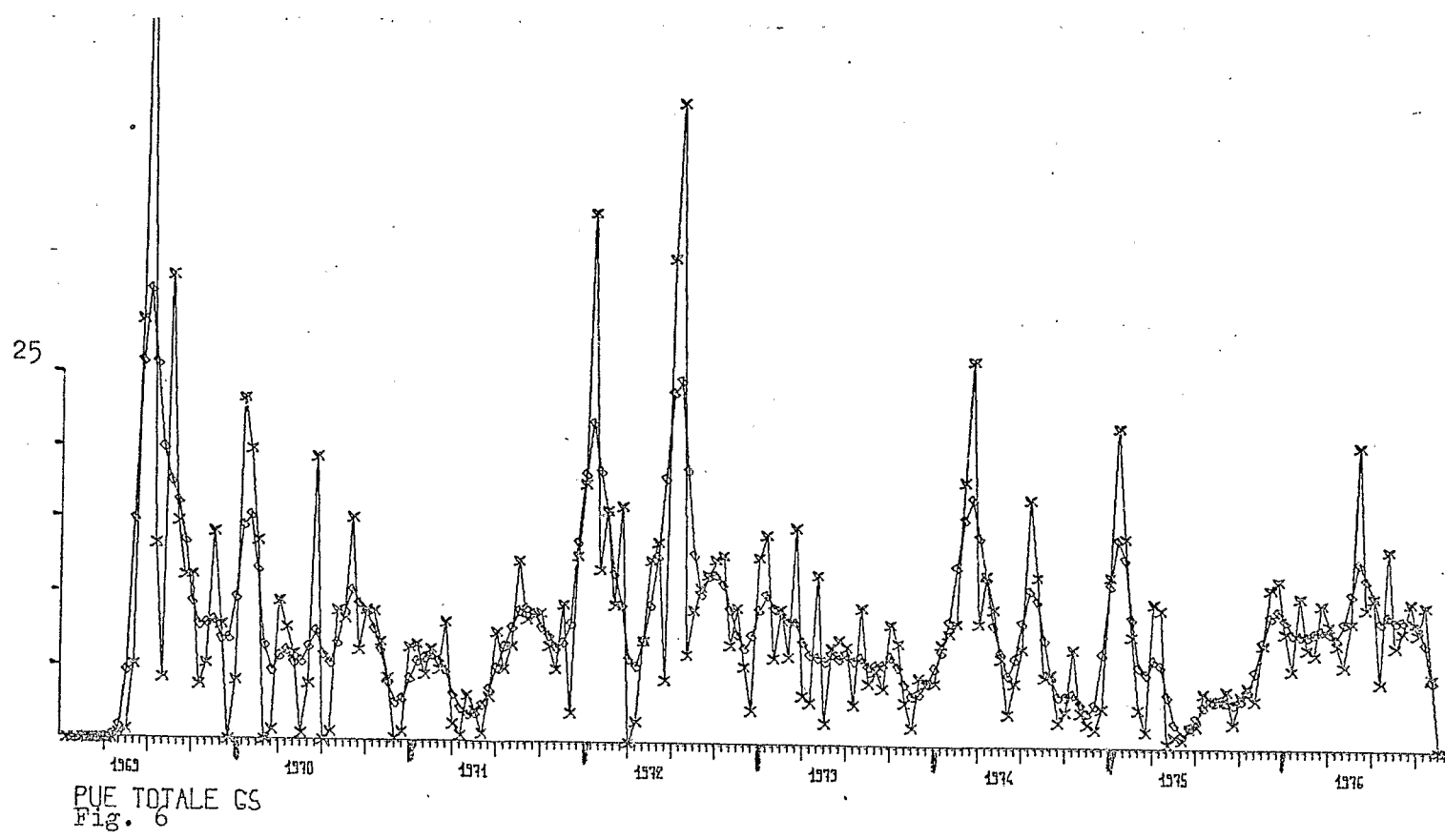
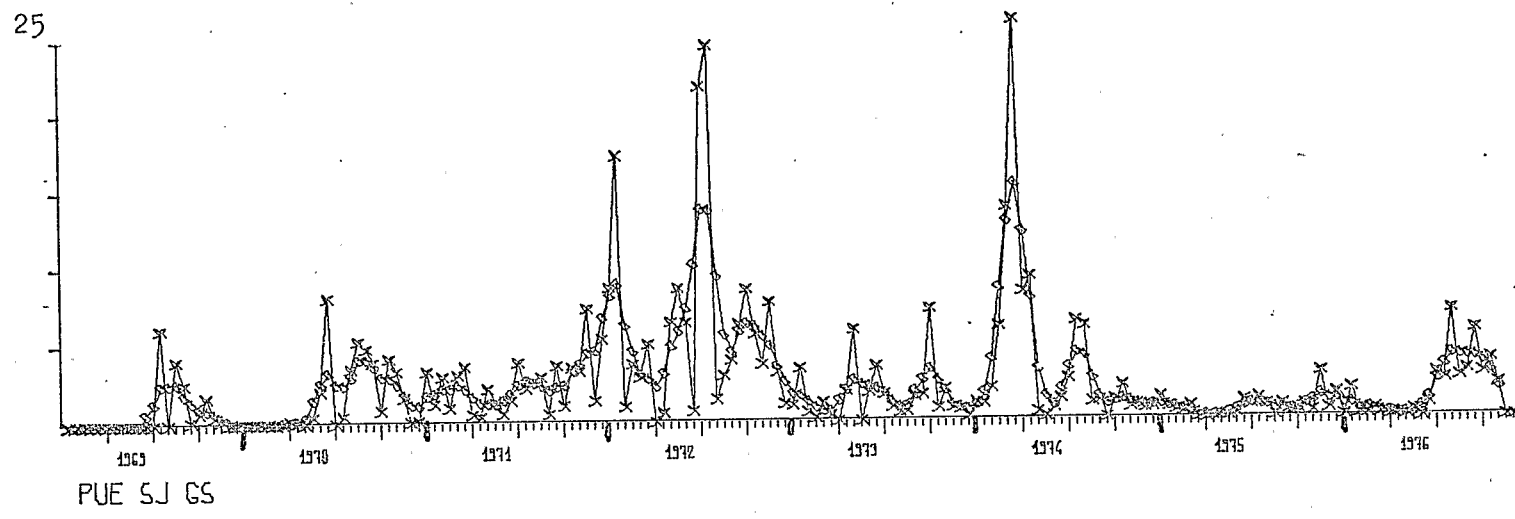
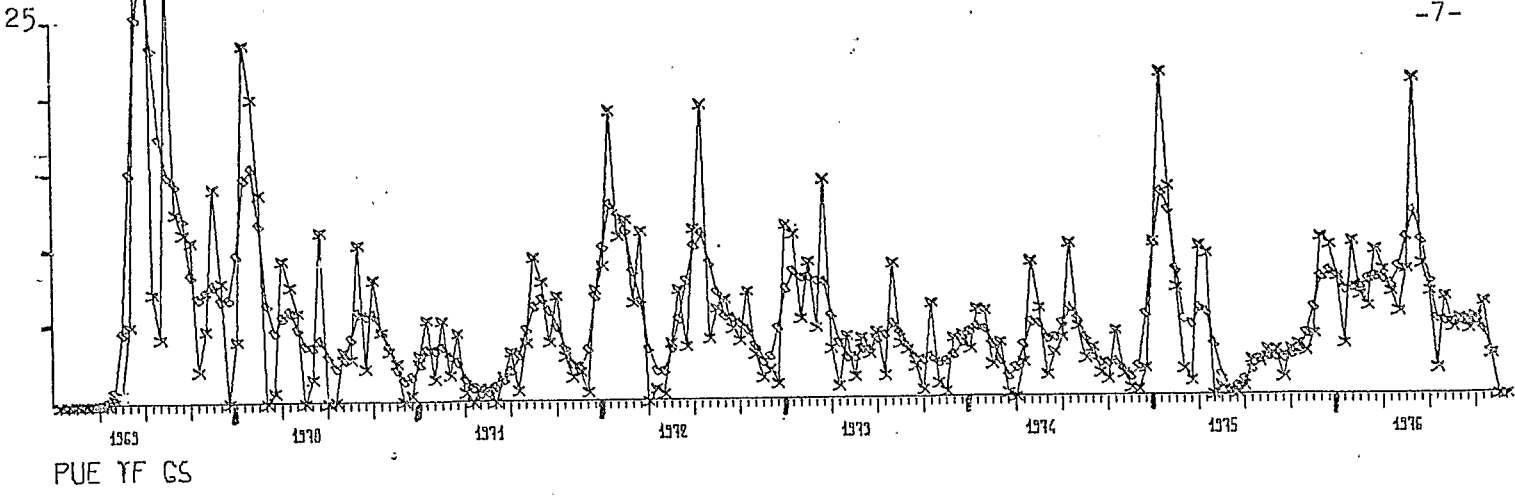


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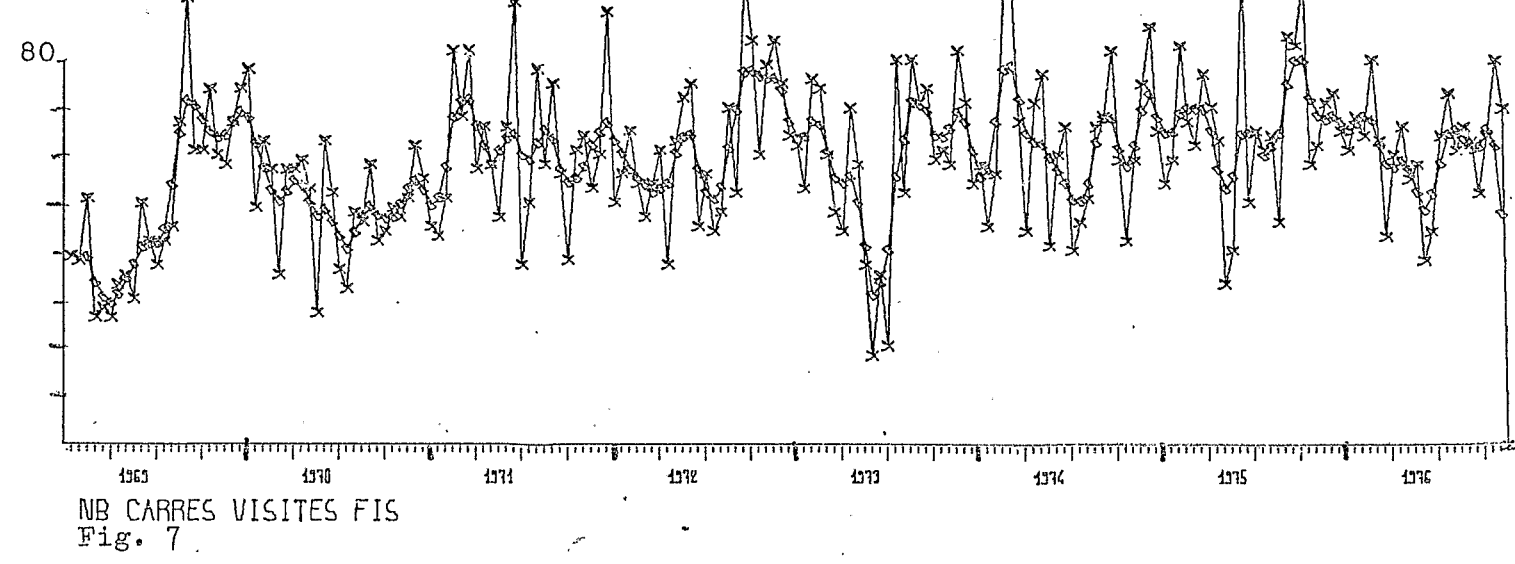
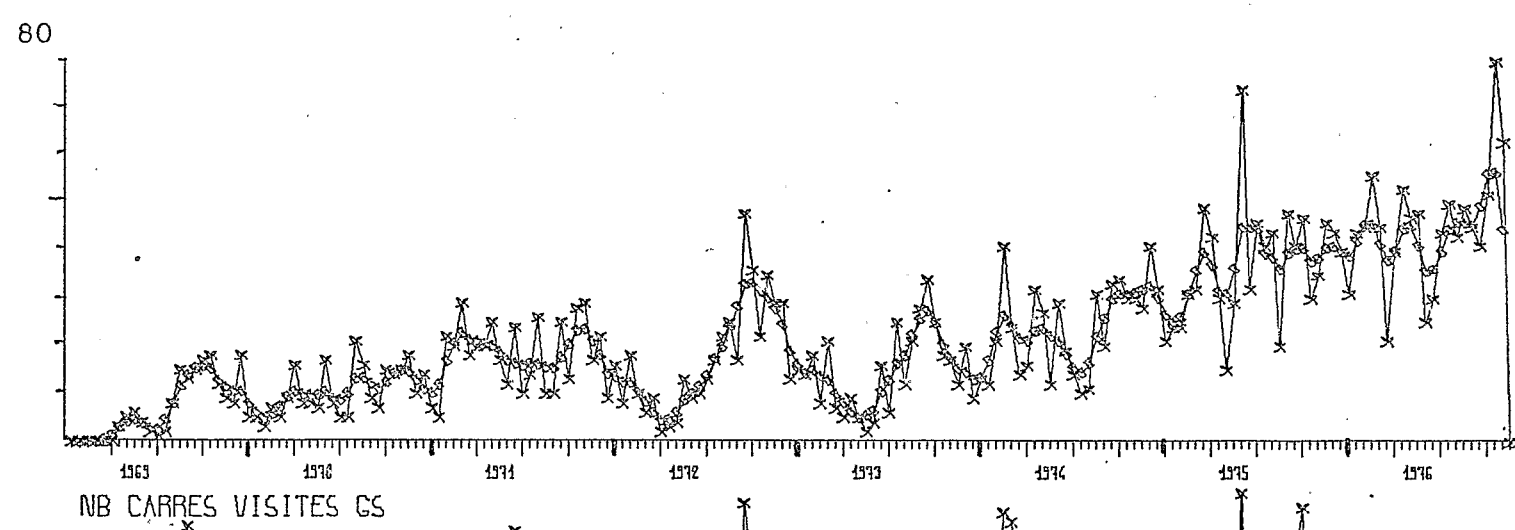
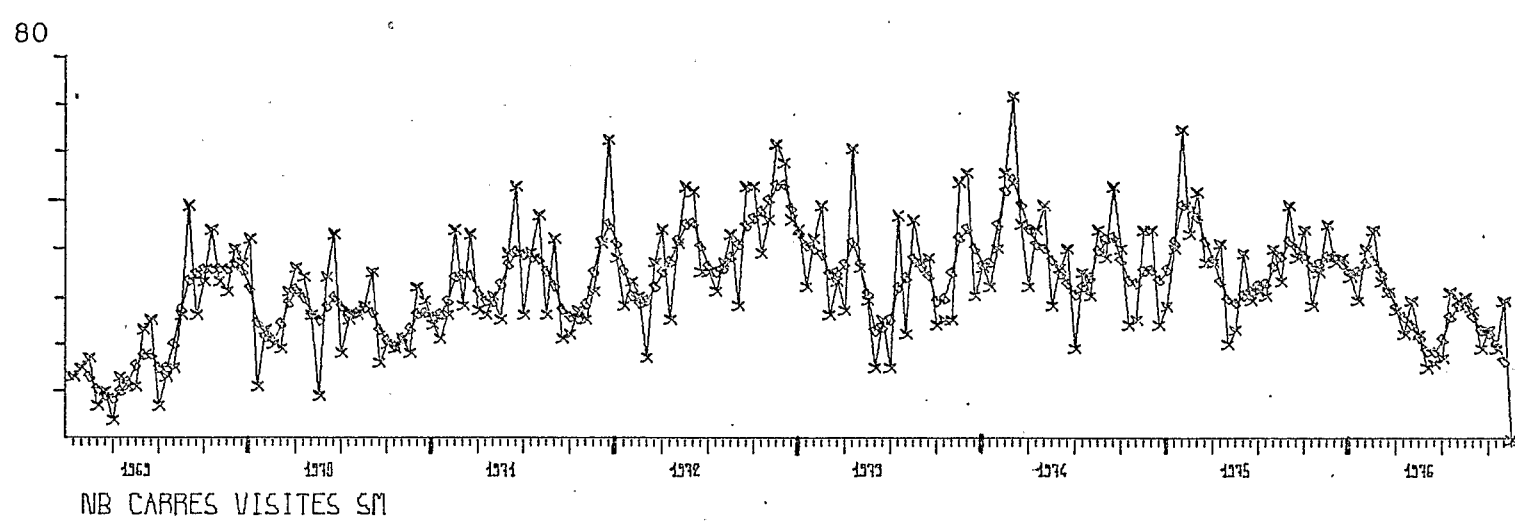
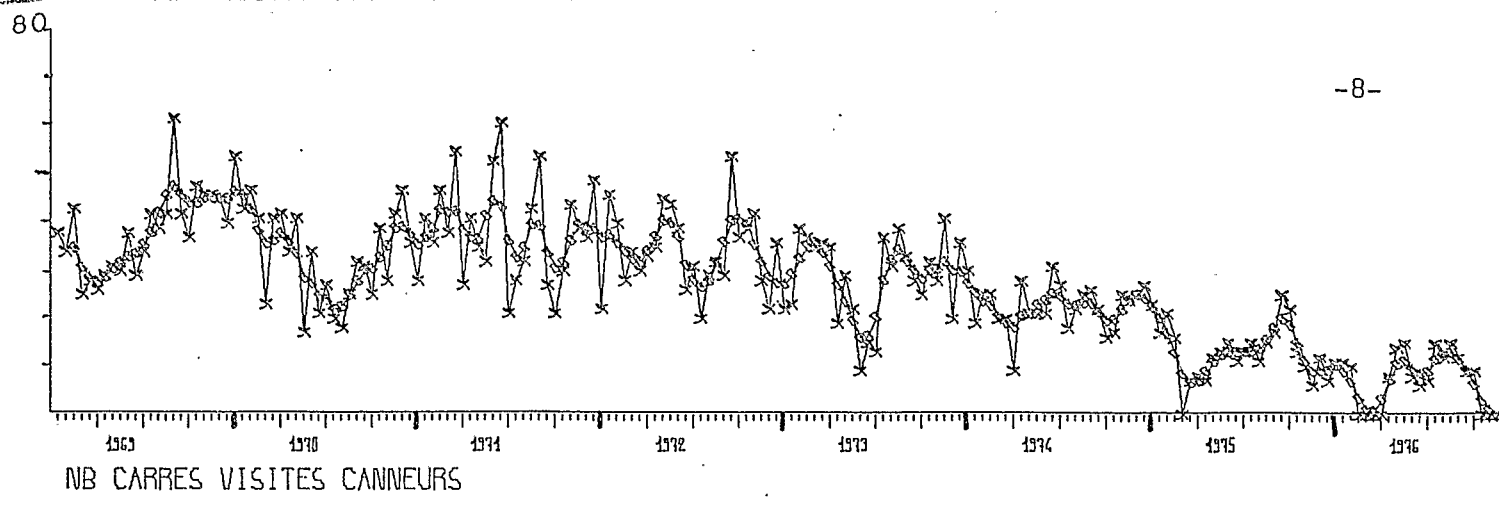


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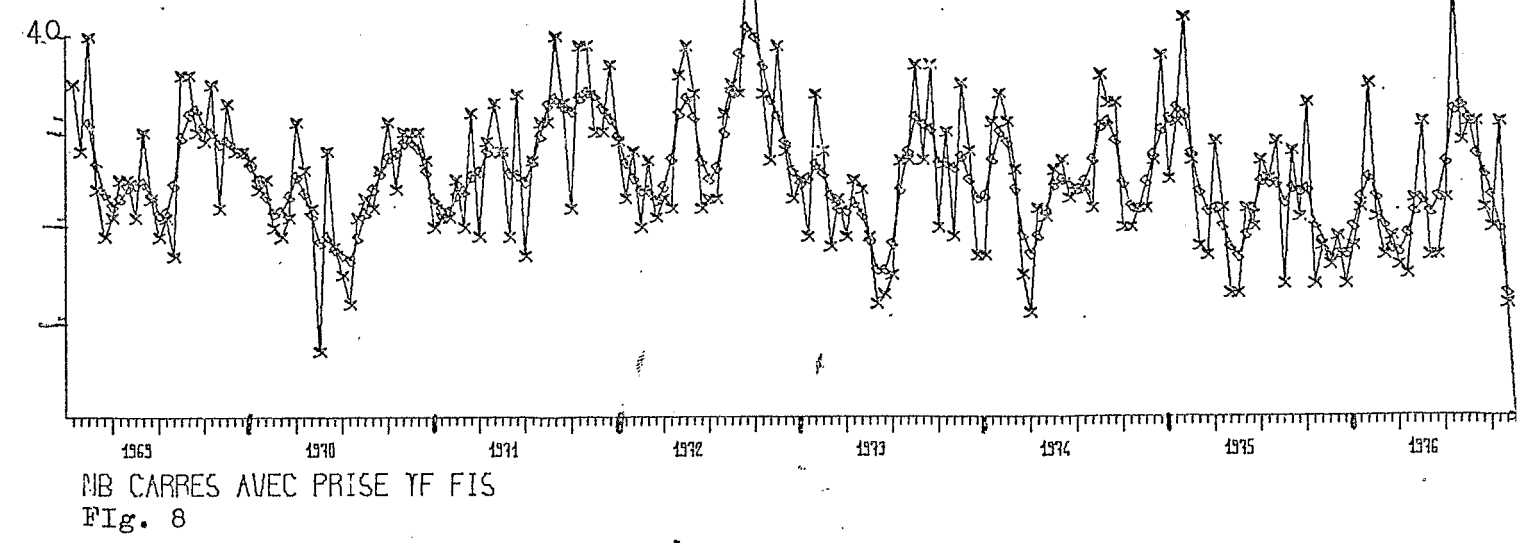
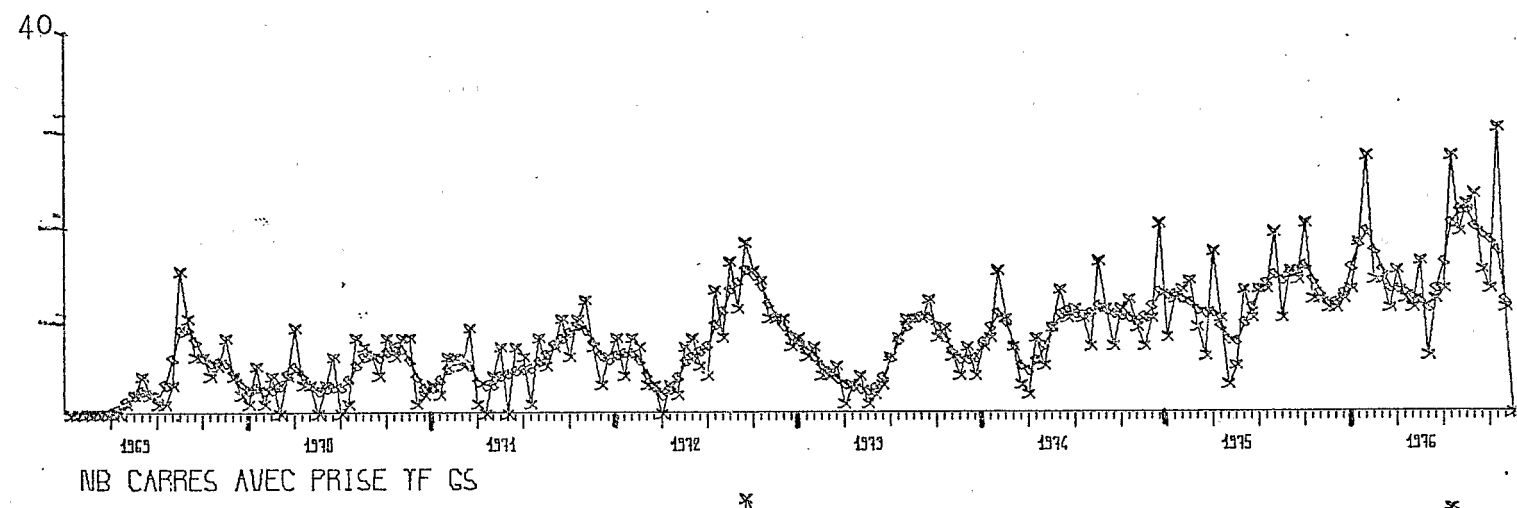
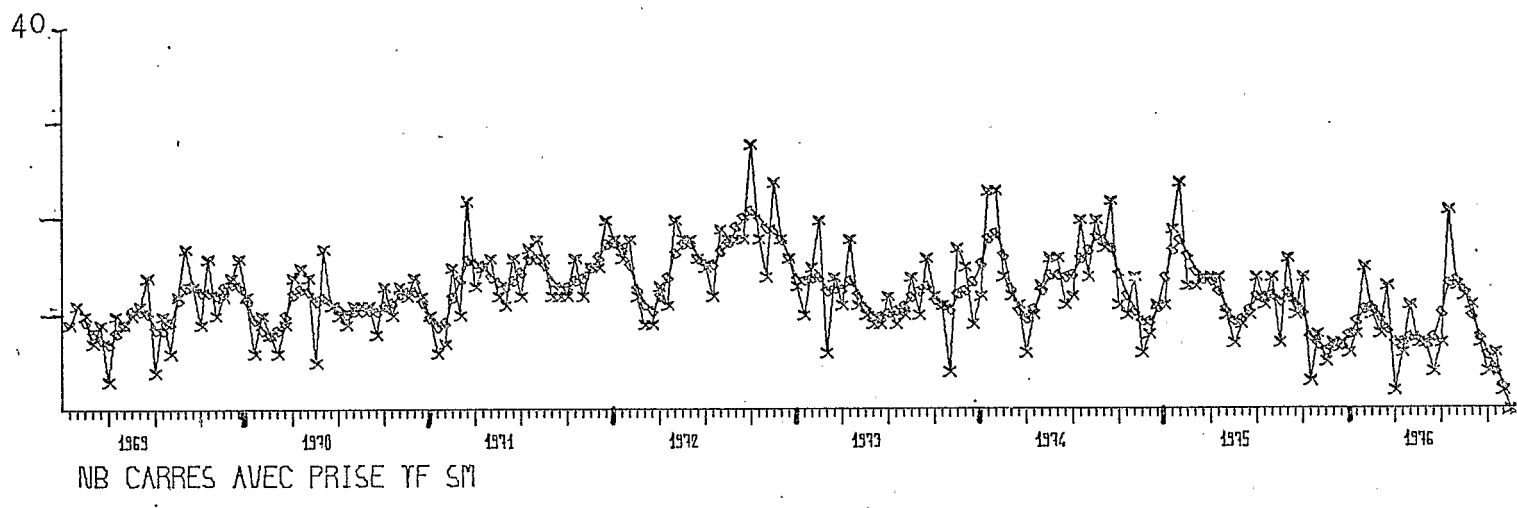
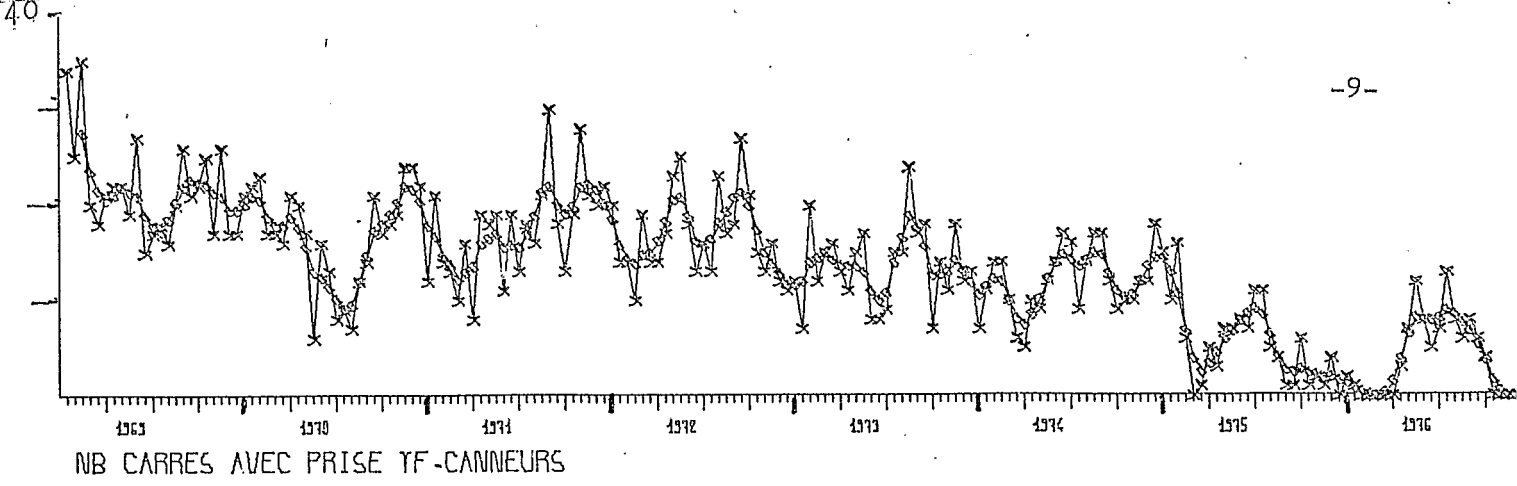
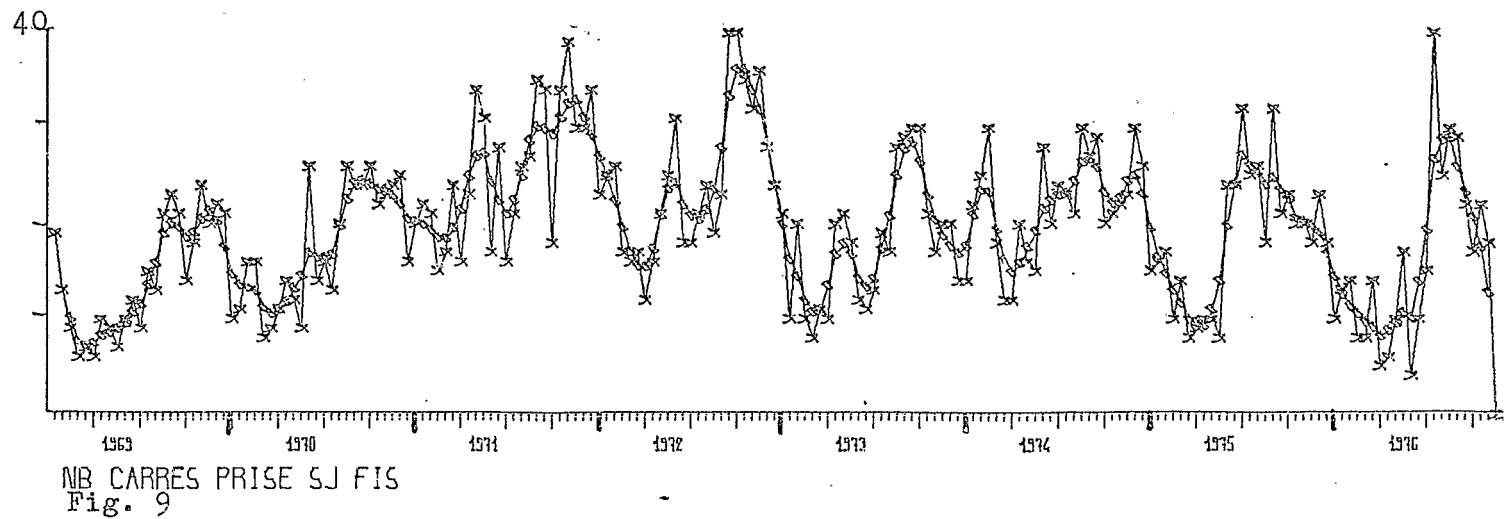
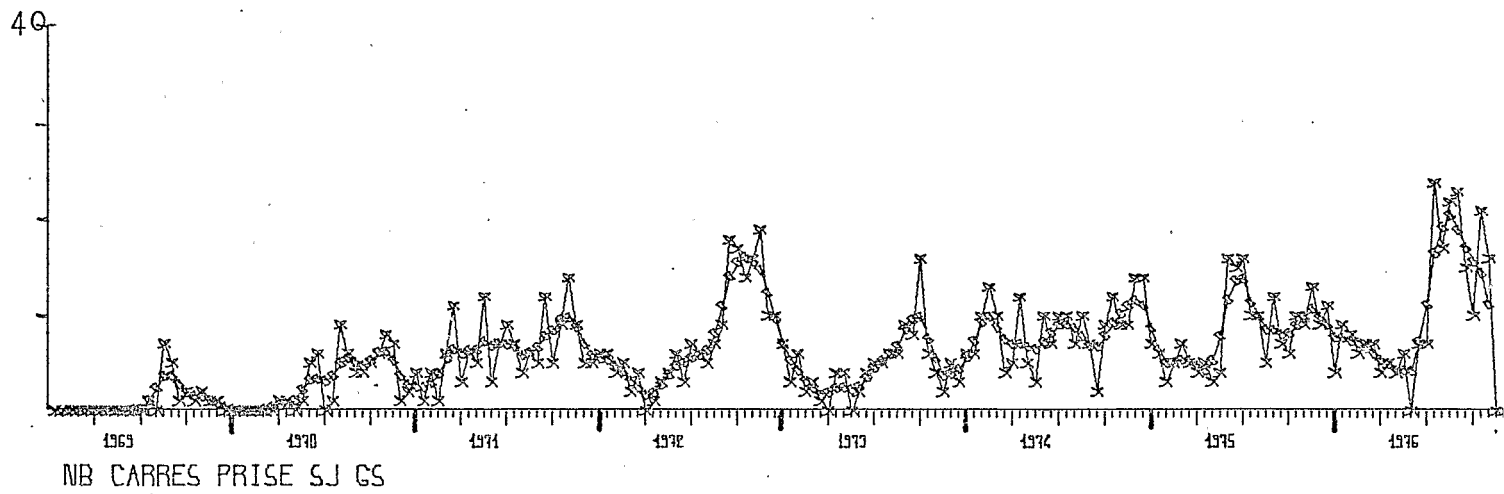
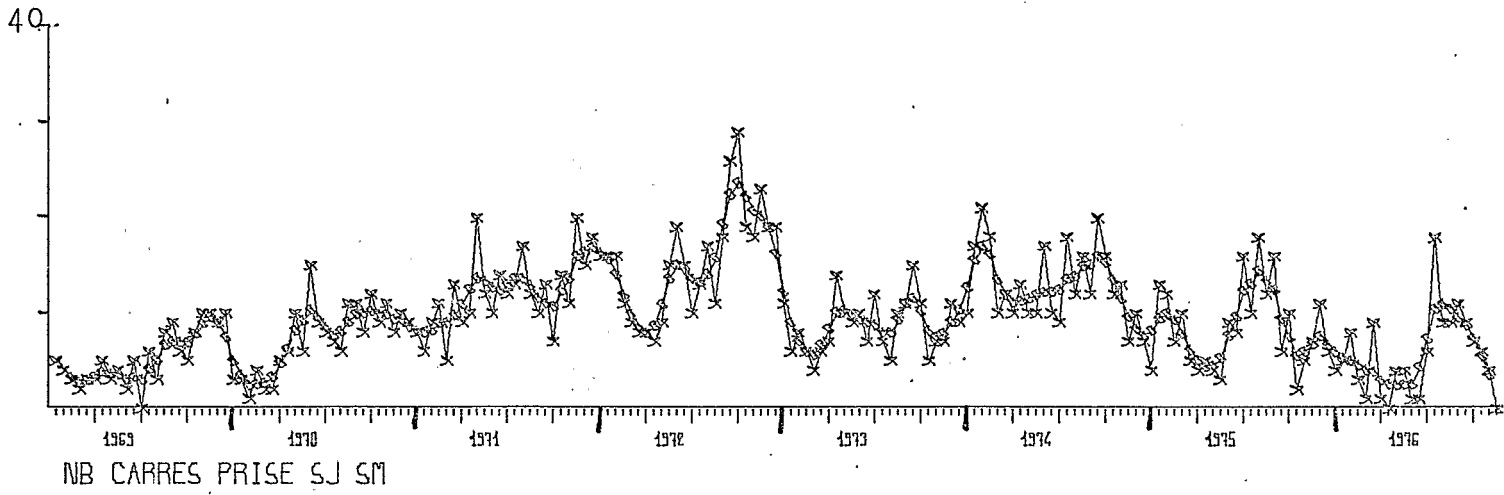
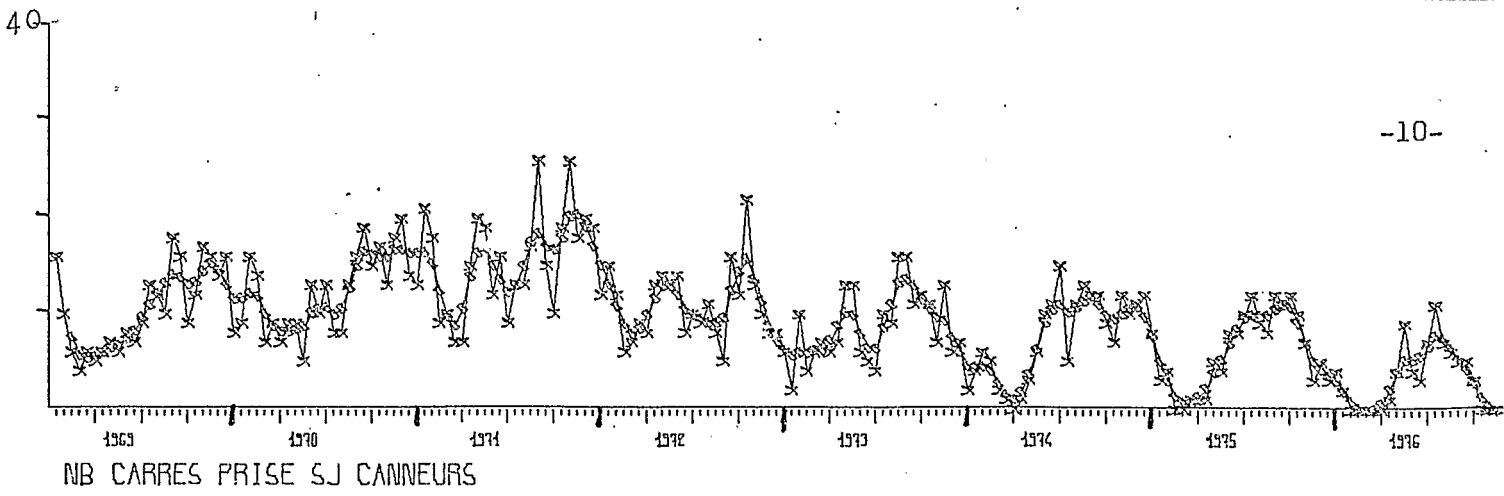
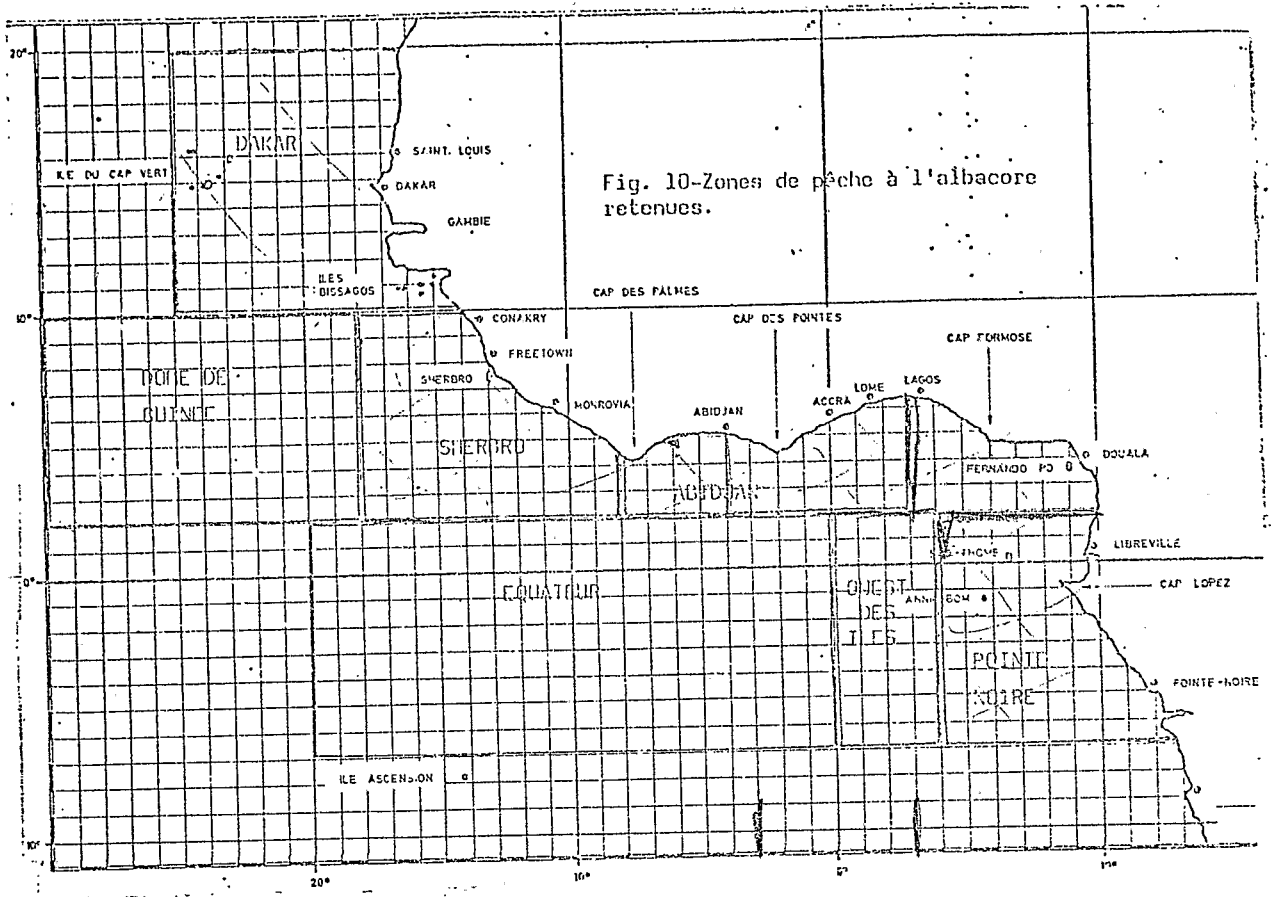
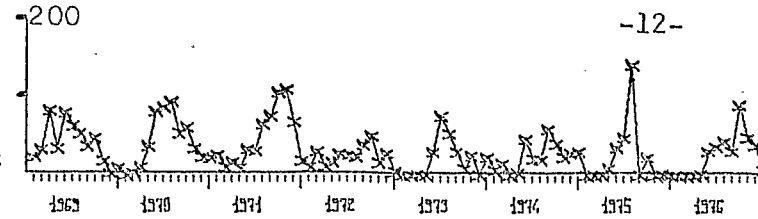
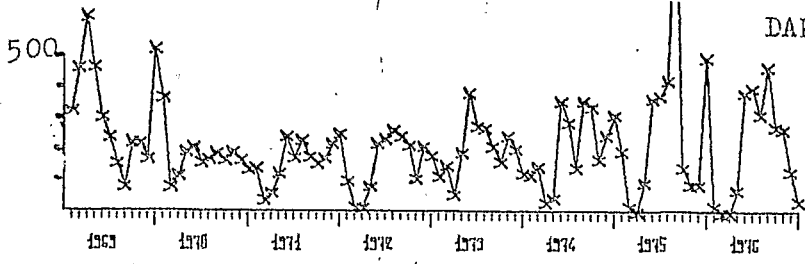


Fig. 8





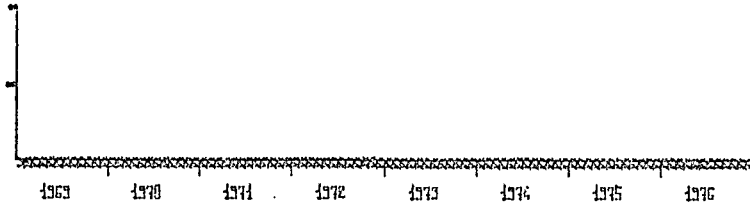
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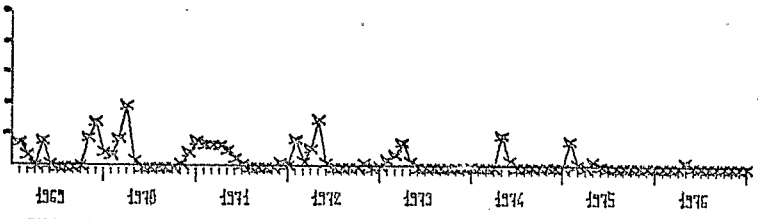
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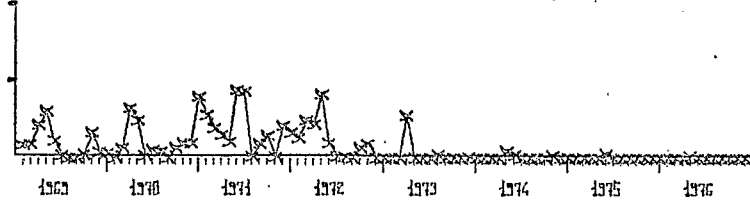


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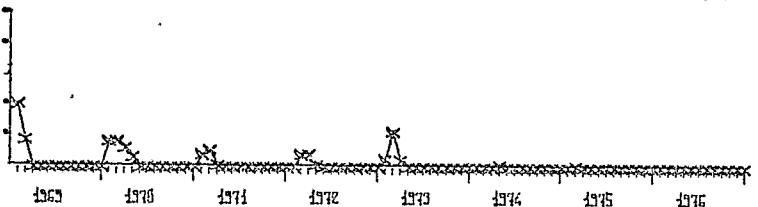


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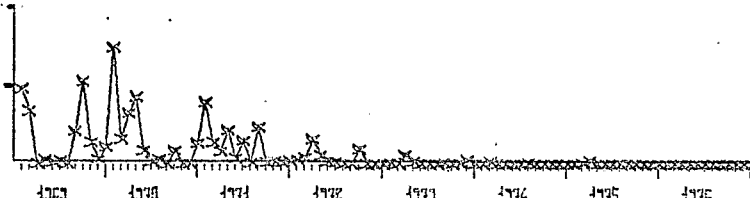


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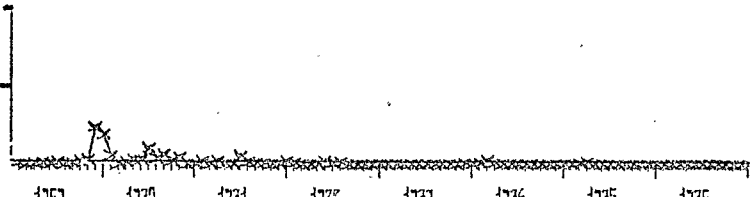


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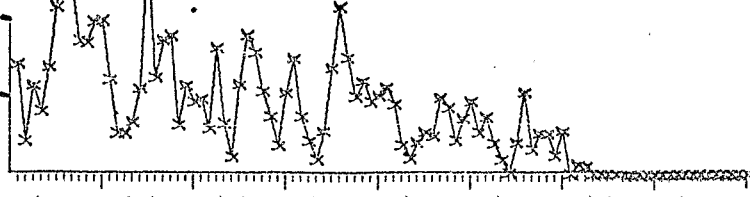
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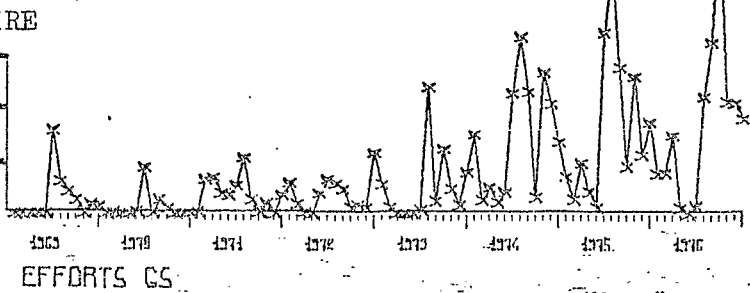
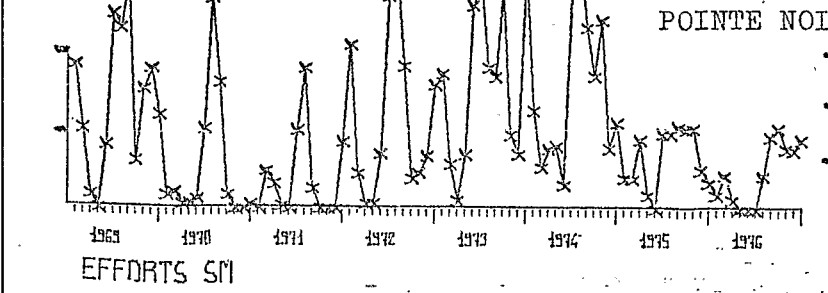
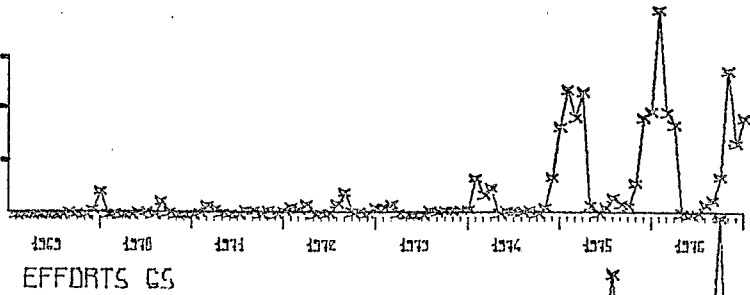
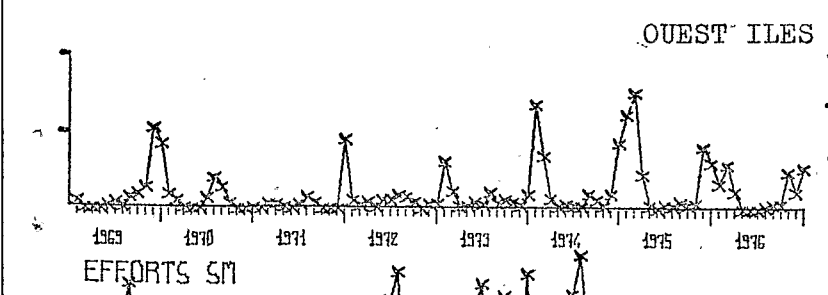
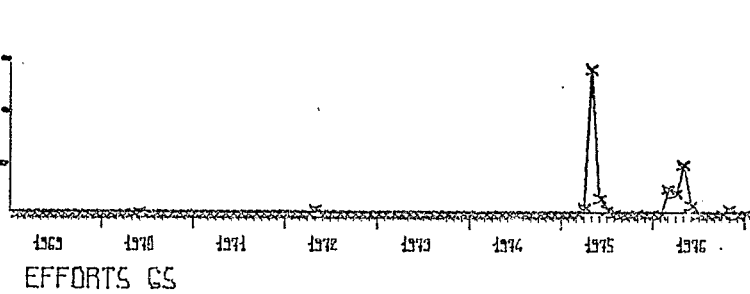
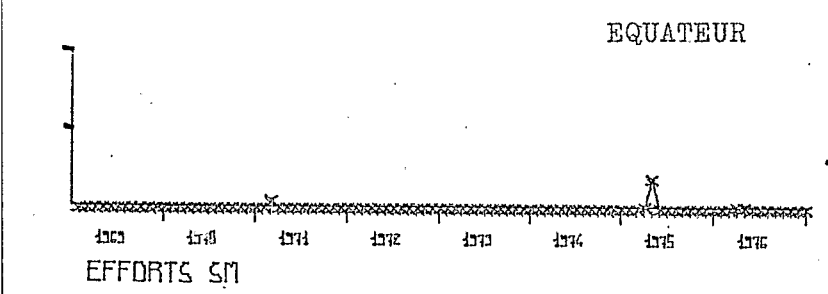
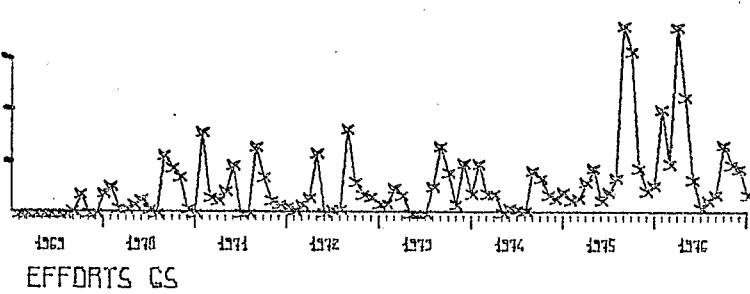
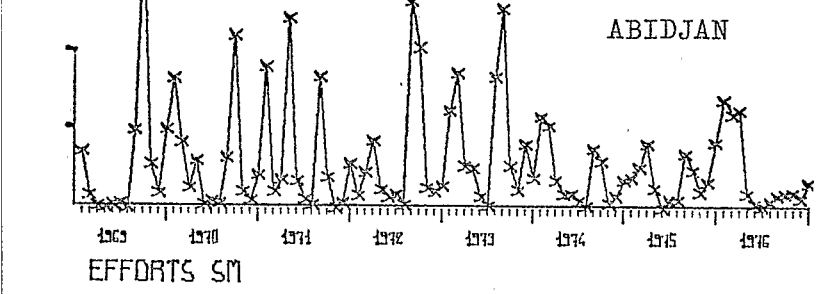
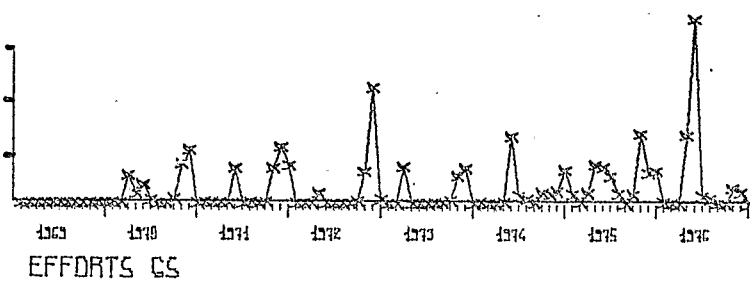
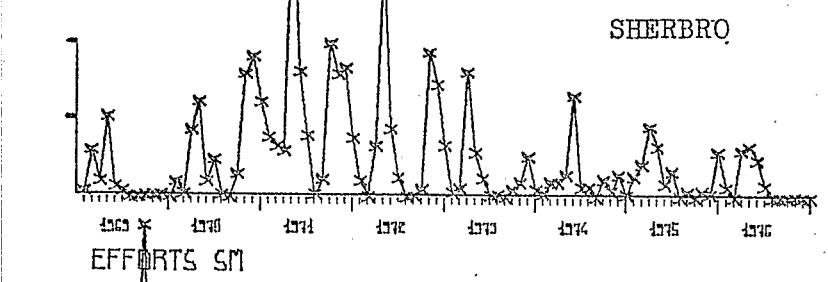
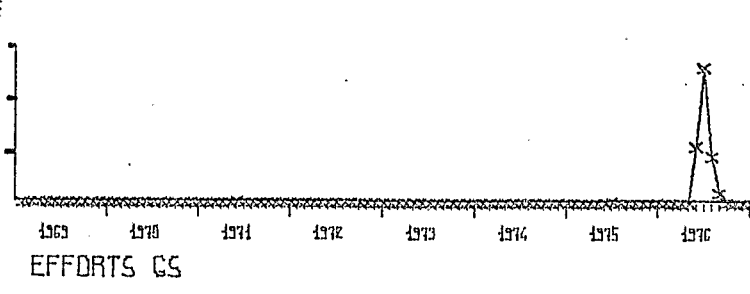
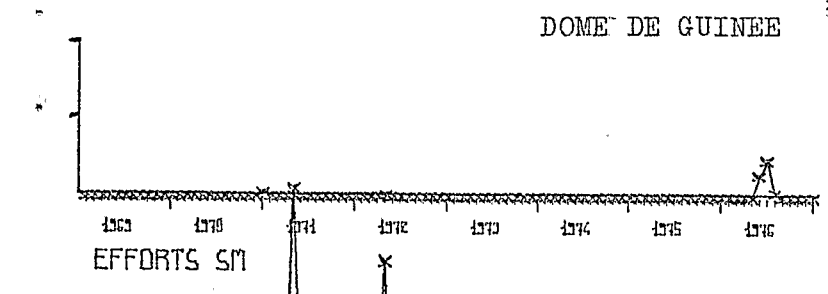
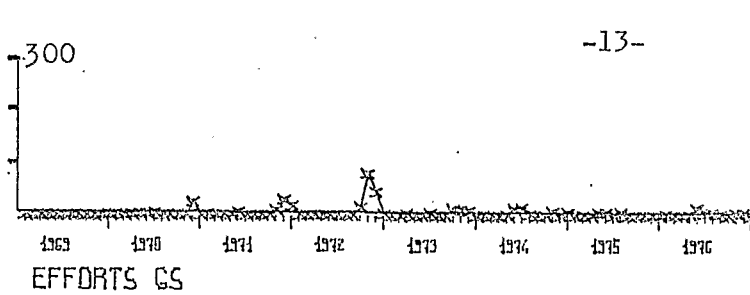
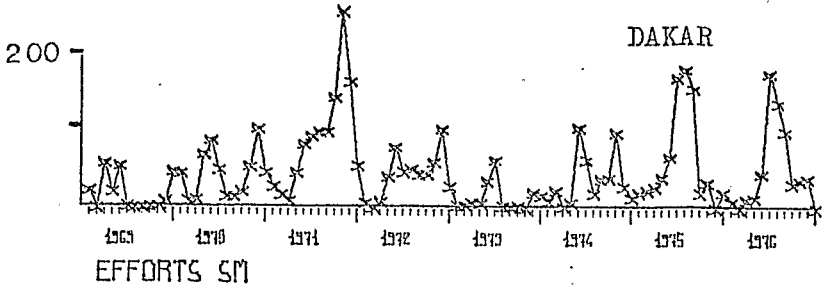
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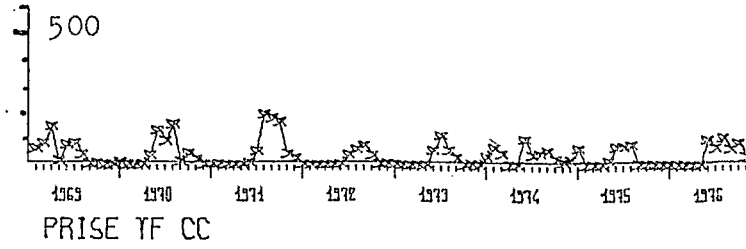
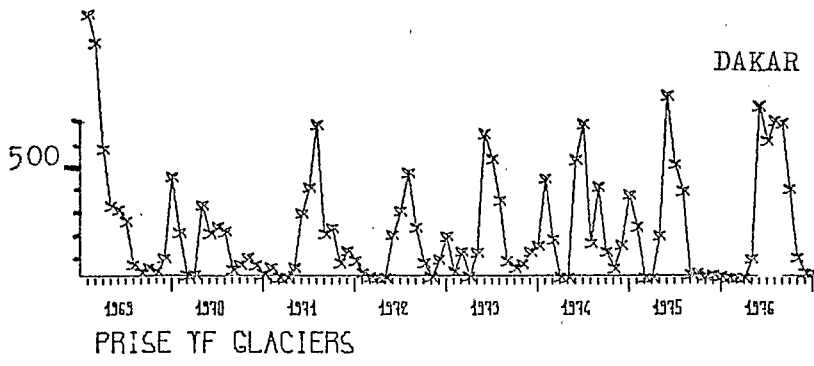


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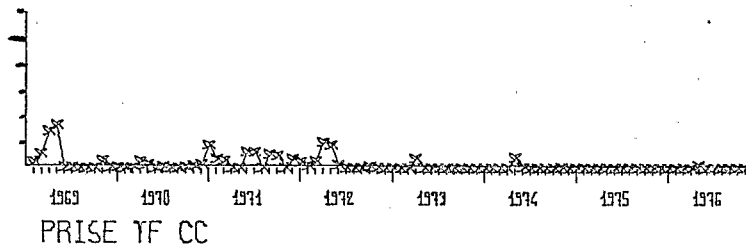
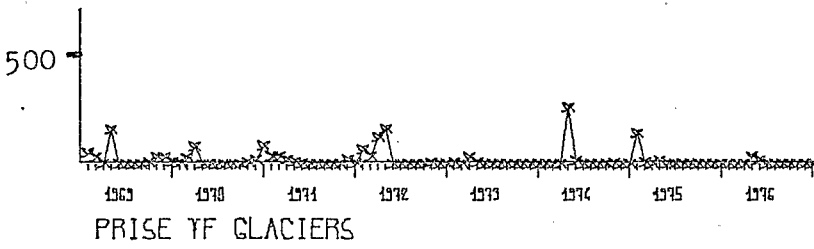
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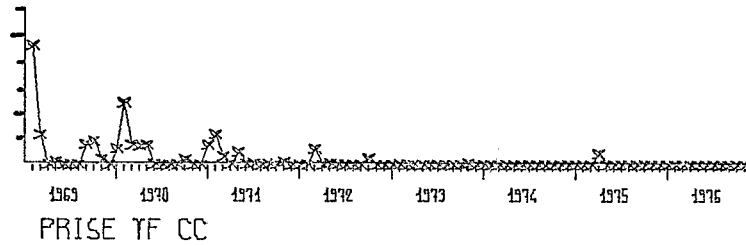
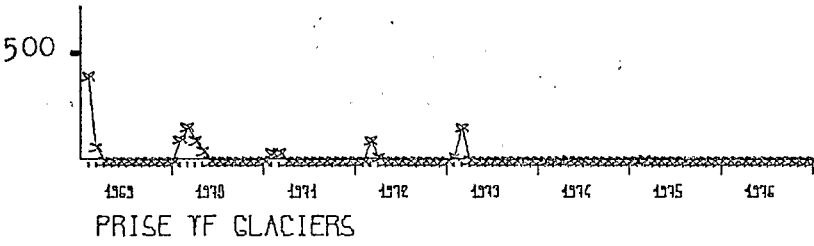
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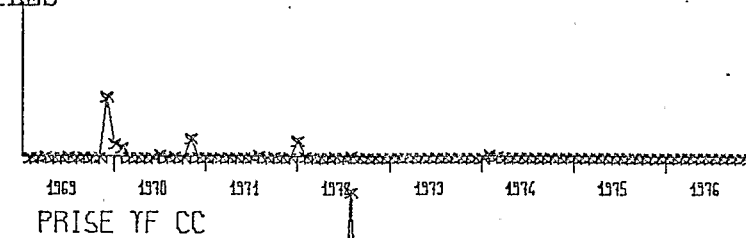
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ABIDJAN



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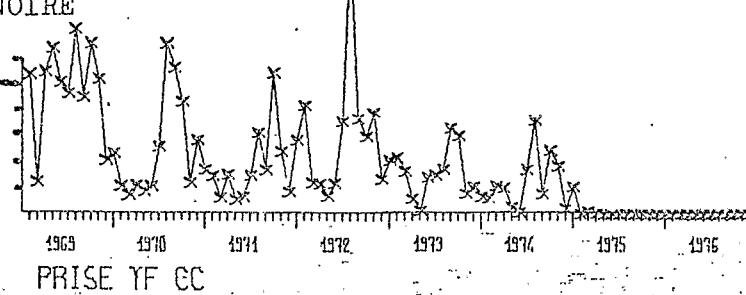
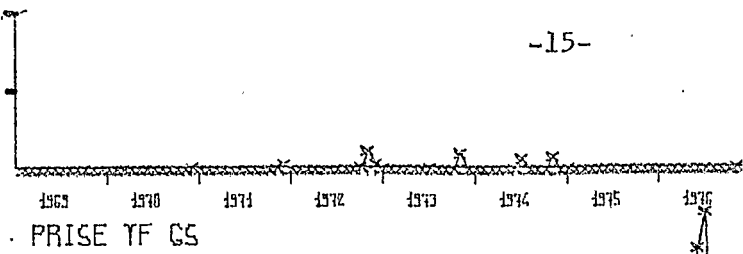
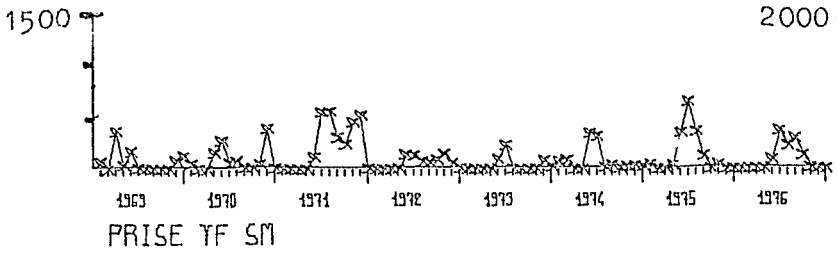
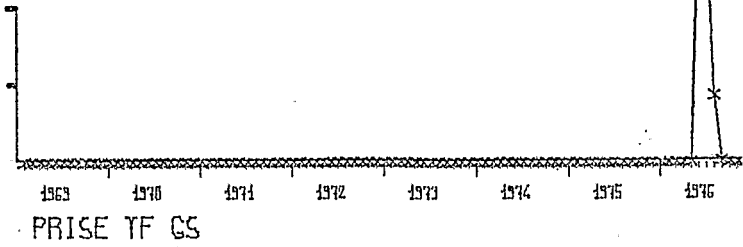
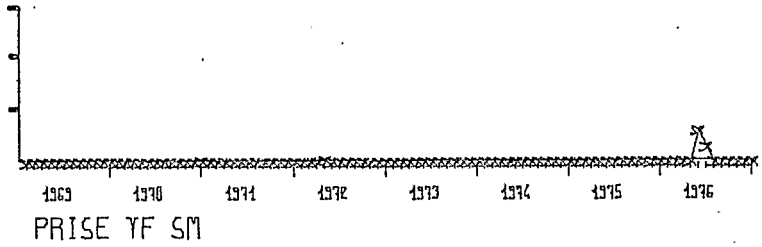


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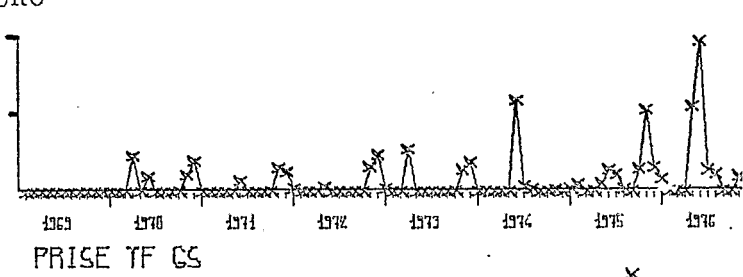
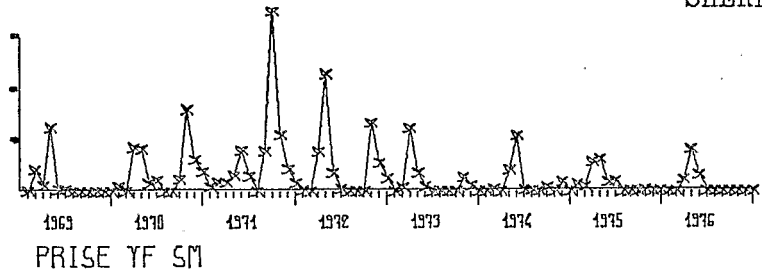
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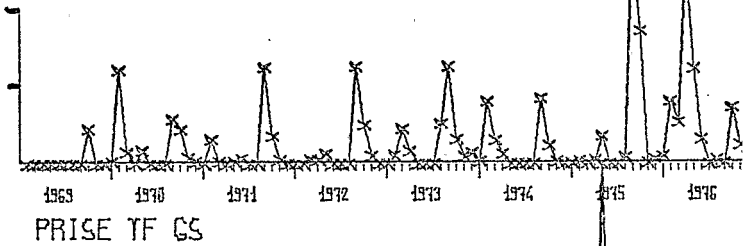
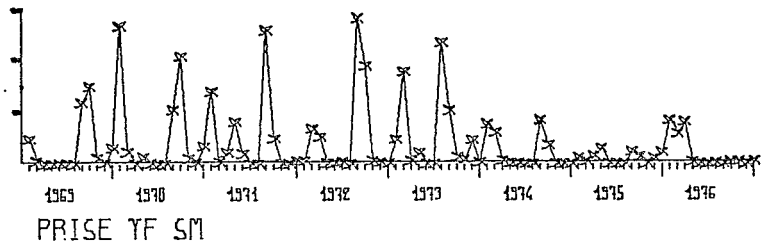
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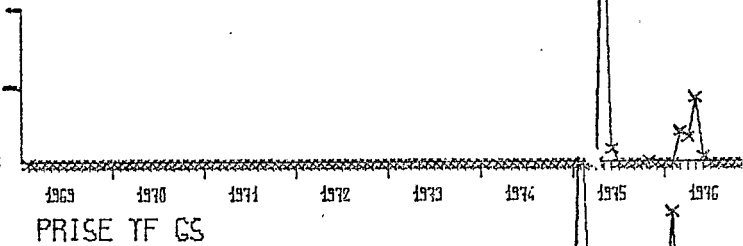
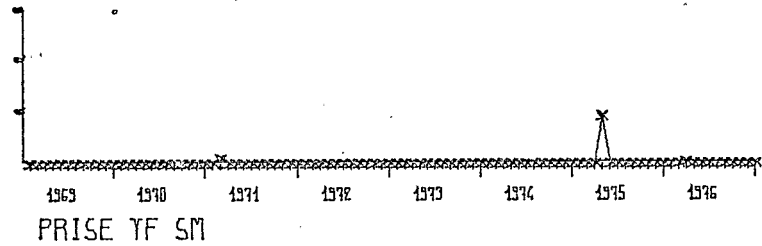
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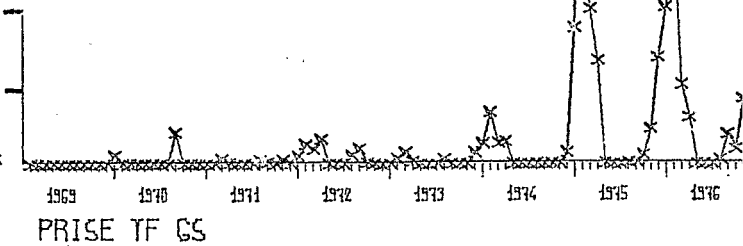
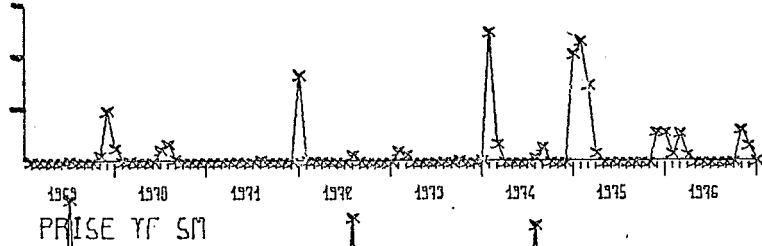
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EQUATEUR



OUEST ILES



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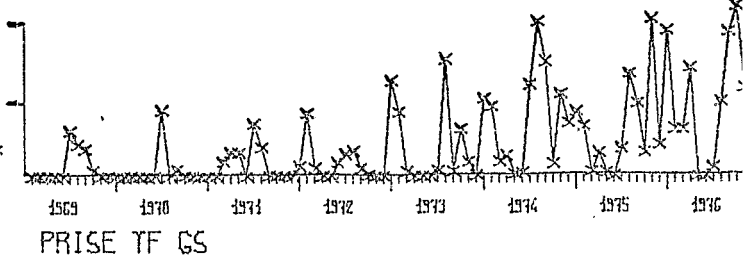
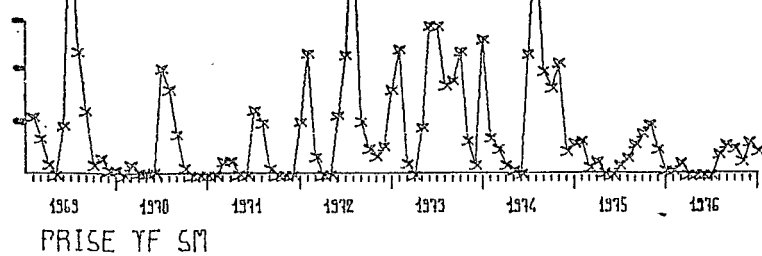
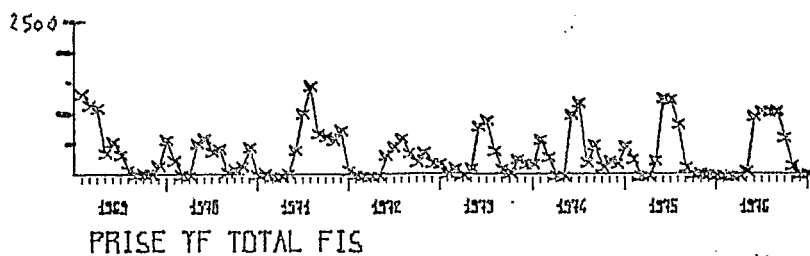
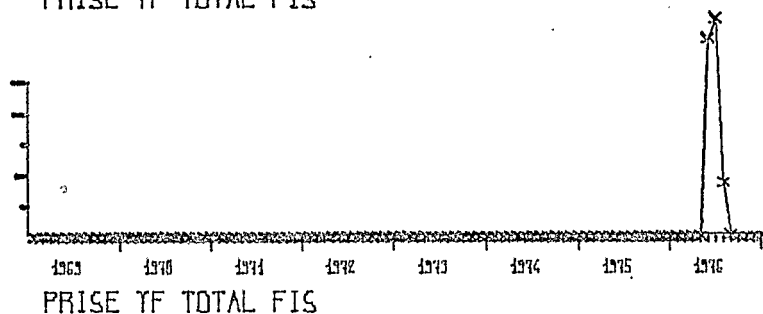


Fig. 14 a/

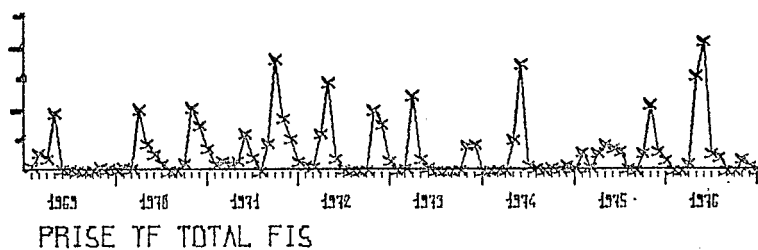
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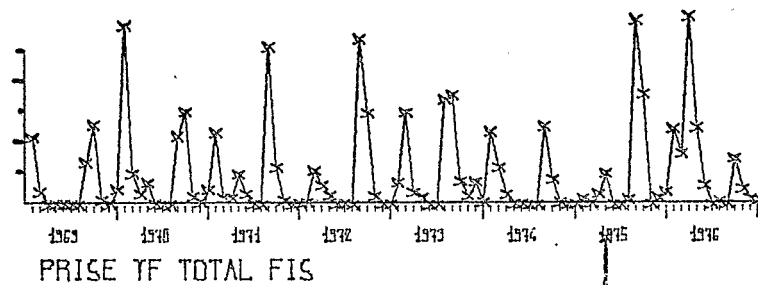
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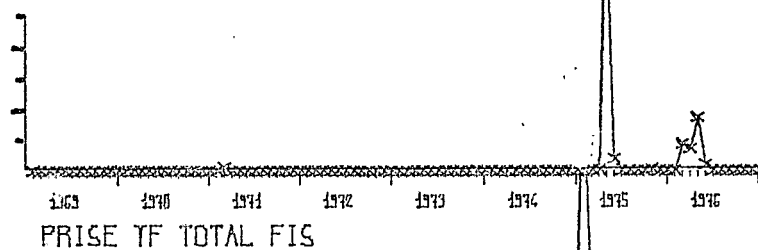
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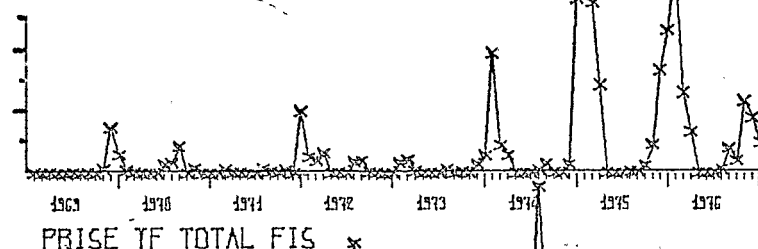
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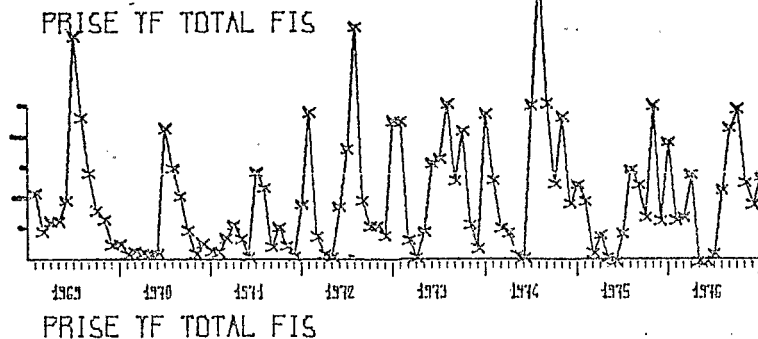
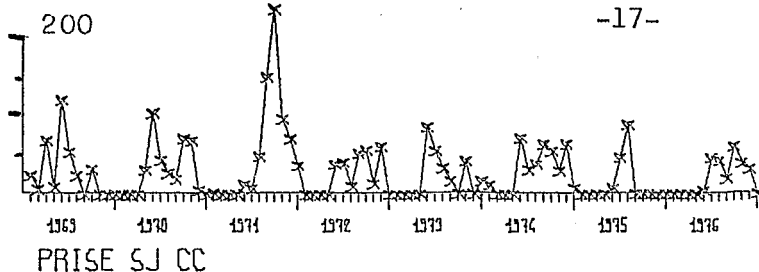
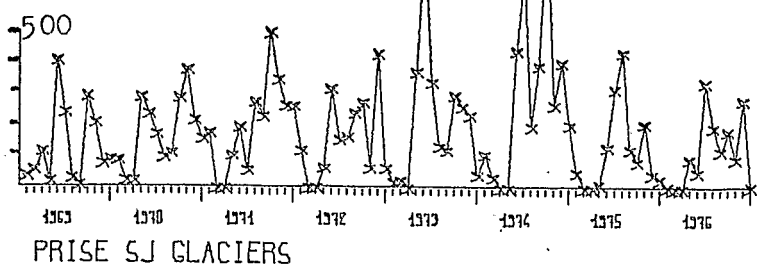
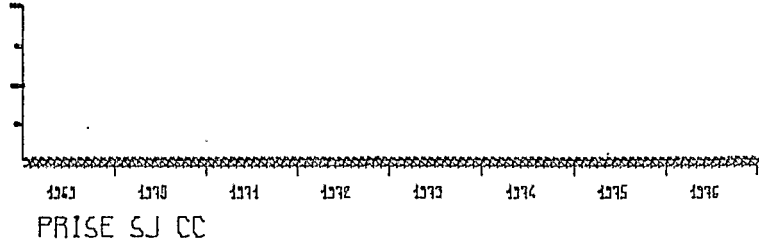


Fig.14 b/

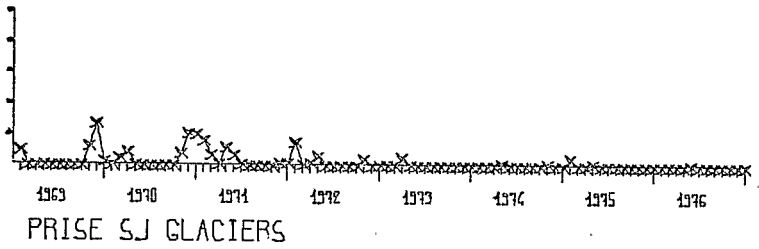
DAKAR



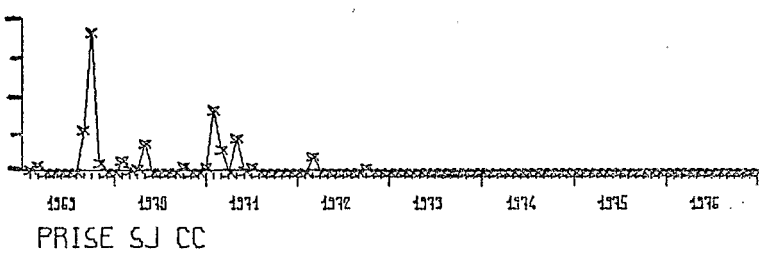
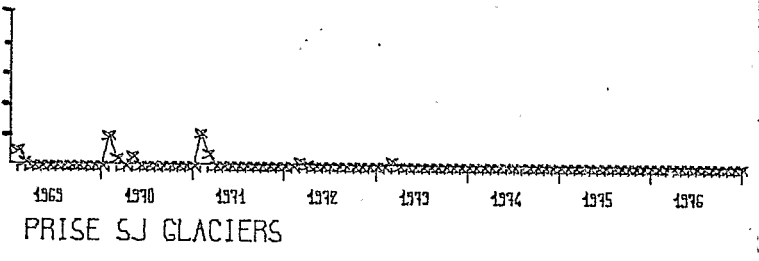
DOME GUINEE



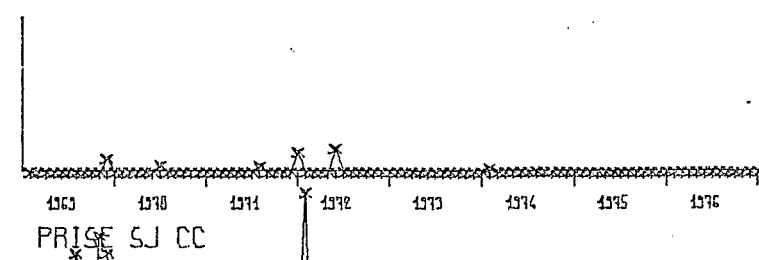
SHERBRO



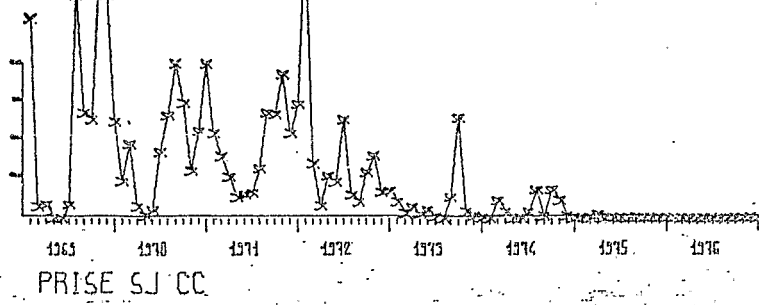
ABIDJAN



OUEST ILES



POINTE NOIRE



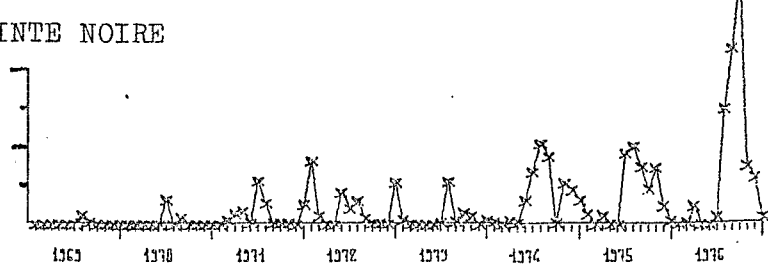
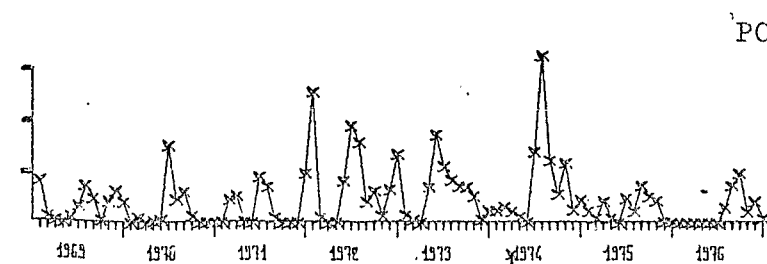
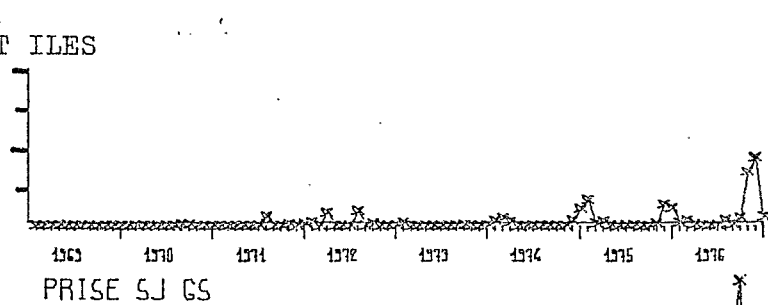
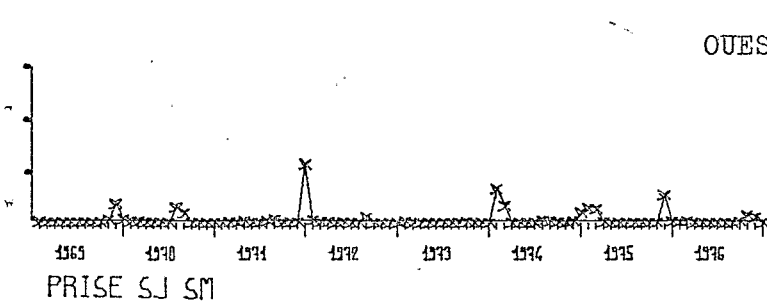
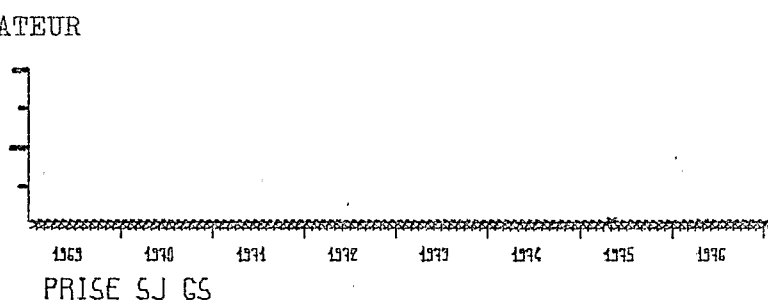
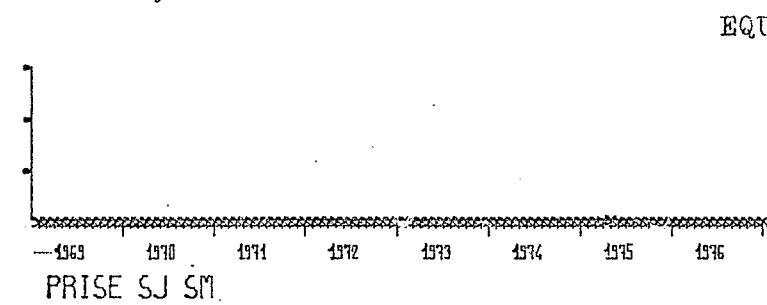
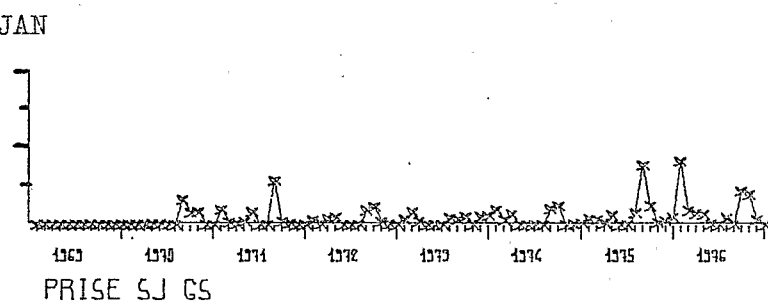
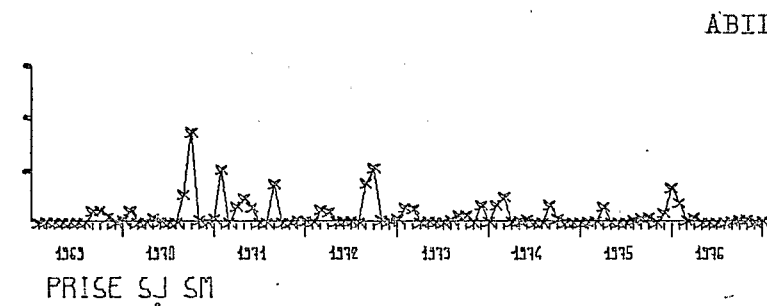
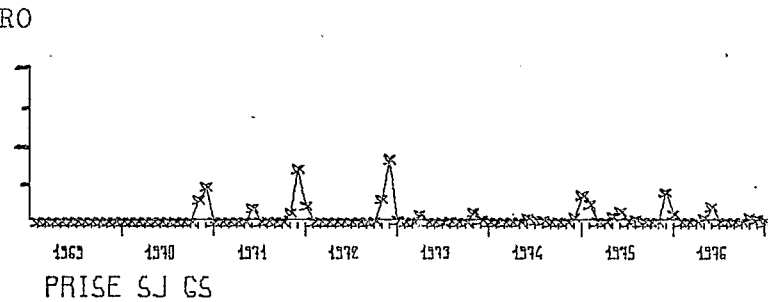
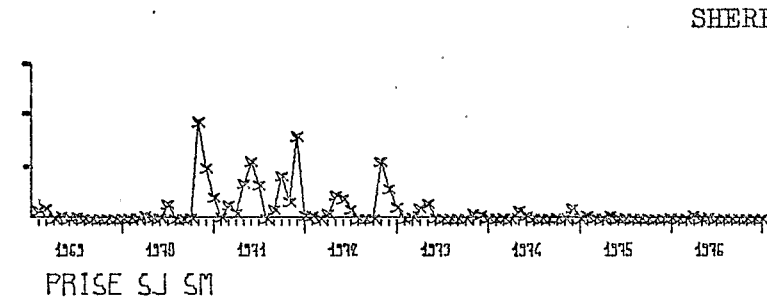
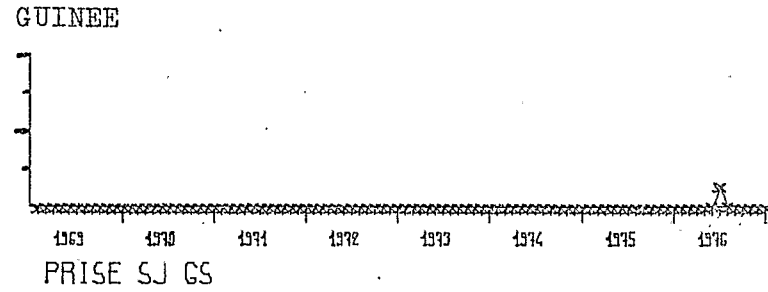
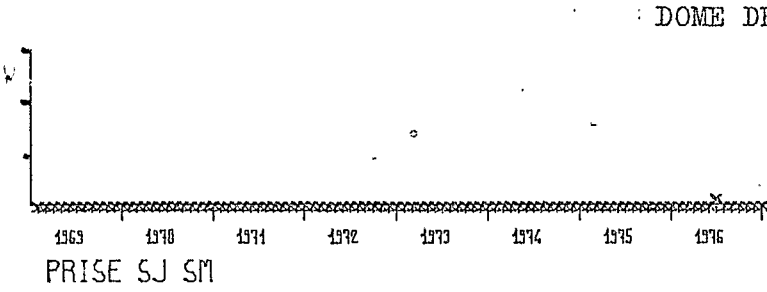
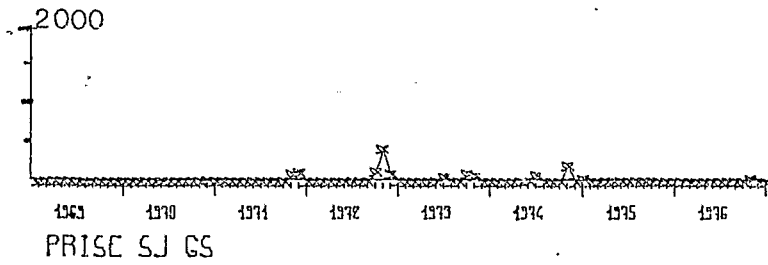
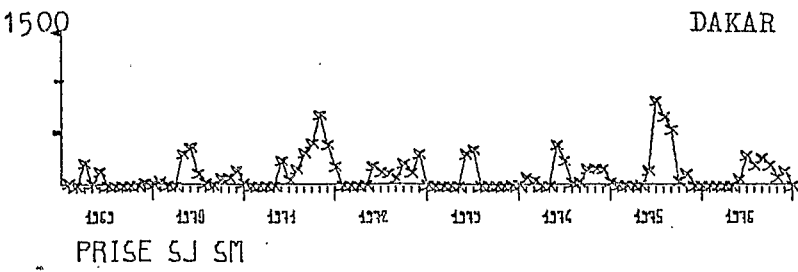
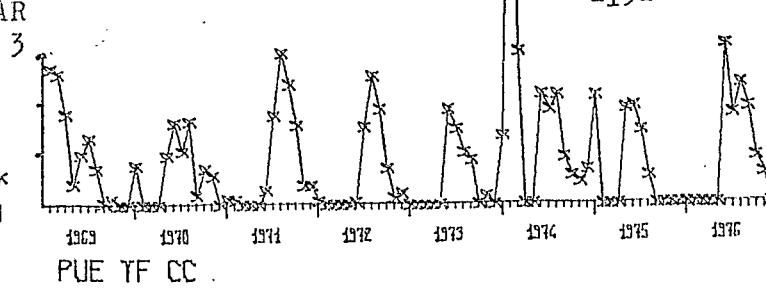
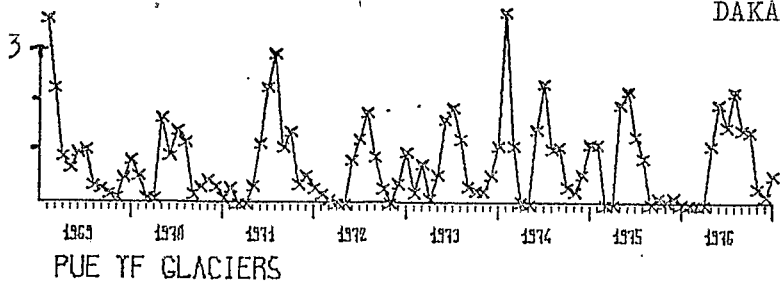
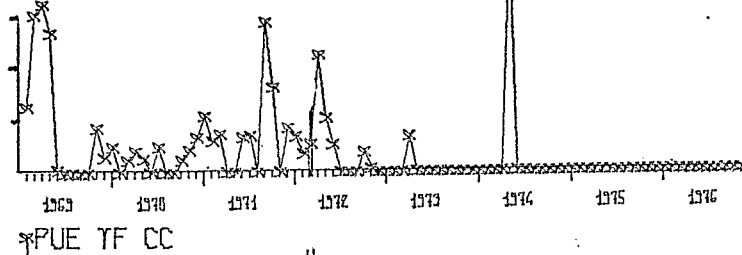
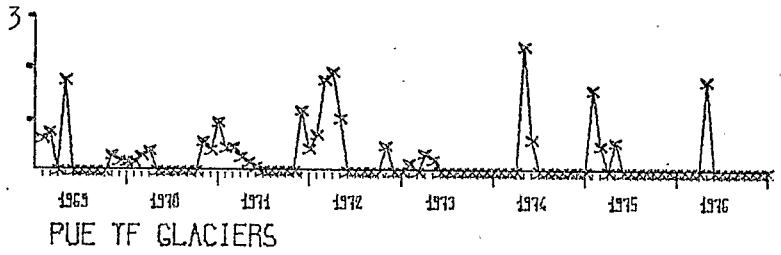


Fig. 16

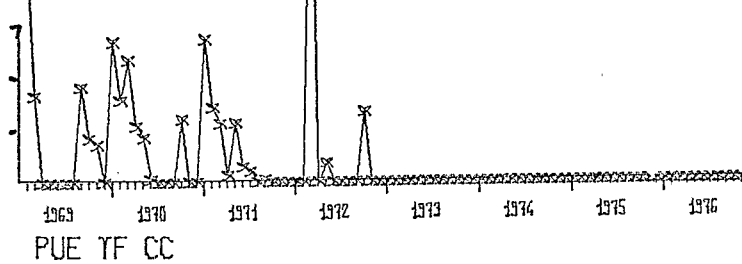
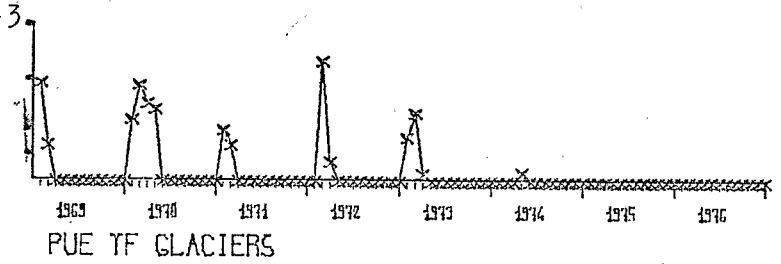
DAKAR



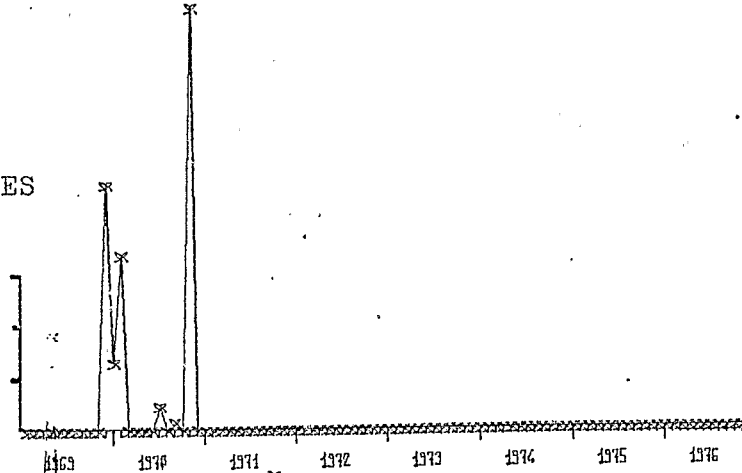
SHERBRO



ABIDJAN



OUEST ILES



POINTE NOIRE

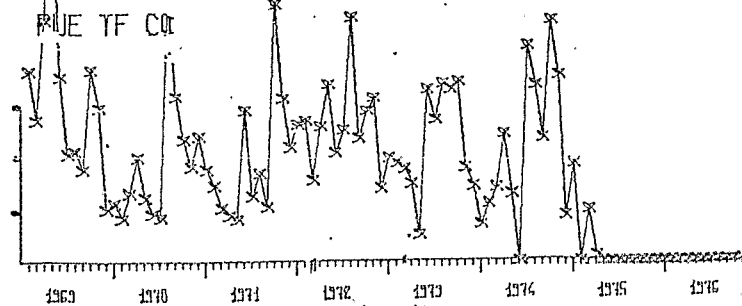
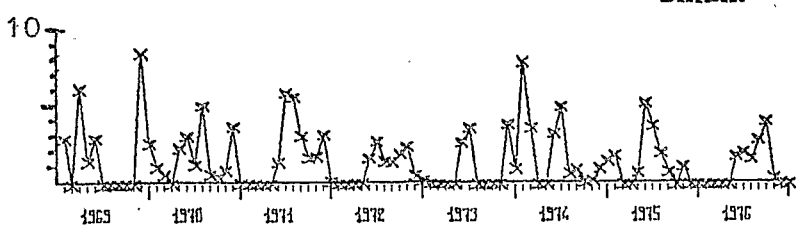


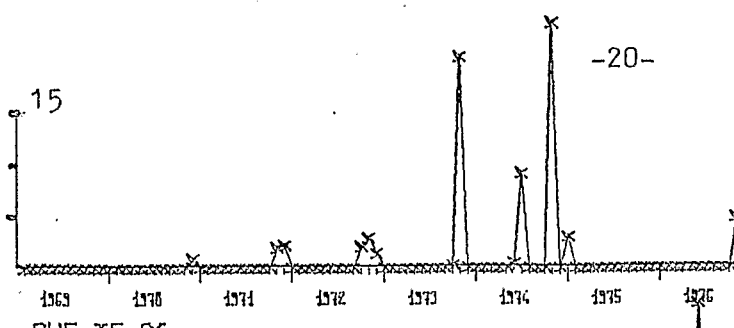
Fig. 17

DAKAR



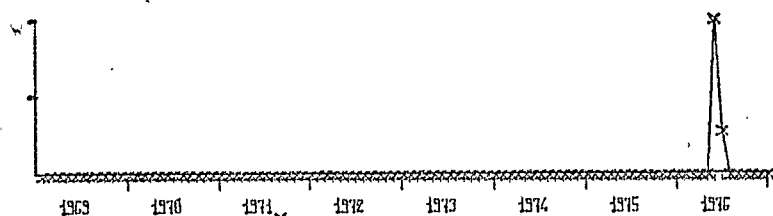
PUE TF SM

15

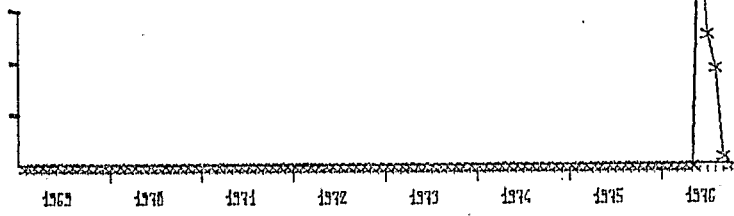


PUE TF GS

DOME DE GUINEE

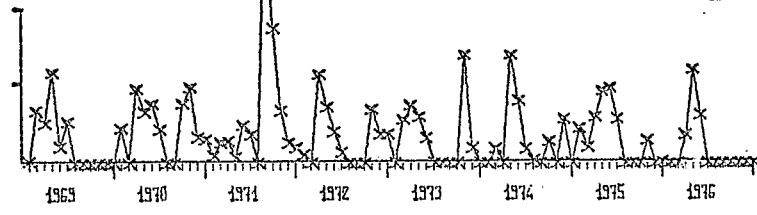


PUE TF SM

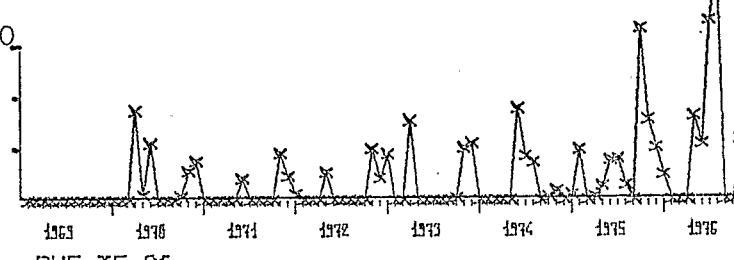


PUE TF GS

SHERBRO

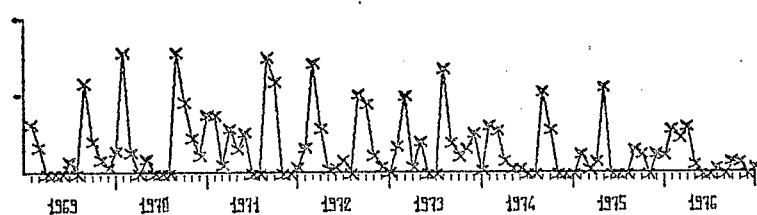


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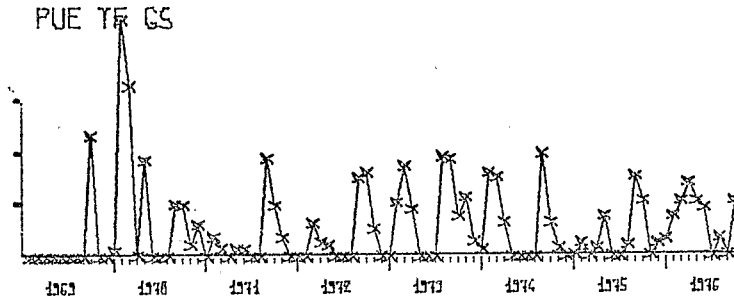


PUE TF GS

ABIDJAN

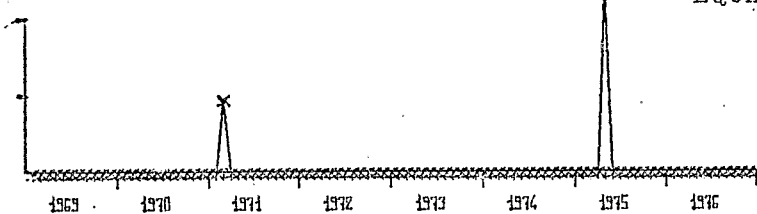


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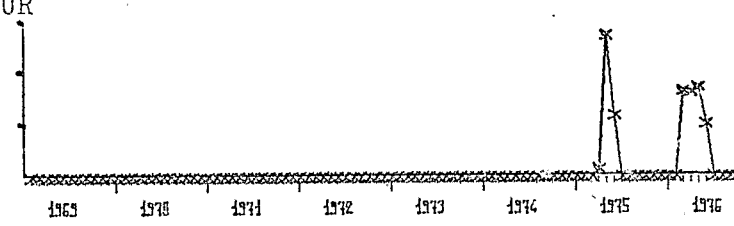


PUE TF GS

EQUATEUR

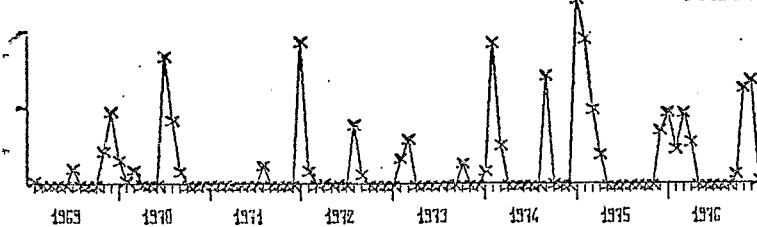


PUE TF SM

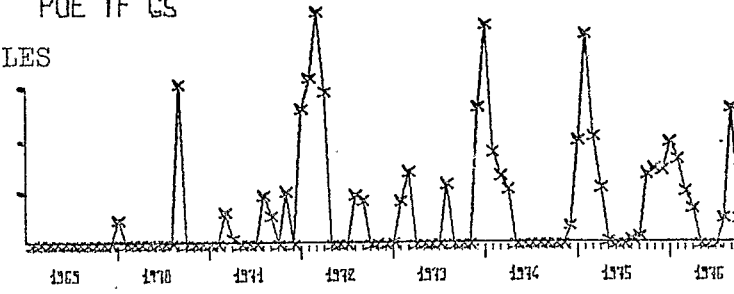


PUE TF GS

OUEST ILES

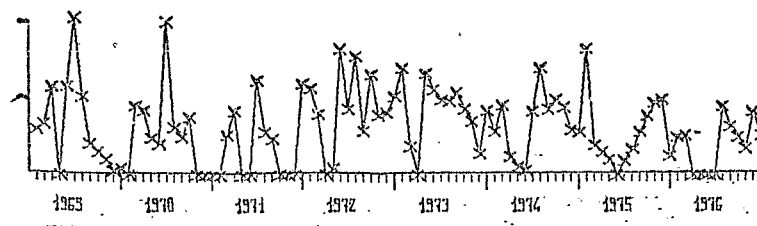


PUE TF SM

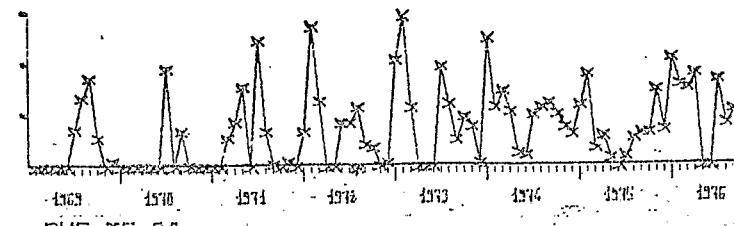


PUE TF GS

POINTE NOIRE

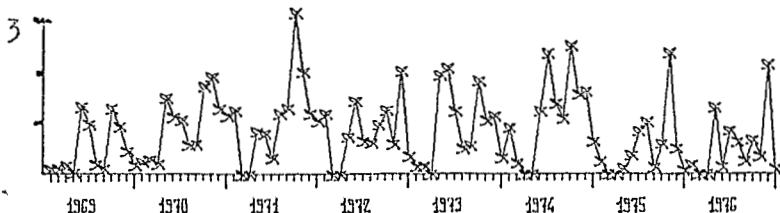


PUE TF SM

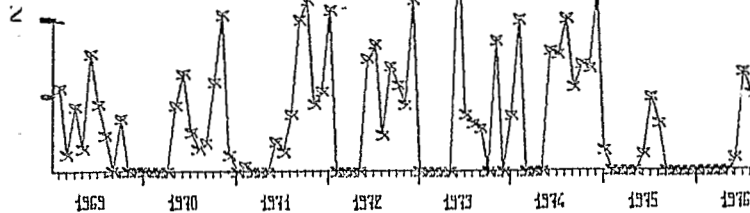


PUE TF GS

DAKAR

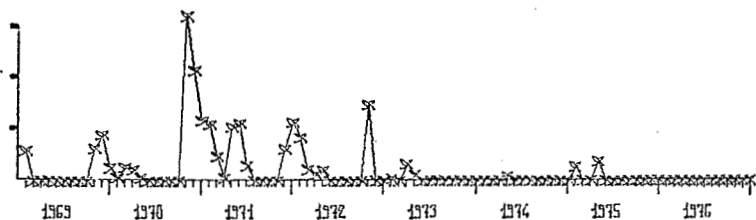


PUE SJ GLACIERS

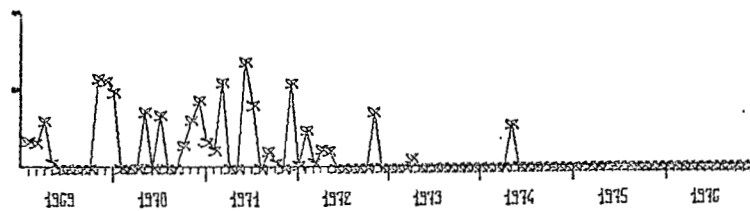


PUE SJ CC

SHERBRO

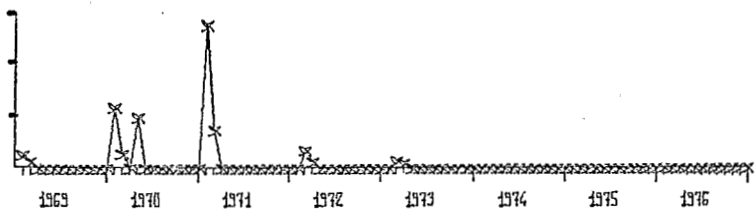


PUE SJ GLACIERS

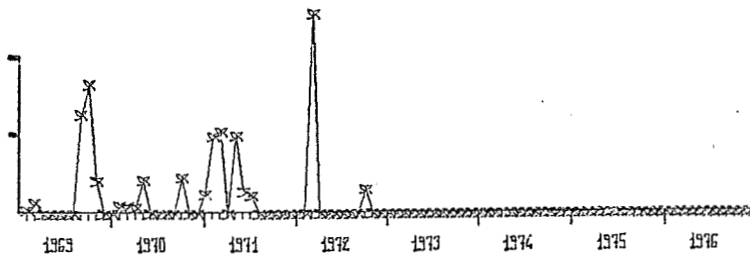


PUE SJ CC

ABIDJAN

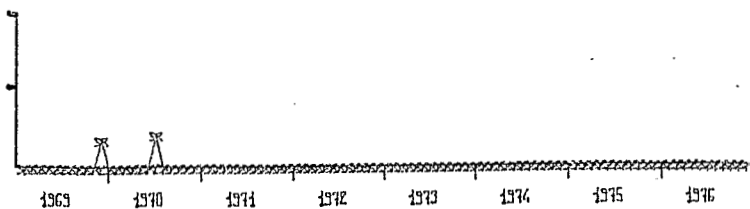


PUE SJ GLACIERS



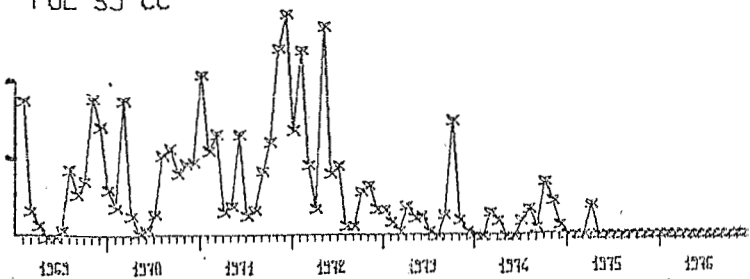
PUE SJ CC

OUEST ILES



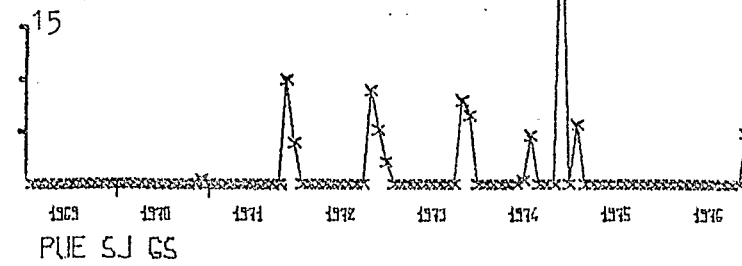
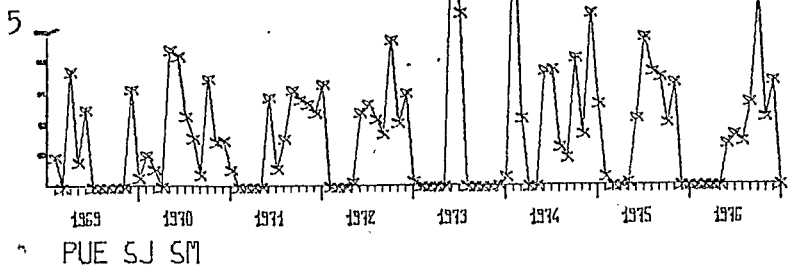
PUE SJ CC

POINTE NOIRE

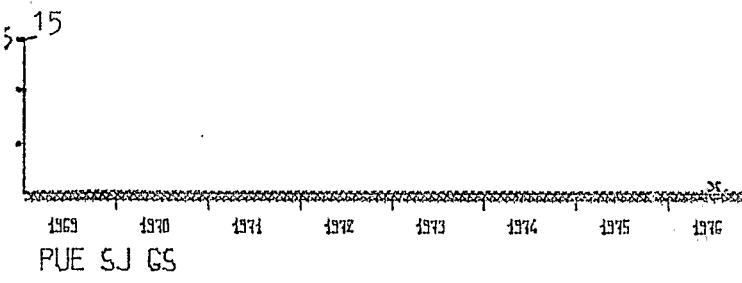
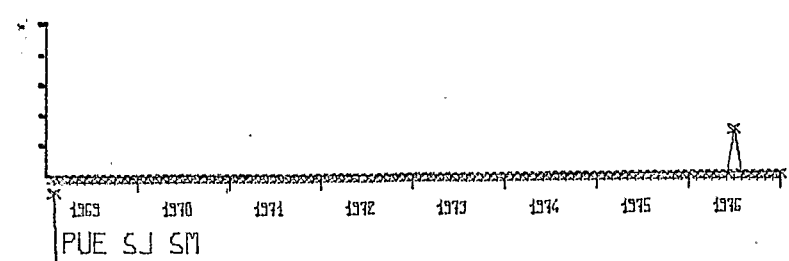


PUE SJ CC

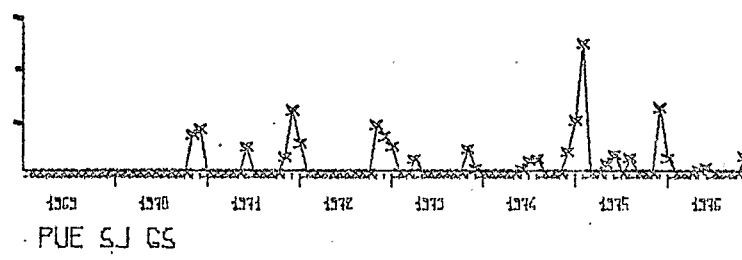
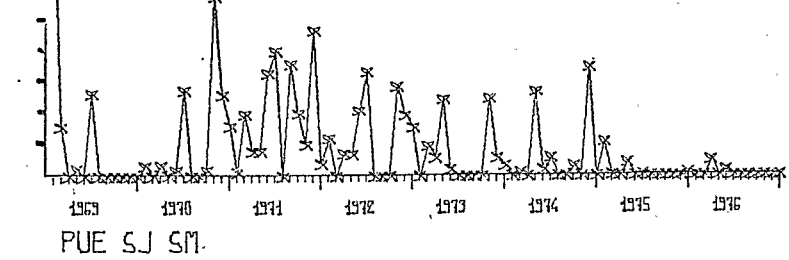
DAKAR



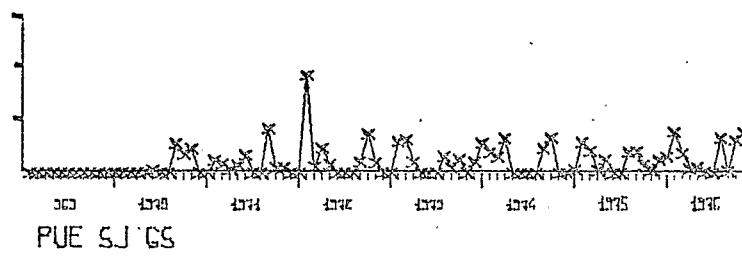
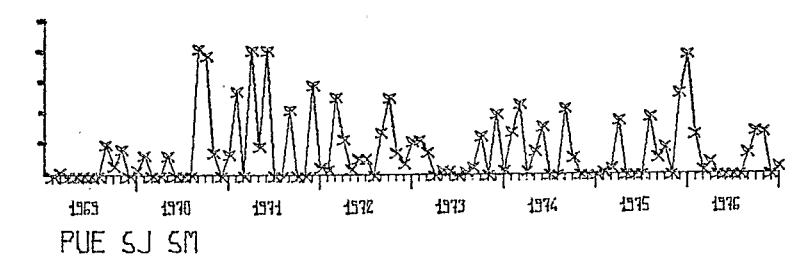
DOME GUINEE



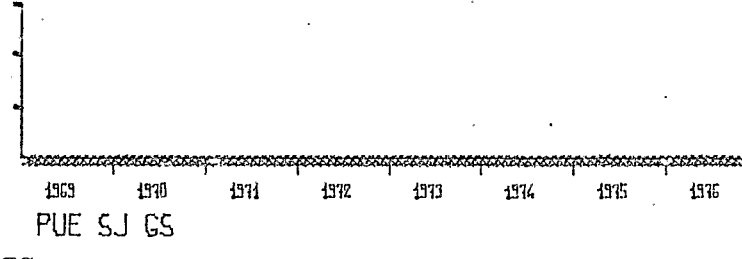
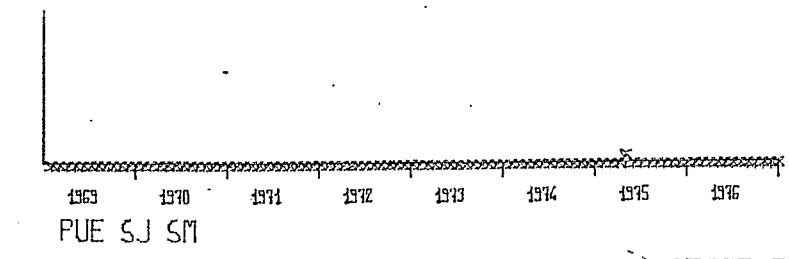
SHERBRO



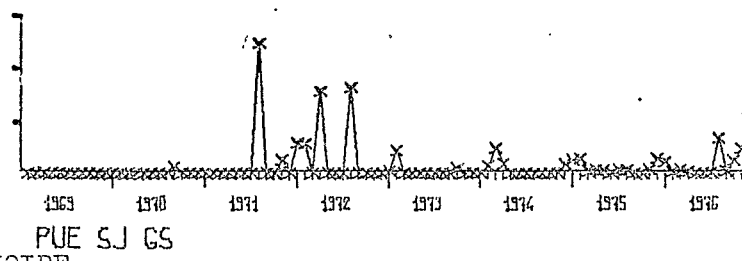
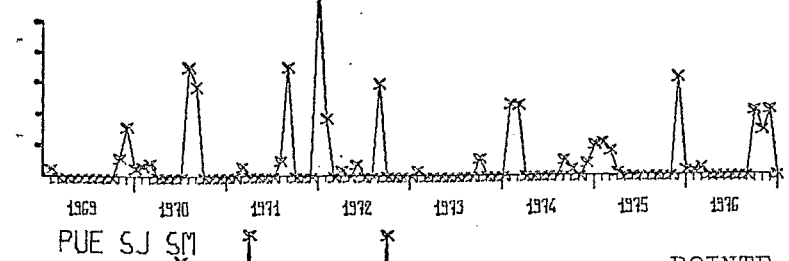
ABIDJAN



EQUATEUR



OUEST ILES



POINTE NOIRE

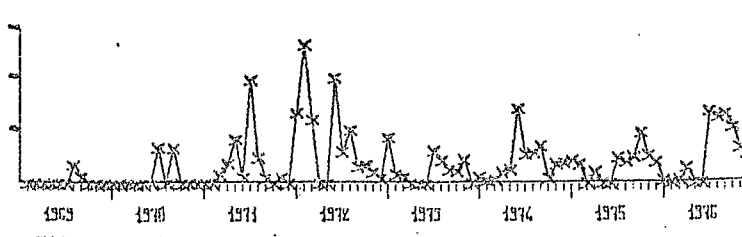
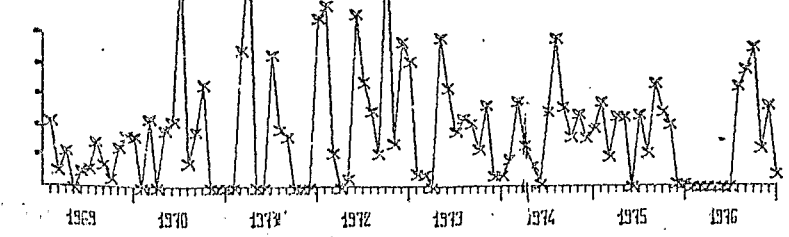


Fig. 21 SECTEUR DAKAR
CANNEURS CONGELATEURS

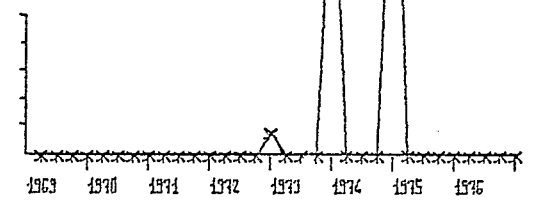
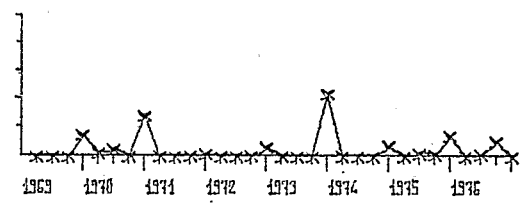
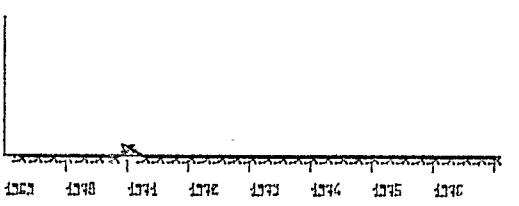
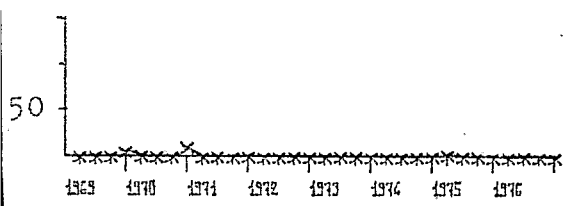
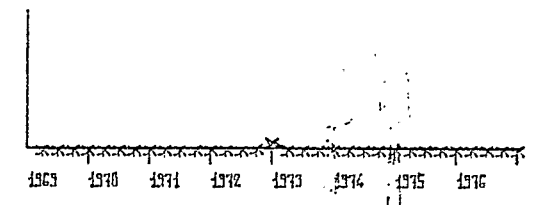
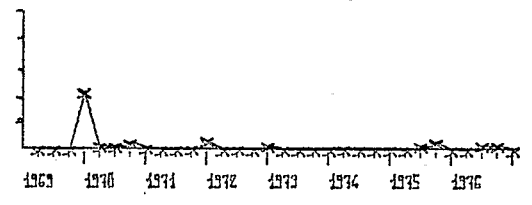
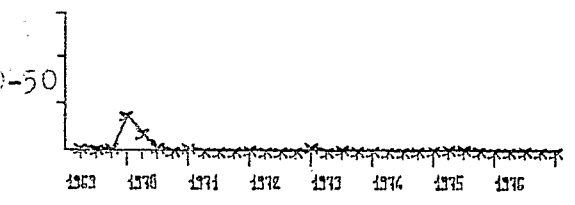
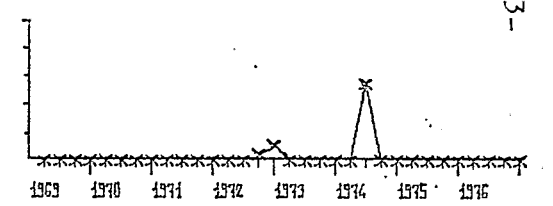
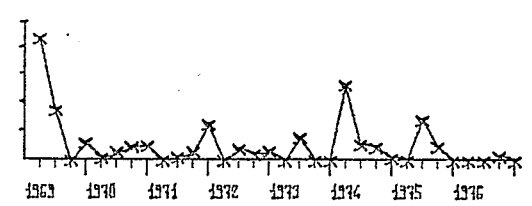
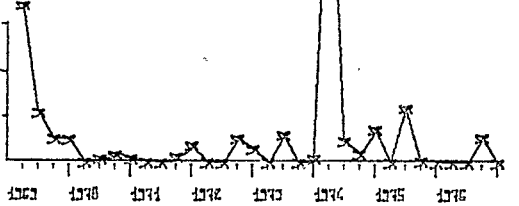
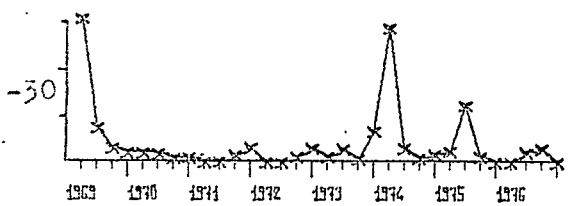
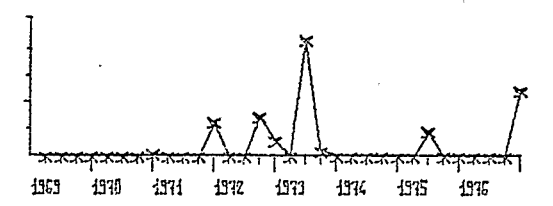
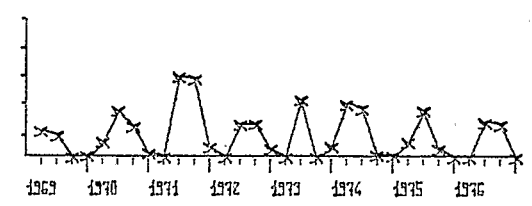
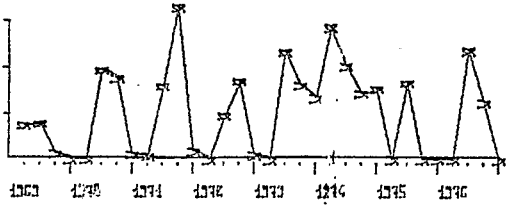
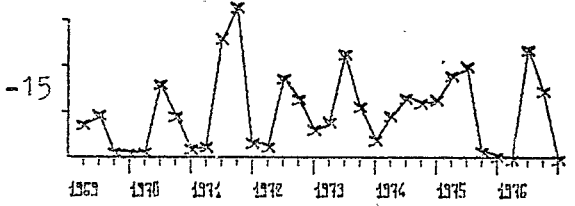
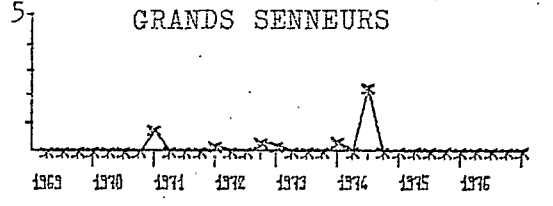
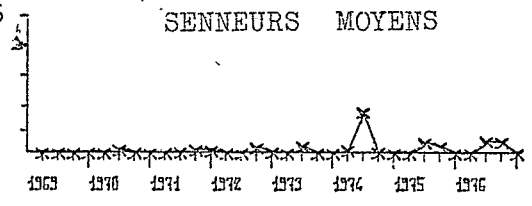
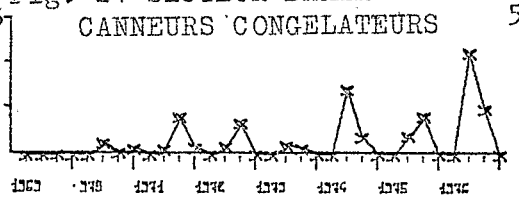
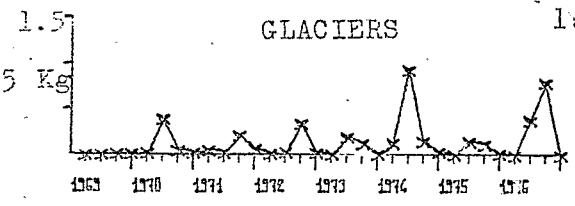


Fig. 22 SECTEUR SHERBRO

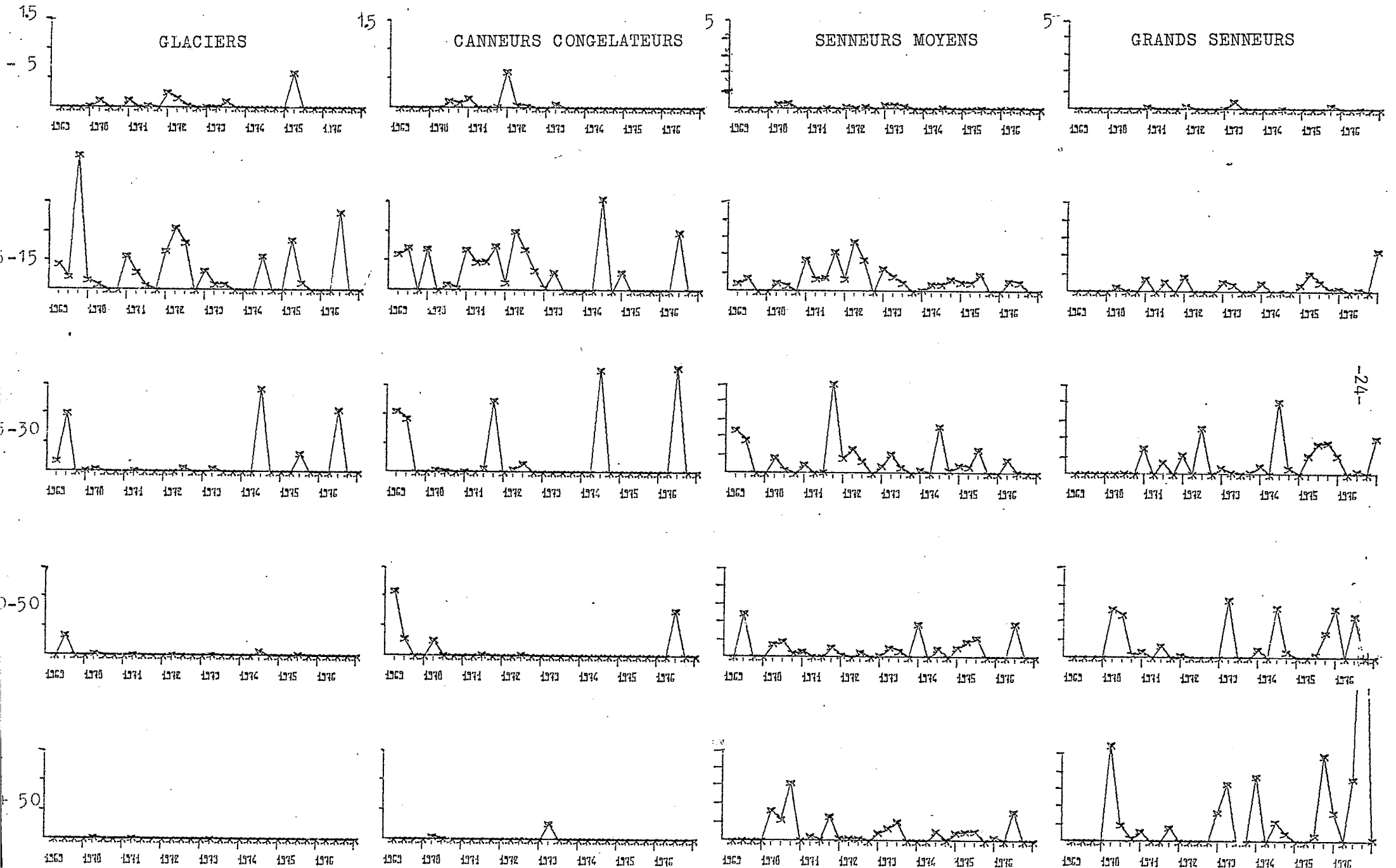


Fig. 23 SECTEUR ABIDJAN

(56)

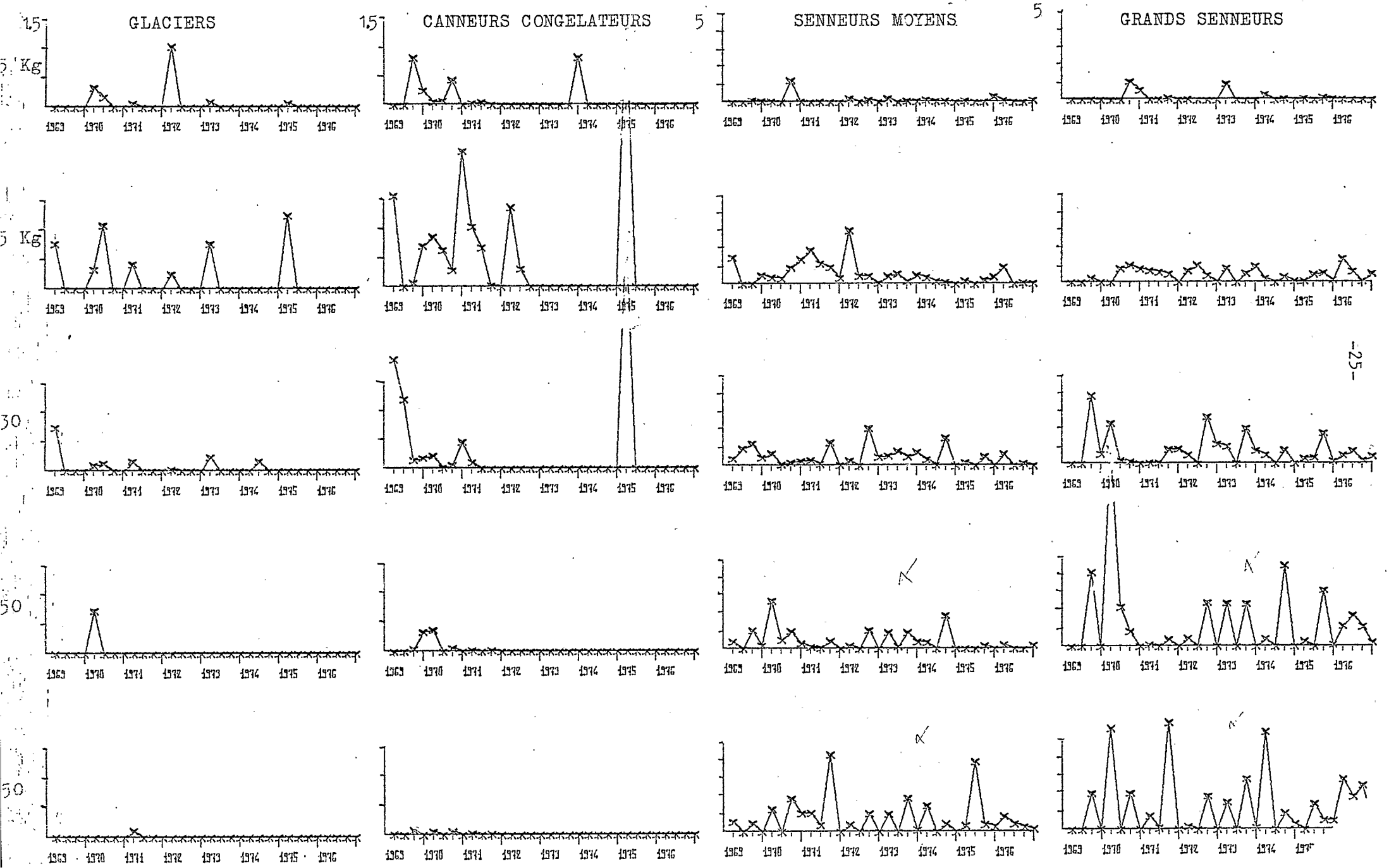


Fig. 24 SECTEUR POINTE NOIRE

(57)

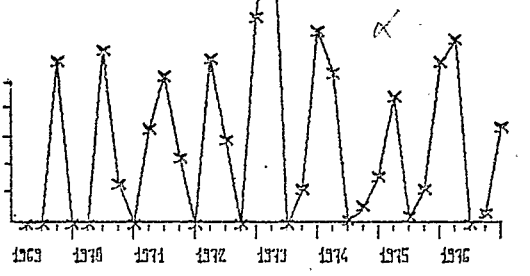
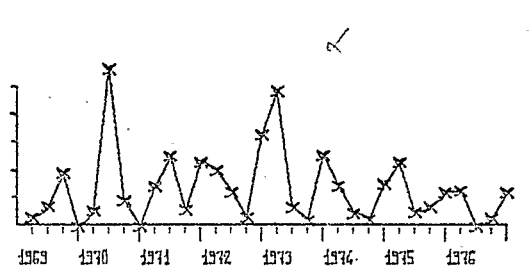
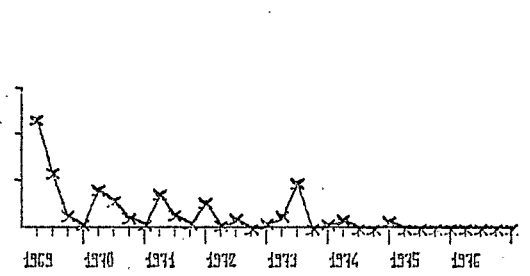
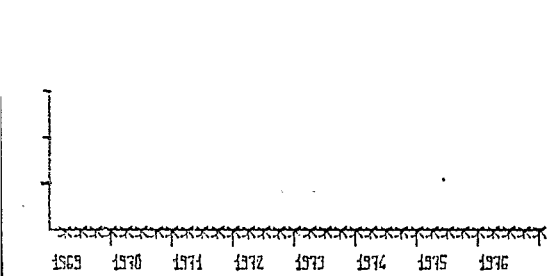
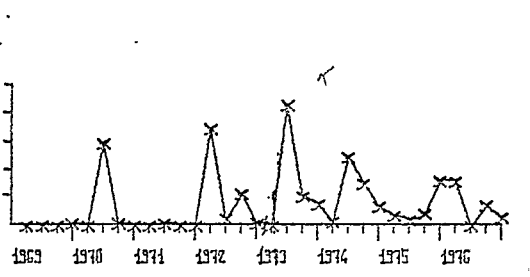
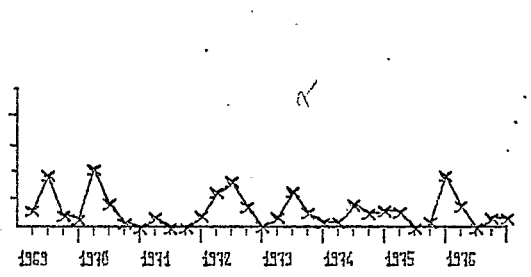
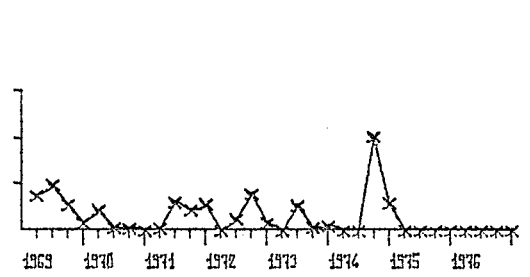
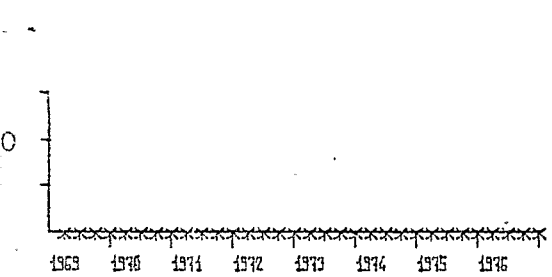
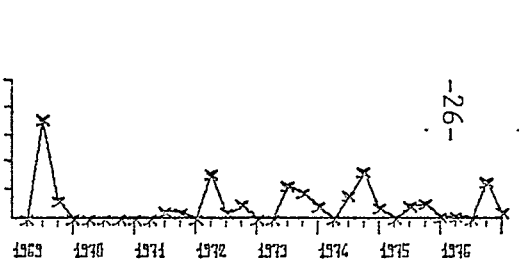
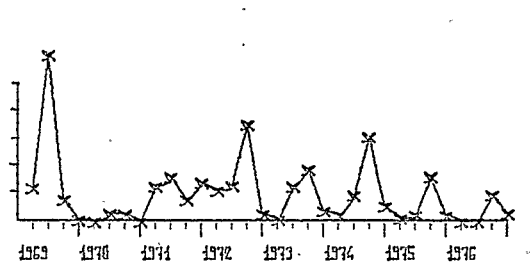
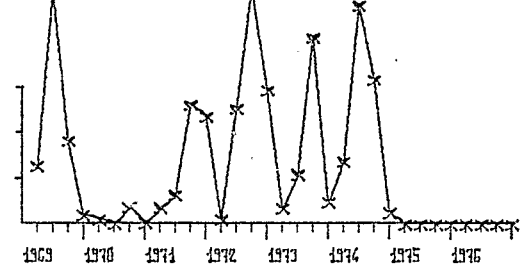
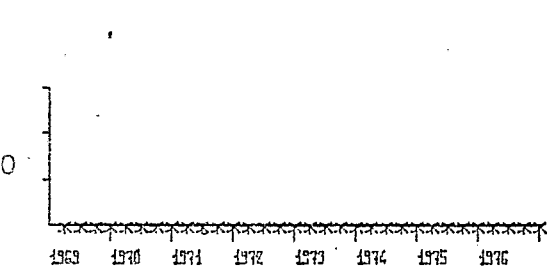
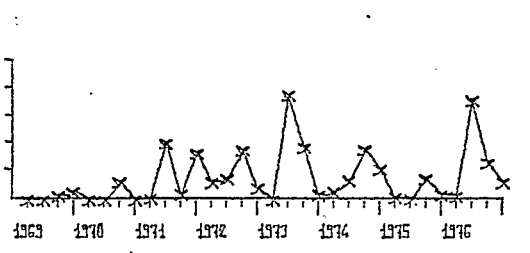
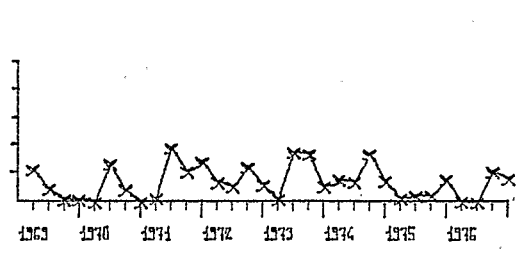
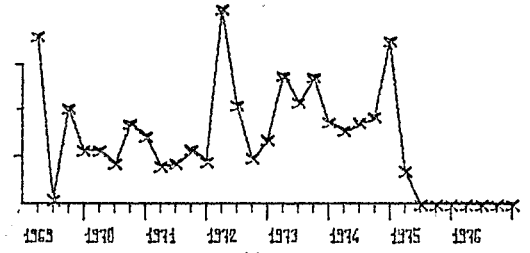
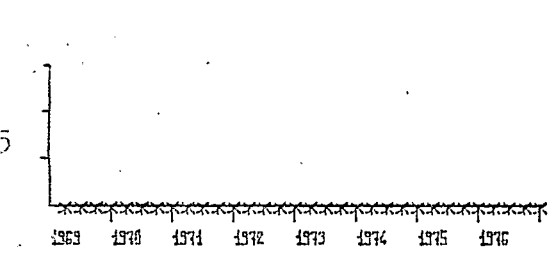
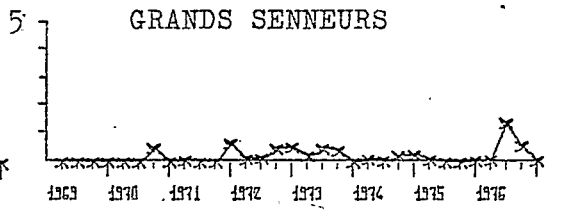
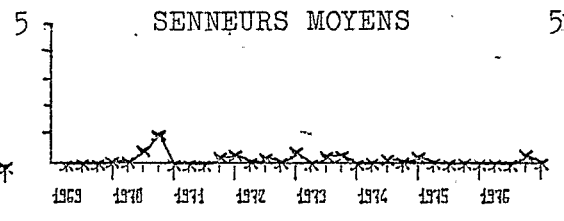
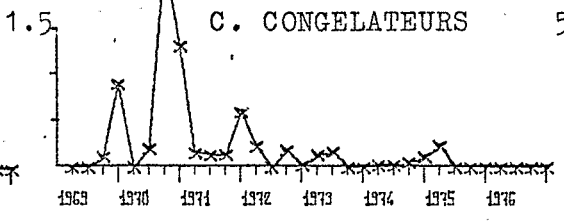
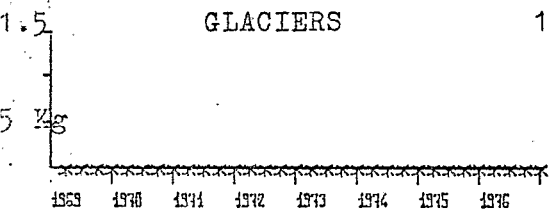


Fig. 25 SECTEUR OUEST DES ILES

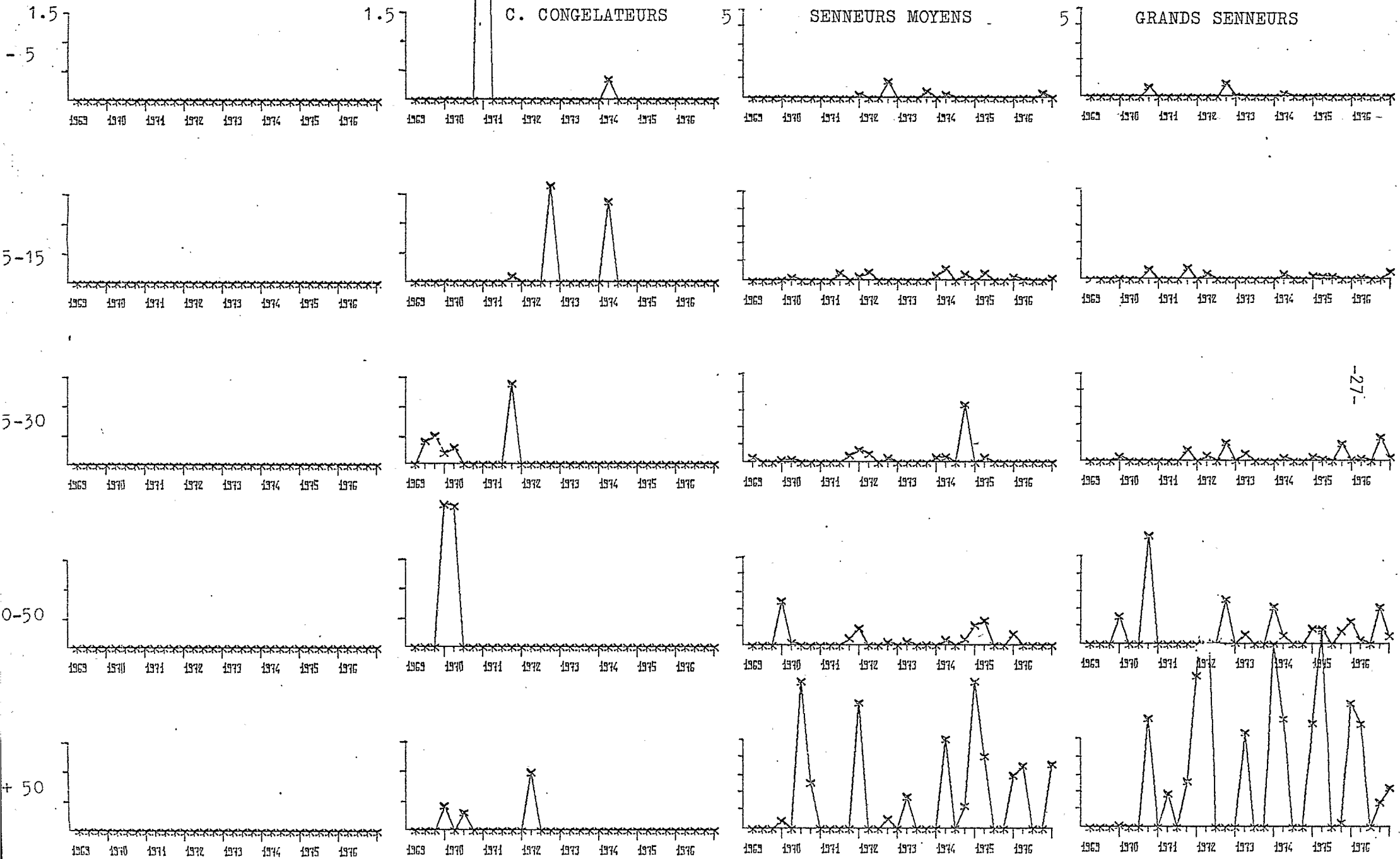


Fig. 26 SECTEUR EQUATEUR

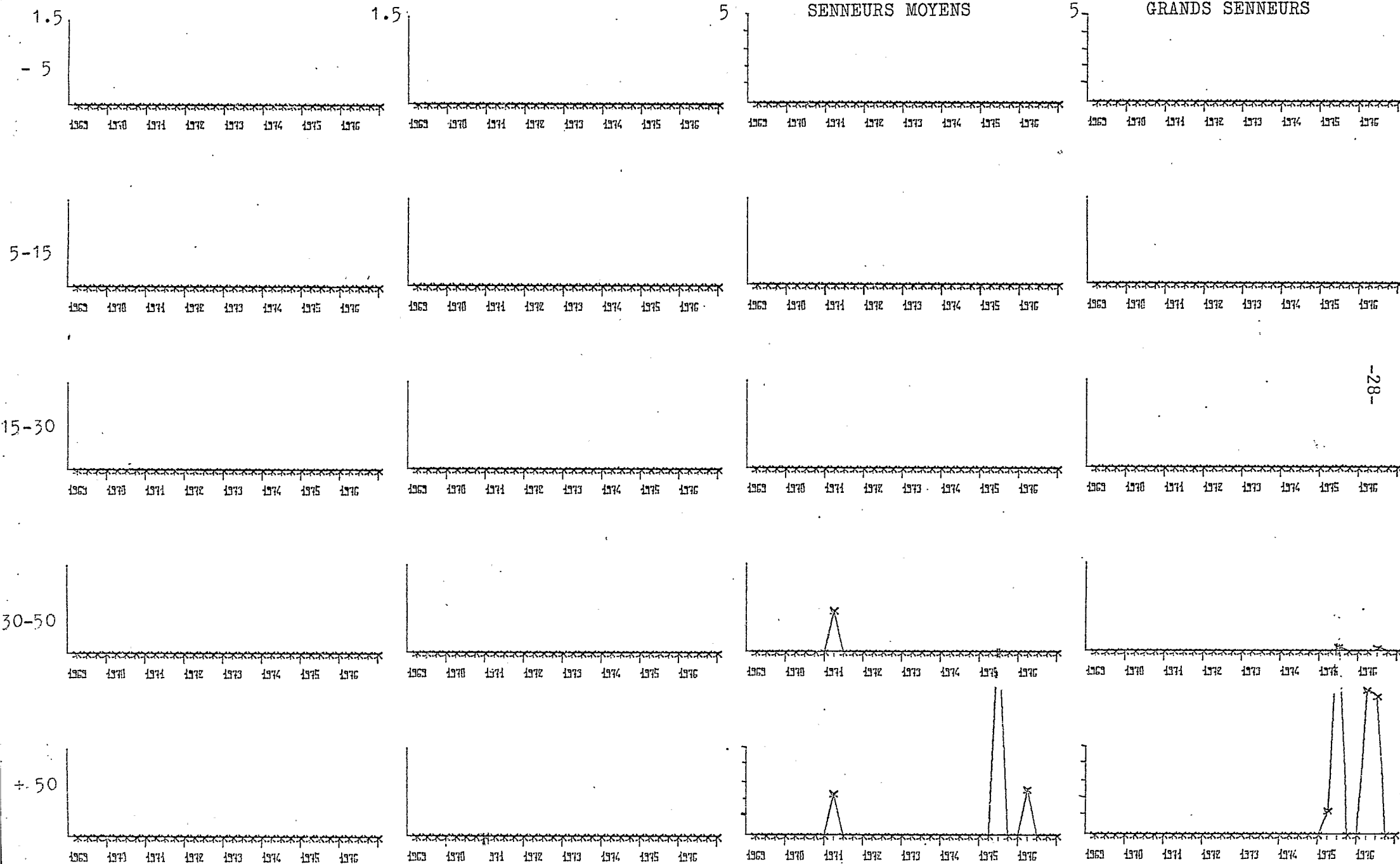
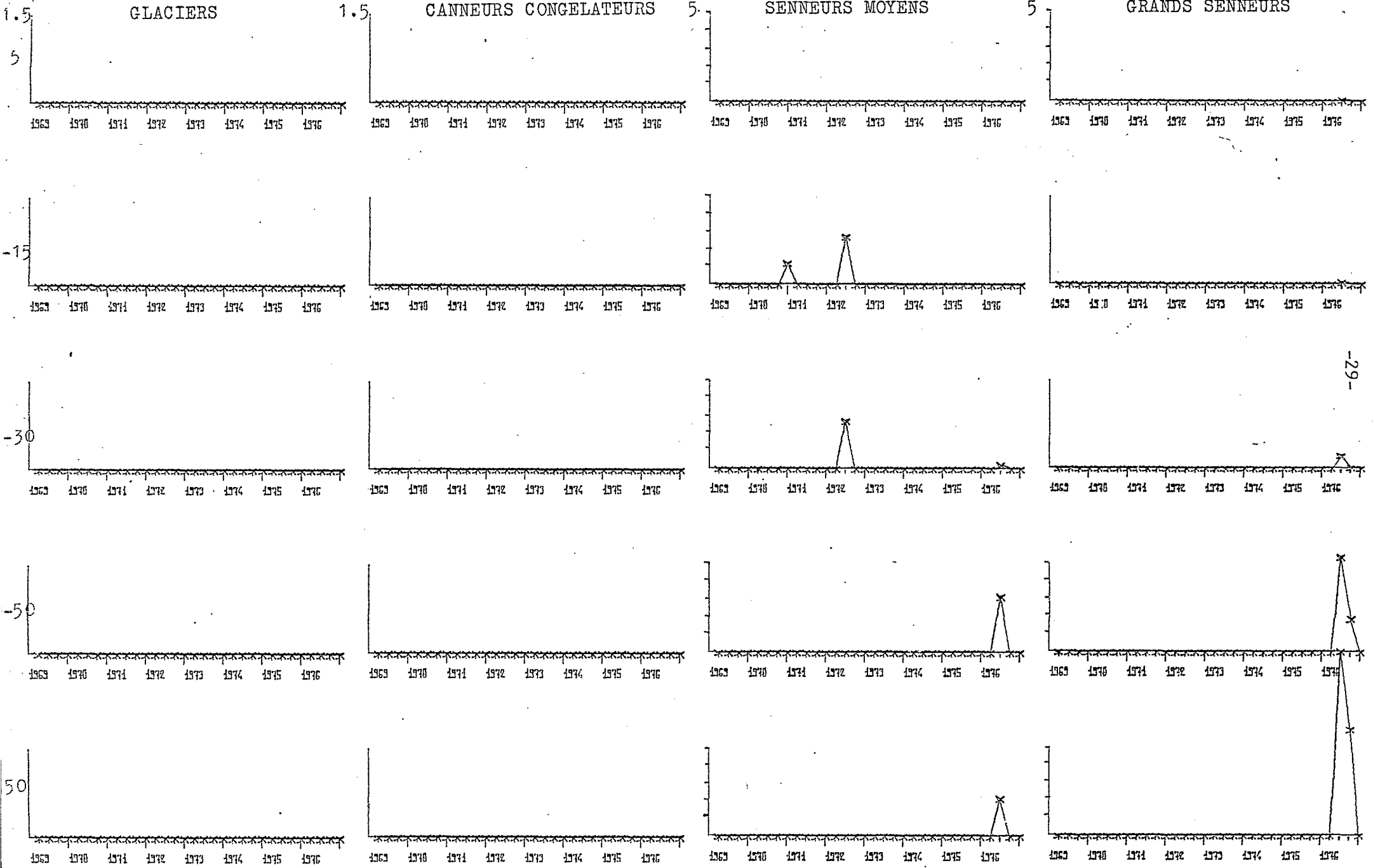






Fig. 27 SECTEUR DOME GUINEE



1969

 ~ 500 t. / 1°
 100 à 500 t. / 1°
 ~ 100 t. / 1°
 effort sans prise

N.
10°

0°

20°
20°W

10°

0°

0°

10°E

1970

N.
10°

0°

PRISES TOTALES LISTAO

1969

20°W

10°

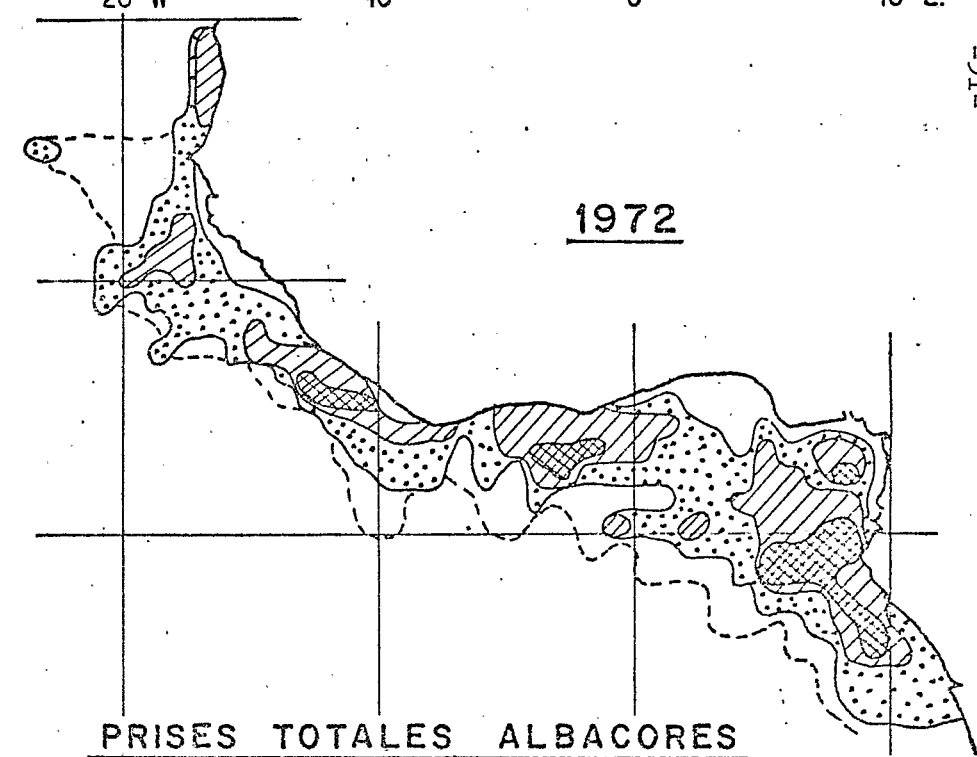
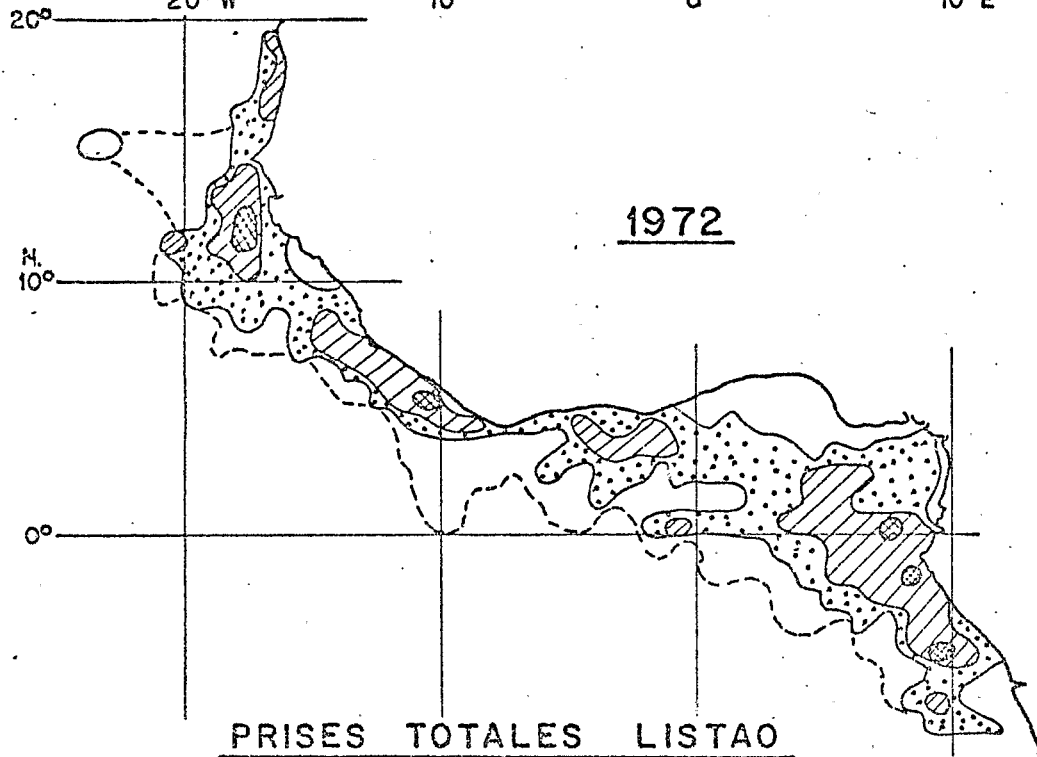
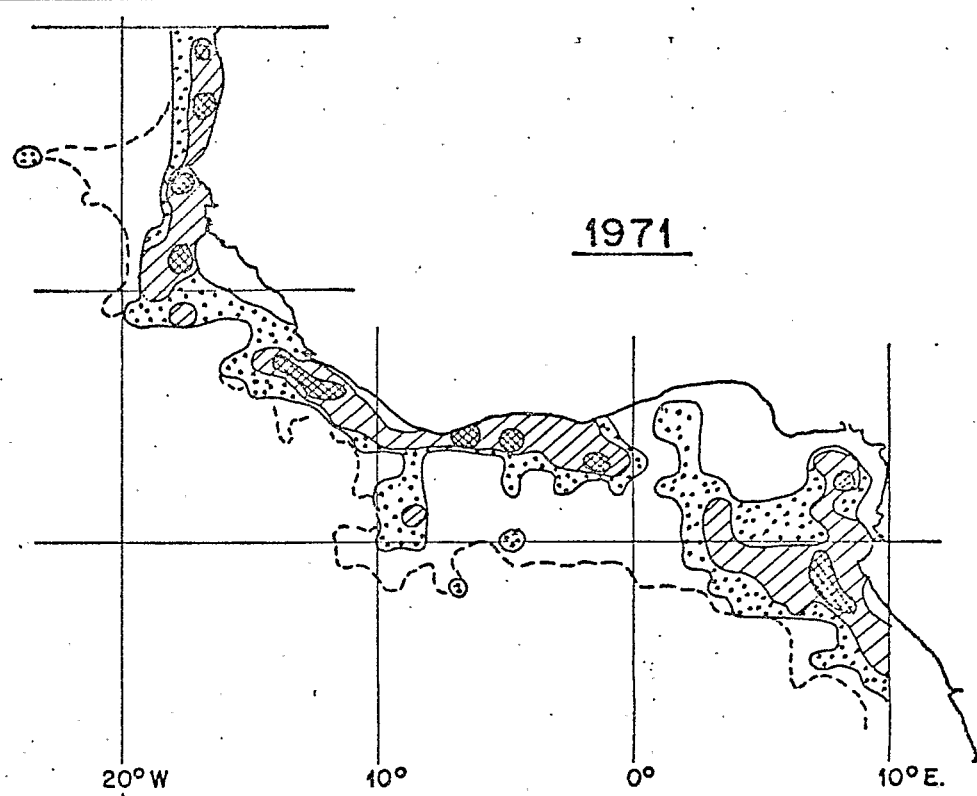
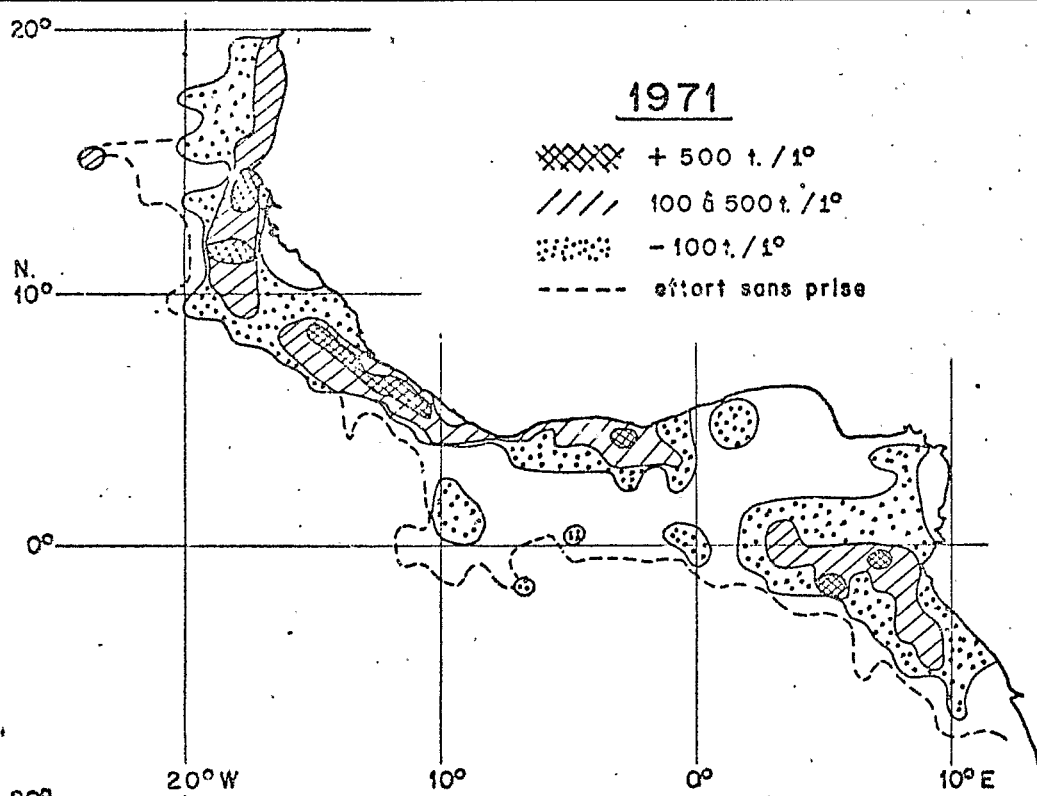
0°

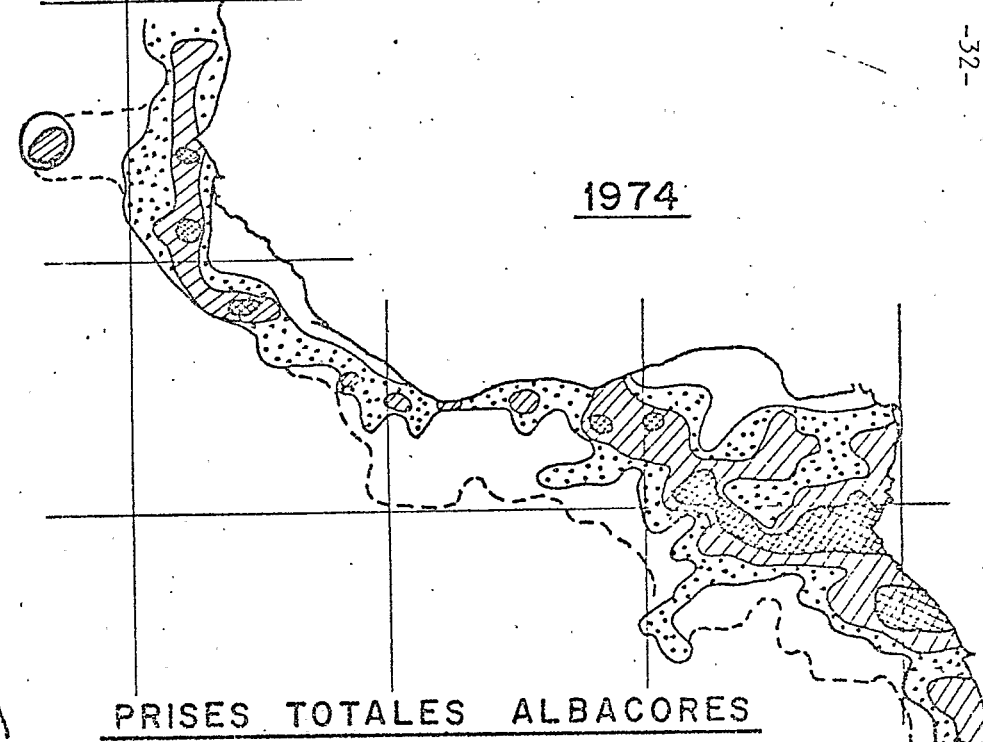
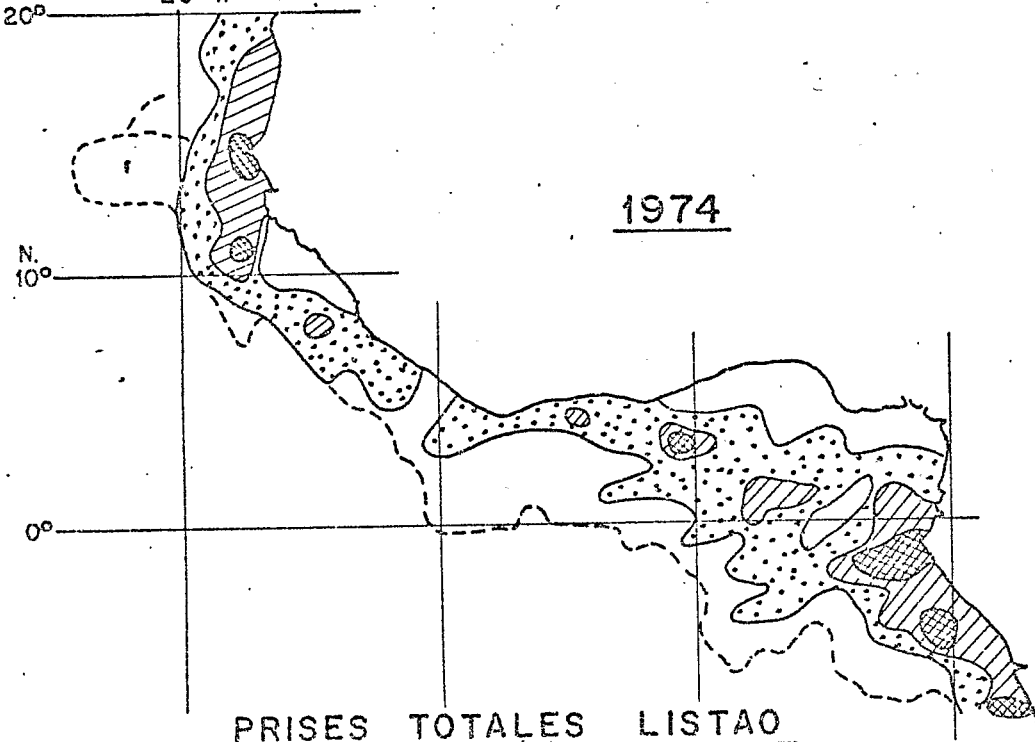
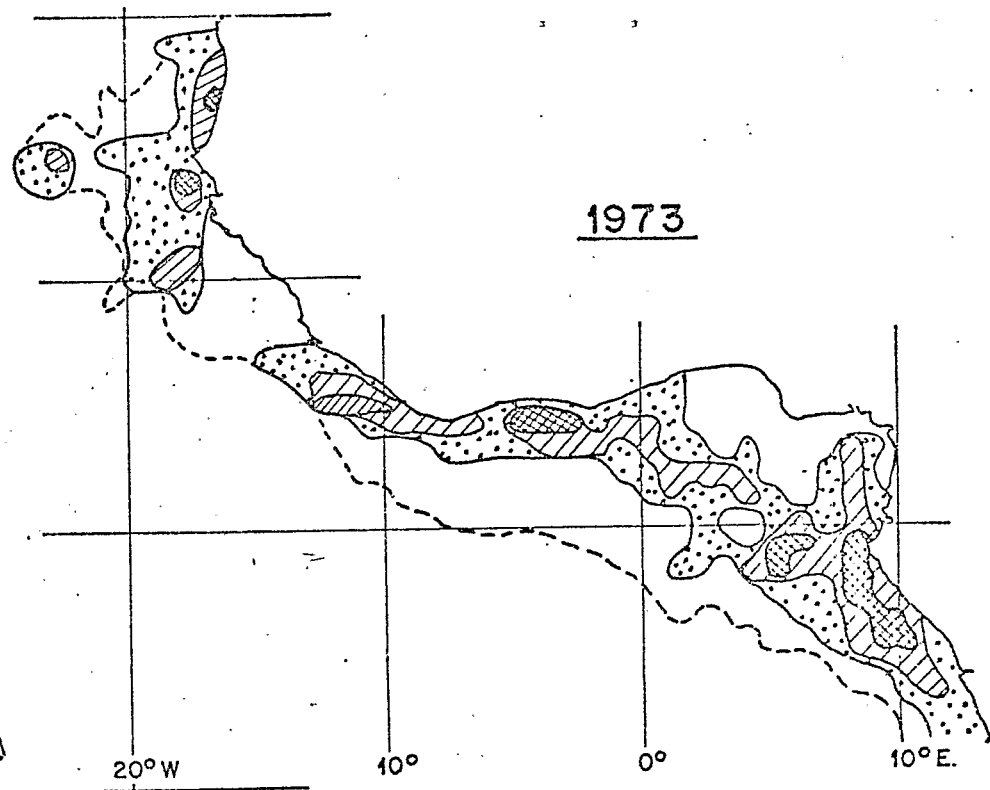
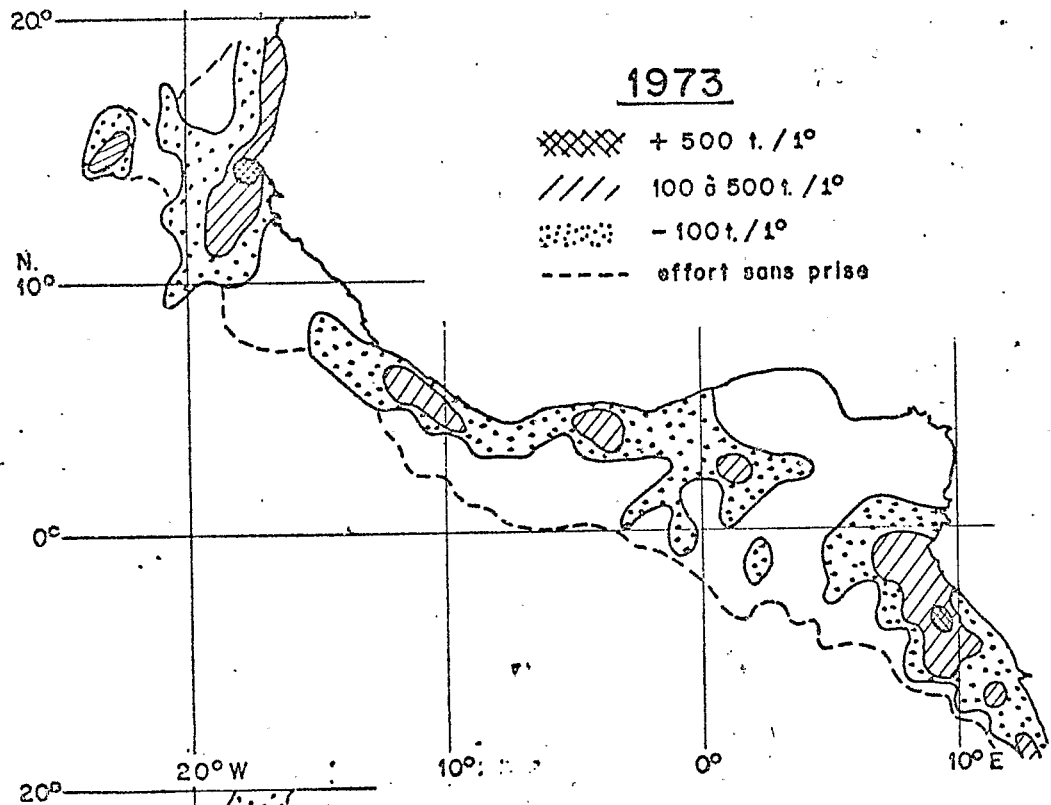
10°E.

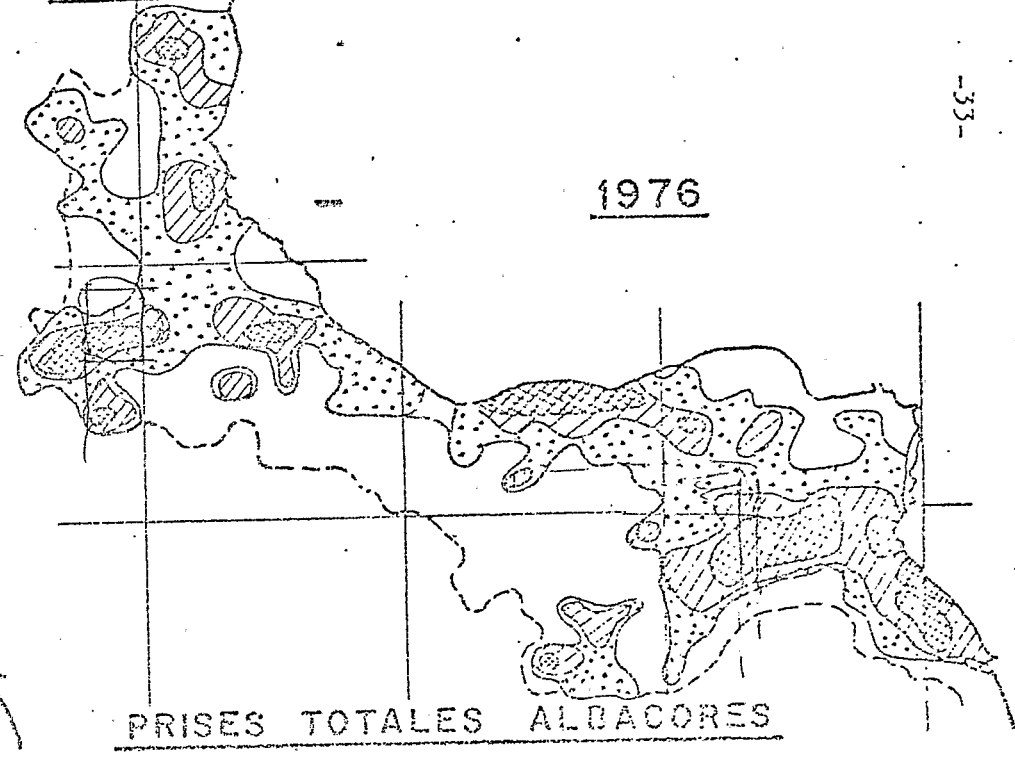
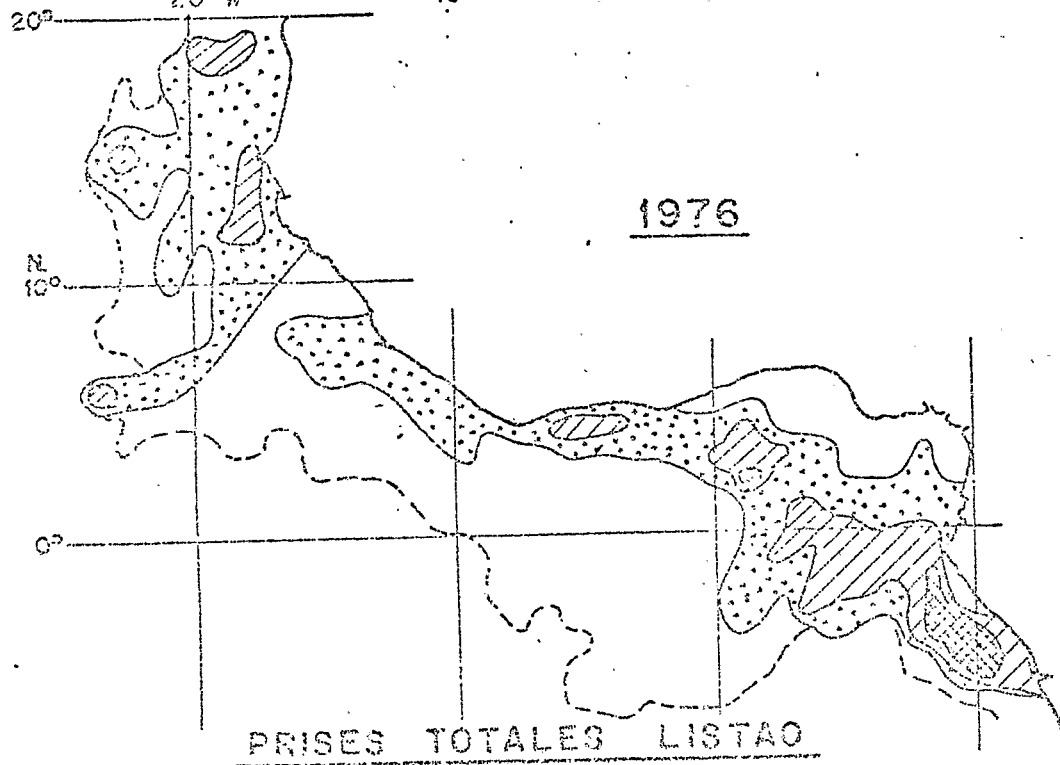
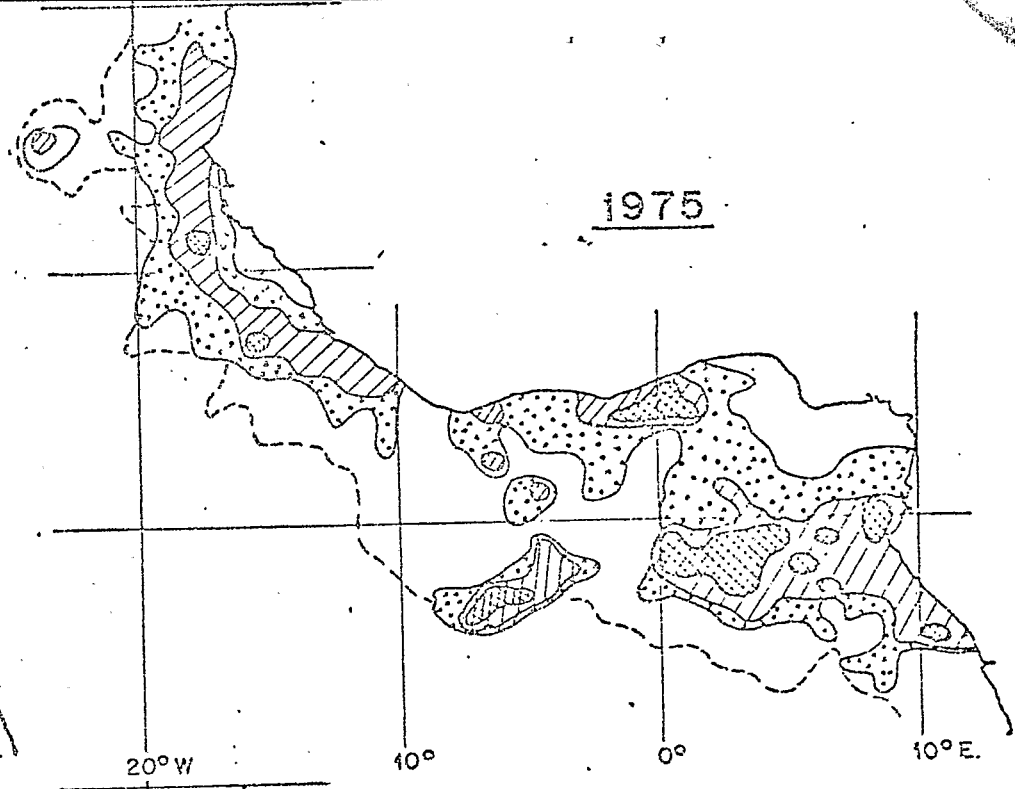
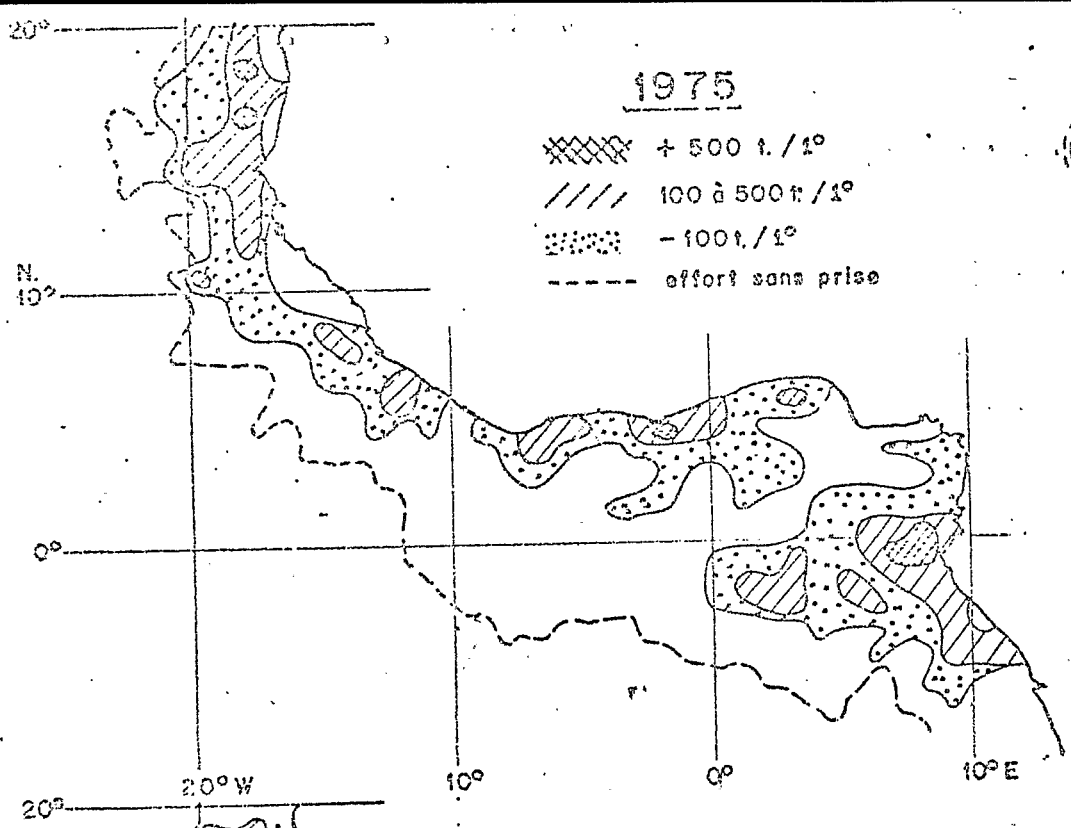
1970

PRISES TOTALES ALBACORES

-30-







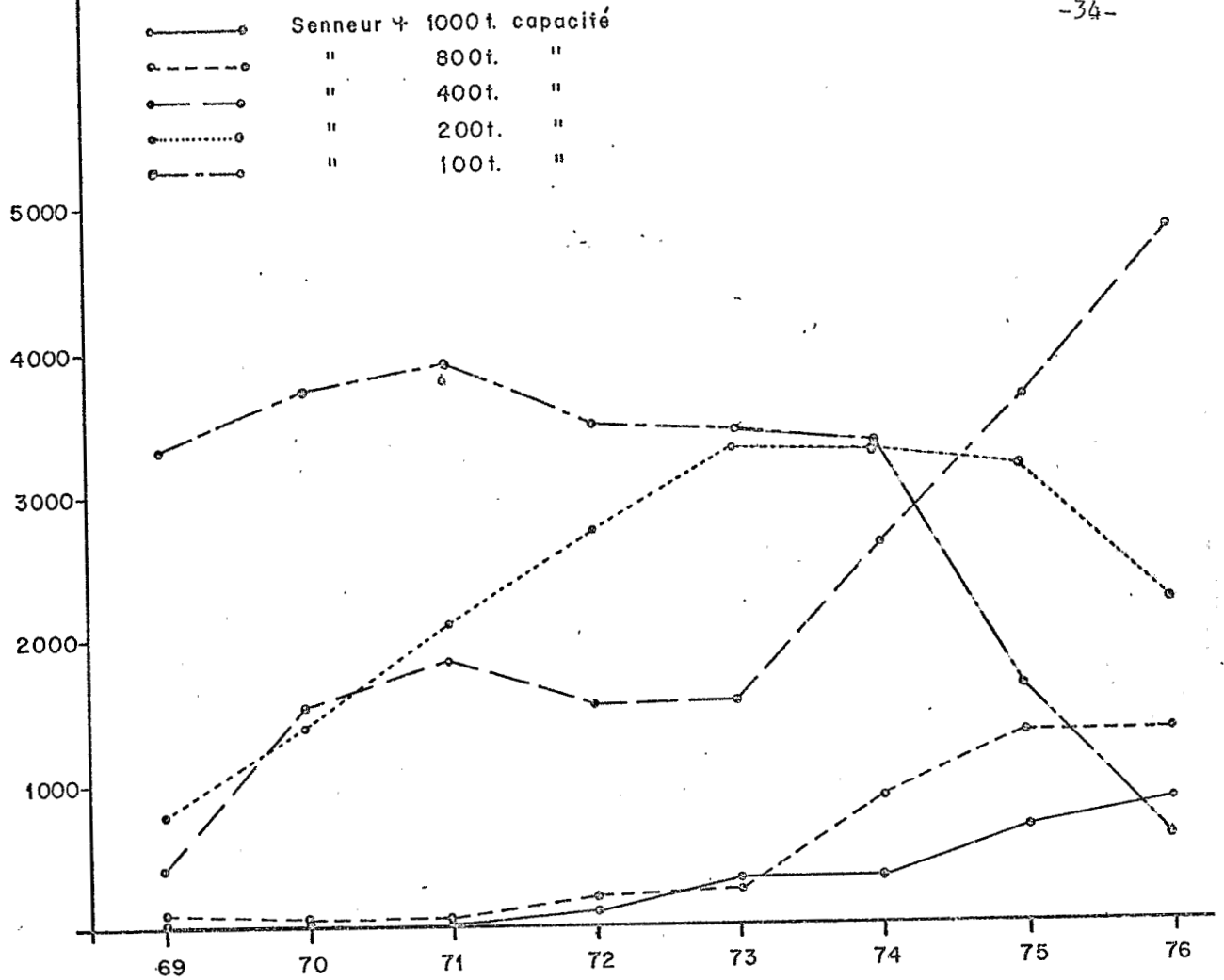


Fig.32 EFFORT DES SENNEURS FIS DE 1969 A 1976.

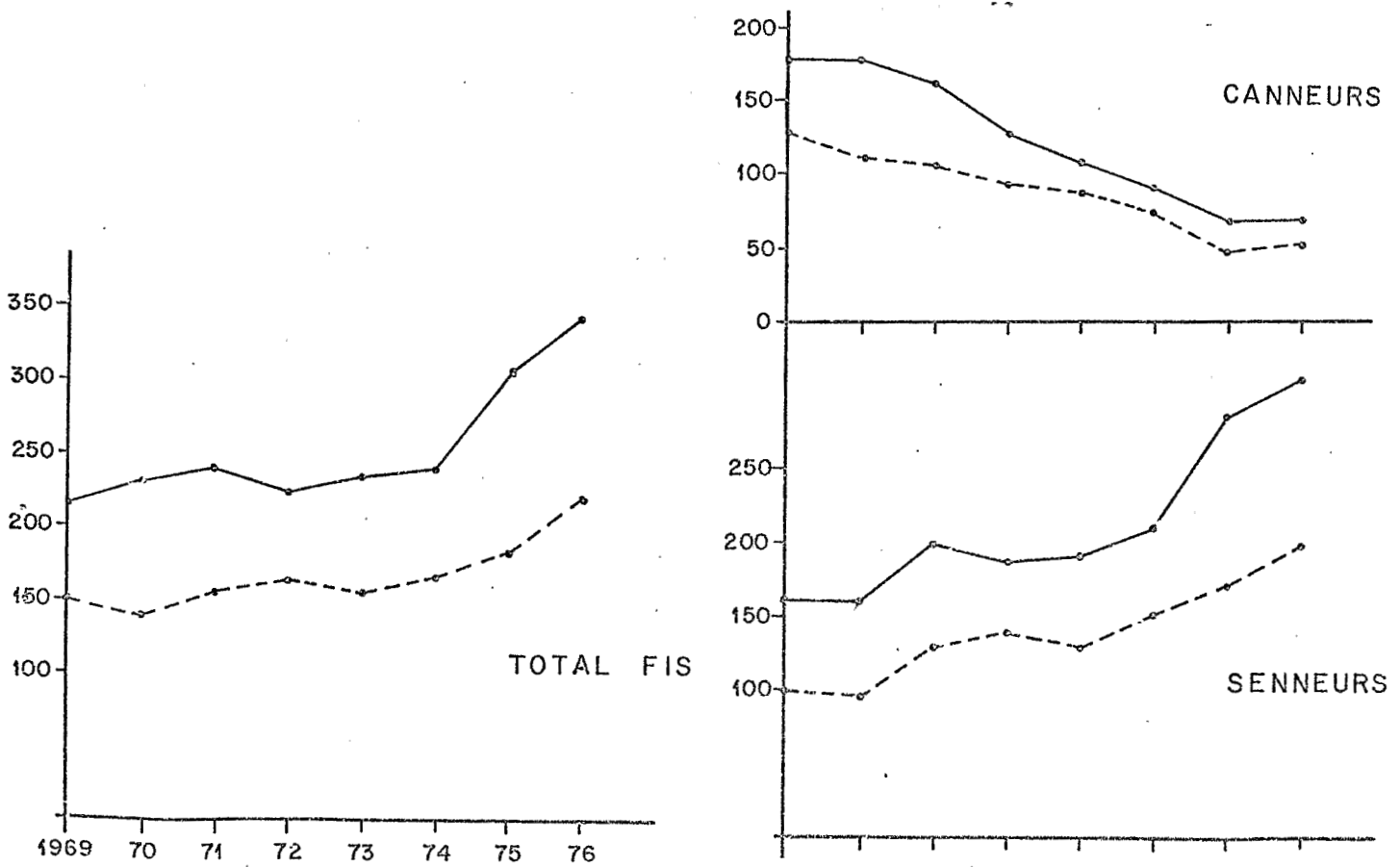
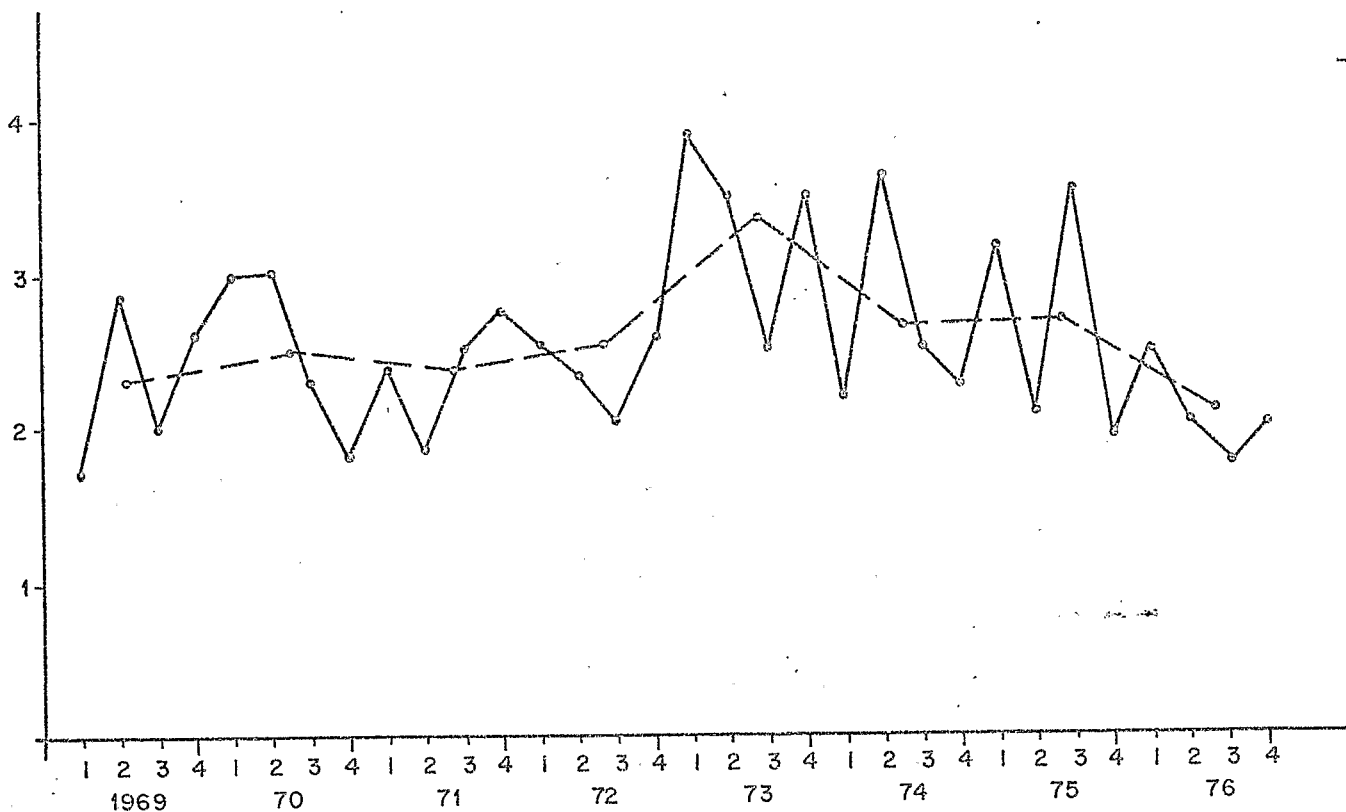


Fig.33 Nombre de carrés de 1° avec prise de YF (annuellement):
 --- prospectés:
 ———



FIS. Indices de concentration SENNEURS MOYENS (zone 10°N - 7°S)

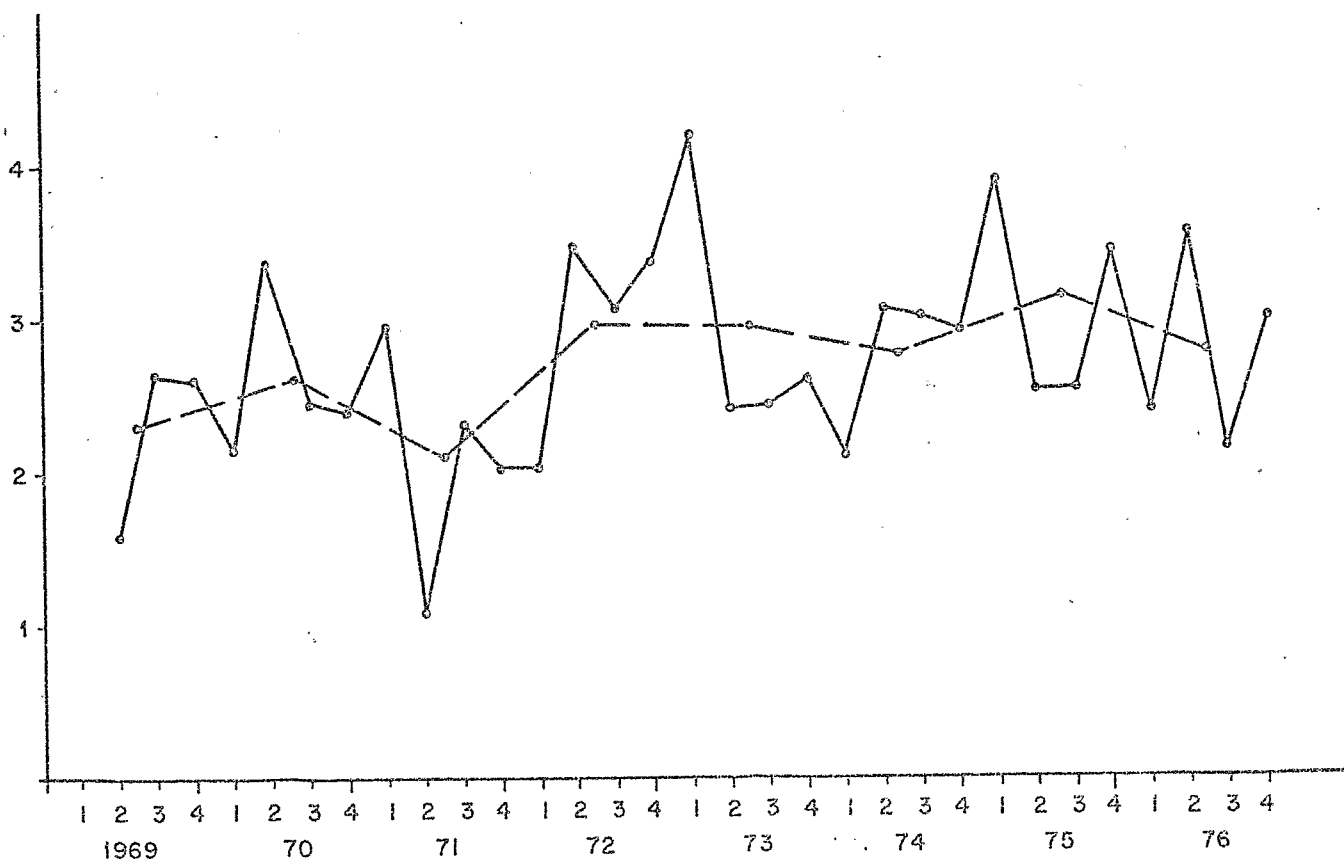


Fig.34-FIS. Indices de concentration GRANDS SENNEURS

nombre(milliers)

Fig.35

nombre

400

poids(t.)

poids

100

◇ poids
× nombre

5000t.

1000t.

LD1

LD1

1969

1970

100

5000

1000

LD1

LD1

1971

1972

100

5000

1000

LD1

LD1

1973

1974

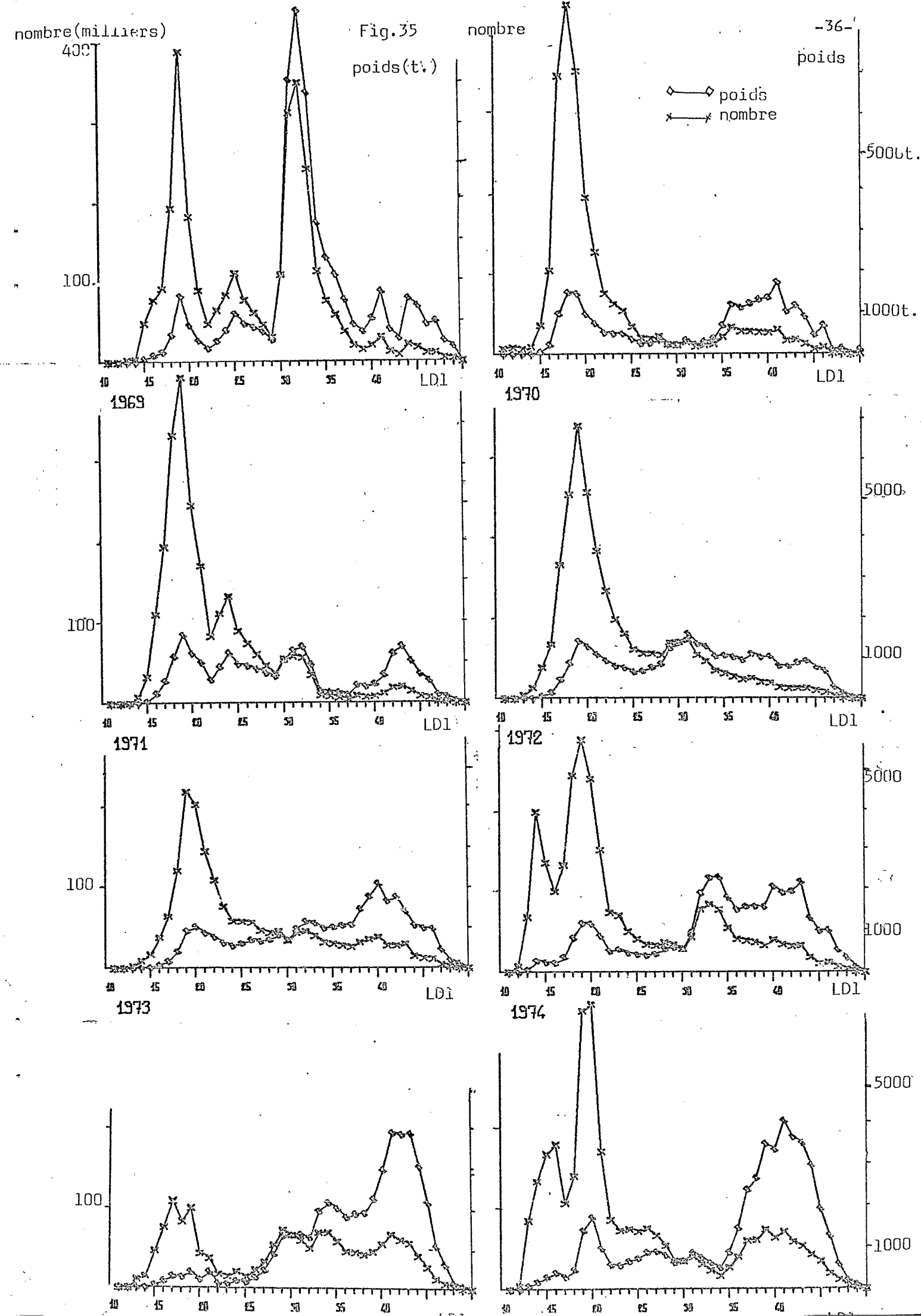
100

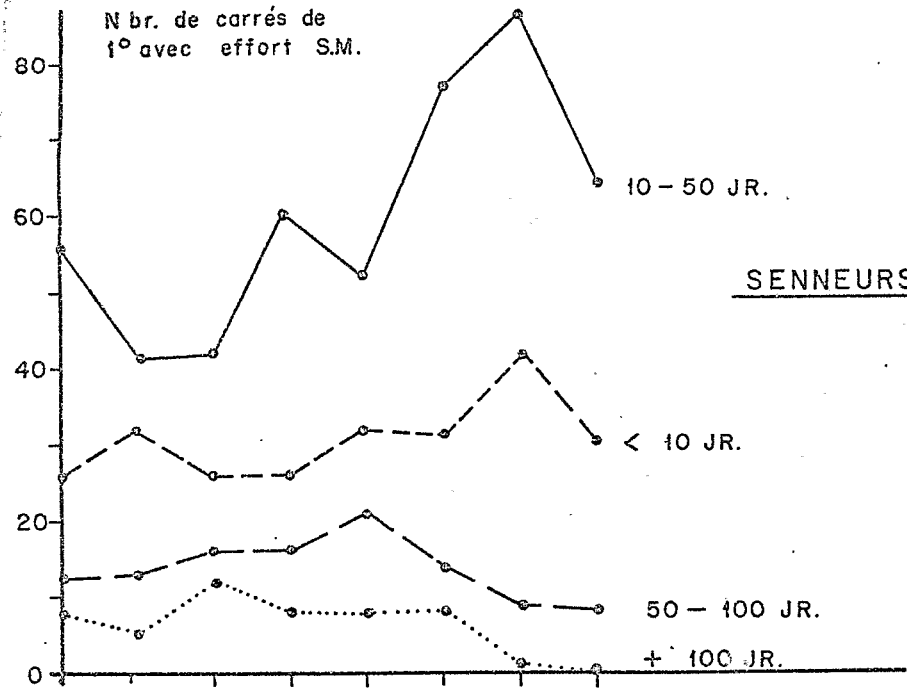
5000

1000

LD1

LD1





SENNEURS MOYENS

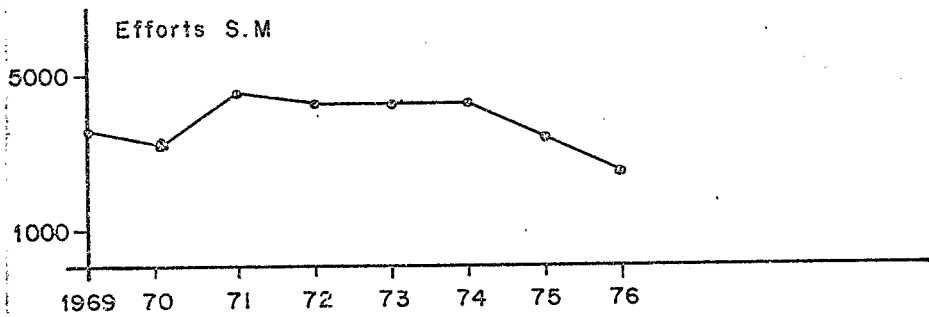


Fig.36 : Evolution du nombre de carrés de 1° avec un effort de pêche annuel inférieur à 10 jours de recherche, de 10 à 50, de 50 à 100, et plus de 100 JR. Moyens senneurs FIS.

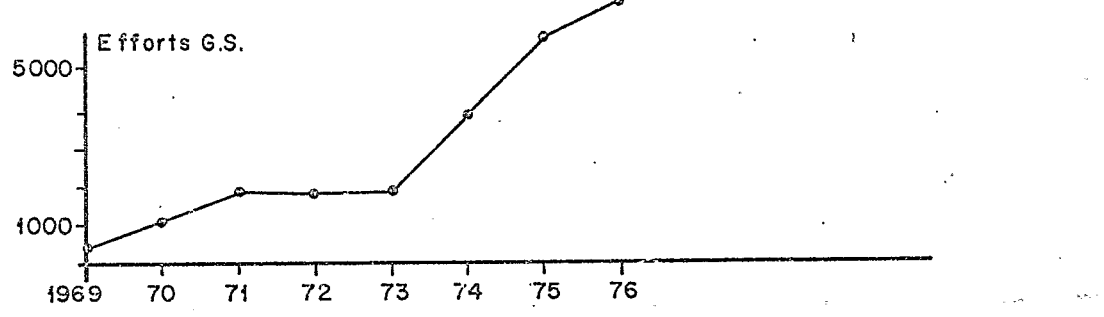
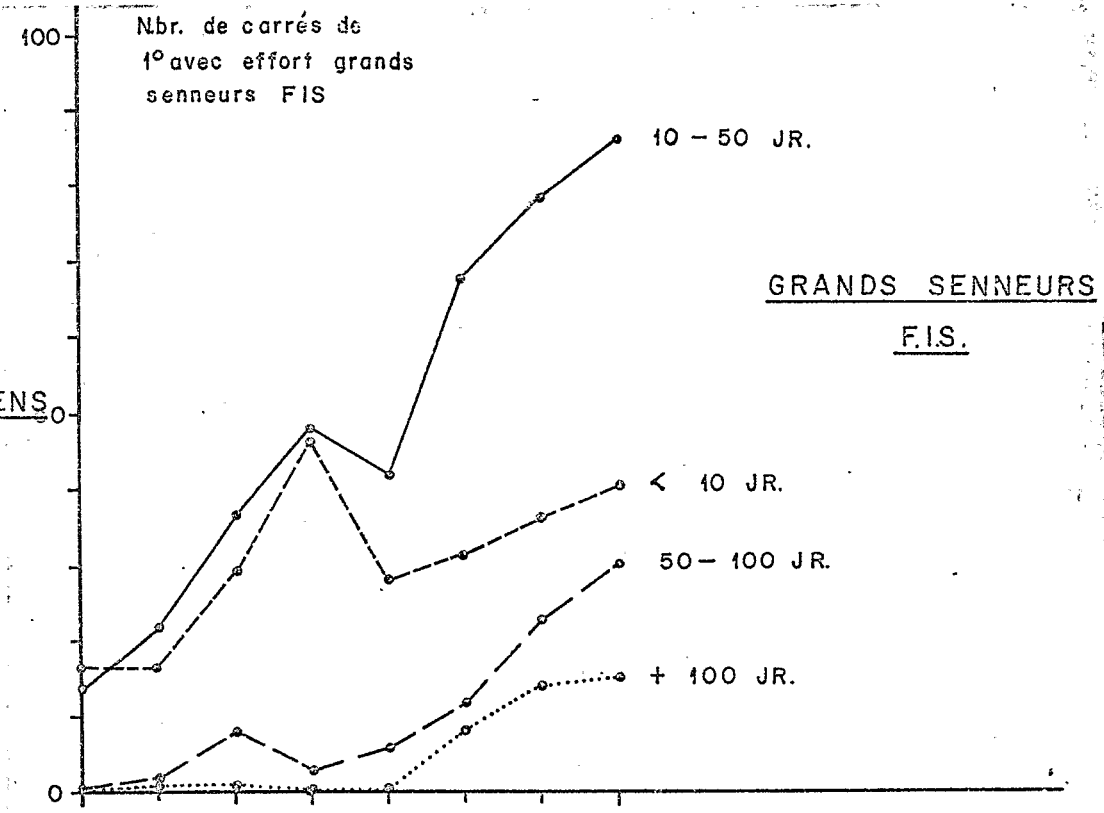


Fig.37: Idem grands senneurs FIS

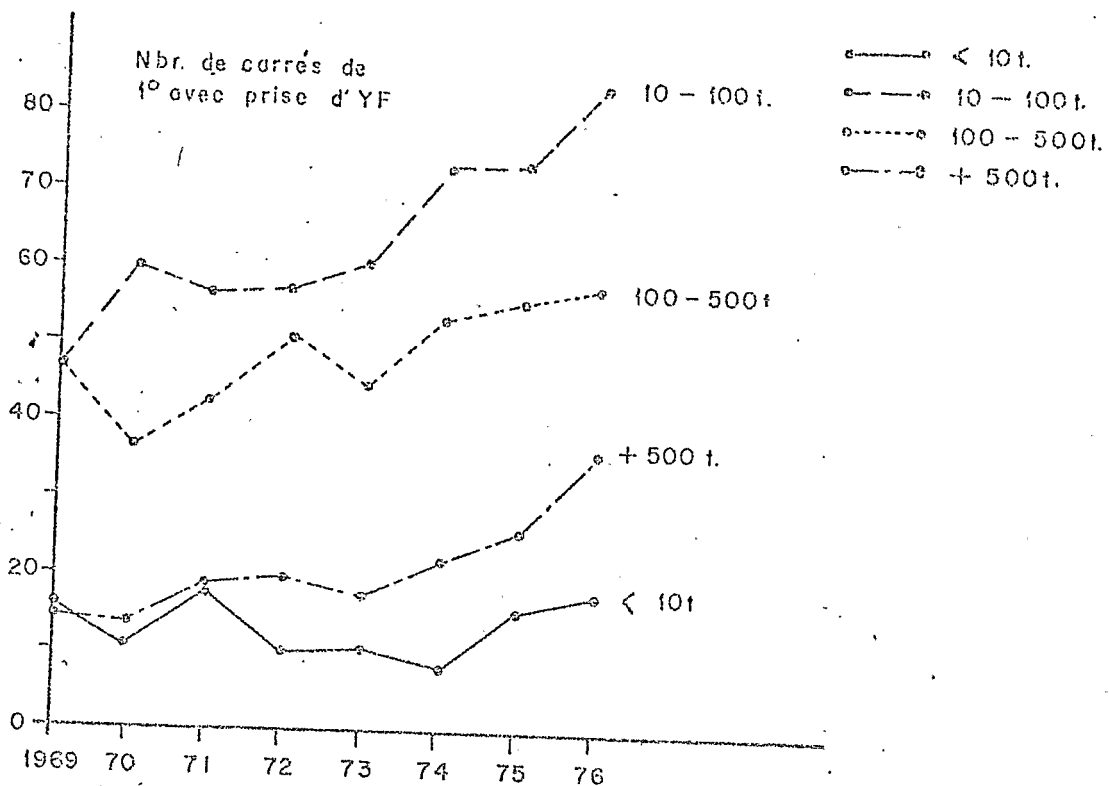


Fig.38: Evolution du nombre de carrés de 1^o avec une prise de yellowfin inférieure à 10 tonnes, de 10 à 100 t., de 100 à 500 t., et supérieure à 500 t.

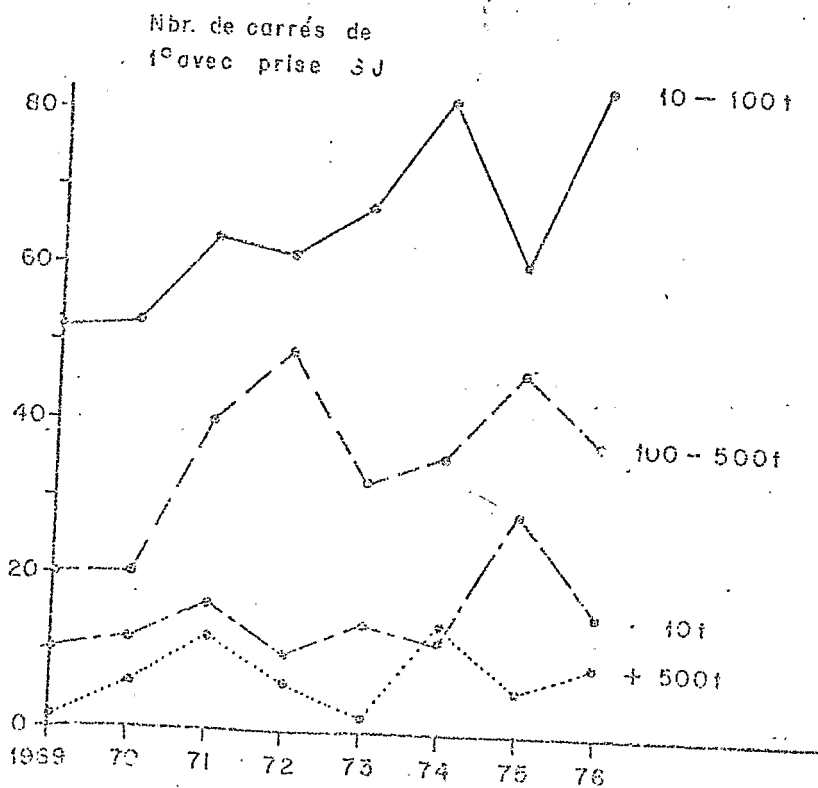


Fig.39: idem listao

Tab. 1 Prises yellowfin (flottille FIS) pour les 4 secteurs ICCAT de 1969 à 1976

	POINTE NOIRE	ABIDJAN	DAKAR	CENTRAL	TOTAL
1969	16670	5340	5818	479	28307
1970	8152	13232	3067	608	25059
1971	9349	11876	6192	302	27719
1972	18960	10607	2805	385	32757
1973	19363	9118	3191	407	32079
1974	27753	5649	4890	536	38828
1975	28825	7510	4172	5204	45711
1976	22913	13439	5085	8421	49858

Tab. 2 Prises listao (flottille FIS) pour les 4 secteurs ICCAT de 1969 à 1976

	ANGOLA	SAO THOME	SHERBRO	CAP VERT	TOTAL
1969	209	4880	605	2531	8225
1970	210	5396	3375	3843	12824
1971	721	7663	6037	6190	20611
1972	404	11739	3602	4305	20050
1973	1727	5418	1092	4247	12484
1974	9799	11832	880	6231	28742
1975	117	9531	1764	4275	15687
1976	1416	13566	1297	3306	19585

Tab. 3 - Nombre de thoniers par catégorie et mode de pêche
Flottille F I S de 1969 à 1976

	1969	1970	1971	1972	1973	1974	1975	1976
Canneurs glacières	51	45	28	32	26	27	29	27
Canneurs cong. 40 t	11	10	8	7	6	4	4	3
Canneurs cong. 90 t	12	13	15	13	9	8	5	1
Senneurs moyens 90 t	14	15	15	15	21	21	17	8
Senneurs moyens 200 t	6	7	12	14	18	17	14	18
Grands senneurs 400 t	4	6	7	7	7	12	17	18
Grands senneurs 700 t	1	1	1	2	2	4	5	5
Grands senneurs +1000	0	0	0	2	3	2	3	3

Tab. 4 - Efforts de pêche par engin et catégorie (capacité de transport)

	1969	1970	1971	1972	1973	1974	1975	1976
Canneurs glacières	6893	3835	3093	3547	3682	3588	3361	2313
Canneurs cong. 50 t	2605	1834	1184	1458	539	663	368	272
Canneurs cong. 90 t	3067	2748	3017	2263	1533	1121	132	15
Senneurs 90 t	3257	3769	3766	3501	3513	3301	1558	530
Senneurs 200 t	749	1469	2149	2827	3460	3303	2913	2210
Grands senneurs 400 t	400	1273	1727	1559	1558	2485	3669	4843
Grands senneurs 700 t	93	72	50	214	259	843	1340	1271
Grands senneurs + 1000	0	0	0	129	307	361	644	822

Tab. 5 PUE annuelles yellowfin par engin et catégorie (tonnes par jour de mer)

	1969	1970	1971	1972	1973	1974	1975	1976
Canneurs glaciers	0.81	0.60	0.91	.69	.77	1.05	.76	1.48
Canneurs cong. 40 t	1.22	1.10	1.04	1.13	0.79	1.11	(0.66)	(1.50)
Canneurs cong. 90 t	1.75	1.42	1.35	1.94	1.57	1.71	(0.90)	(1.12)
Senneurs moyens 90 t	3.06	1.96	1.93	2.28	1.93	1.82	1.89	1.52
Senneurs moyens 200 t	2.41	2.70	2.92	2.87	2.76	2.80	2.45	2.49
Grands senneurs 400 t	4.36	4.69	3.23	4.38	4.84	4.42	4.99	5.15
Grands senneurs 700 t	(12.52)	(4.00)	(5.79)	6.35	6.37	6.28	8.55	6.97
Grands senneurs +1000				(2.64)	4.62	5.25	6.48	6.46

Tab. 6 PUE annuelles listao par engin et catégories (tonnes par jour de mer)

	1969	1970	1971	1972	1973	1974	1975	1976
Canneurs glaciers	.30	.68	1.00	.65	.83	1.13	.50	.45
Canneurs cong. 40 t	.52	.47	.67	.51	.39	.56	.63	.61
Canneurs cong. 90 t	.42	.49	.73	.38	.27	.29	.05	.79
Senneurs moyens 90 t	.89	1.10	1.53	1.43	.74	1.30	1.05	.56
Senneurs moyens 200 t	.79	1.57	1.92	1.89	1.04	2.25	1.37	1.19
Grands senneurs 400 t	.48	1.46	2.78	3.43	1.34	2.94	1.40	1.89
Grands senneurs 700 t	(1.62)	(4.89)	(.37)	2.76	1.83	4.60	1.49	2.65
Grands senneurs +1000				2.06	1.60	3.96	2.20	2.14

Nota : Les pue des tableaux 5 et 6 sont égales à la somme des prises annuelles/somme des efforts annuels par catégorie.

Tab. 7 Facteurs de puissances de pêche globales des différentes catégories

	1969	1970	1971	1972	1973	1974	1975	1976
CC 2	0.81	0.81	0.84	0.70	0.60	0.85	--	--
CC 3	1	1	1	1	1	1	1	1
S 3	1.27	0.72	0.61	0.78	0.71	0.62	0.78	0.60
S 4	1	1	1	1	1	1	1	1
S 5	1	1	1	1	1	1	1	1
S 6				1.18	1.35	1.46	1.57	1.36
S 7				0.60	1.00	1.26	1.36	1.22

Tab. 8 Prises pour les 8 secteurs définis fig. 10

a) Yellowfin

	1969	1970	1971	1972	1973	1974	1975	1976
DAKAR	6294	3231	5993	3149	3555	5406	4475	5296
SHERBRO	1704	6009	6222	5206	3007	3118	3756	4755
ABIDJAN	4056	7030	5333	5507	6938	3769	6223	8039
POINTE NOIRE	13676	6897	6703	14836	16193	19345	11984	15149
OUEST ILES	923	481	807	860	442	4729	13819	5945
EQUATEUR	442	7	92	449	243	103	4255	2100
DOME GUINEE	0	6	52	55	1	0	43	7971
DIVERS	1212	1398	2517	2695	1700	2338	1156	606

b) listao

	1969	1970	1971	1972	1973	1974	1975	1976
DAKAR	2530	3825	5876	4303	4244	6225	4142	3278
SHERBRO	587	3209	5344	3374	924	829	1105	442
ABIDJAN	646	2270	2857	2002	1466	1577	2458	2871
POINTE NOIRE	3802	3062	4772	8788	4608	9447	6093	11225
OUEST ILES	229	191	472	310	56	799	1420	1085
EQUATEUR	13	0	11	206	151	139	85	101
DOME GUINEE	0	4	26	82	3	0	5	403
DIVERS	418	263	1253	985	1032	9726	379	180

TABLE DES MATIERES

A - Fig. 1 à 9 : Statistiques par quinzaines de pêche toutes zones

valeurs observées

lissage par moyenne mobile sur 3 points

Fig. 1 Prises de Yellowfin (par engin et total FIS) p. 2

Fig. 2 Prises de listao (par engin et total FIS) p. 3

Fig. 3 Prises totales FIS, p. 4

Fig. 4 Efforts de pêche (par engin) p. 5

Fig. 5 Prises par unité d'effort yellowfin, listao et totale des senneurs moyens (efforts non standardisés, \leq 300 t de capacité) p. 6

Fig. 6 Prises par unité d'effort yellowfin, listao et totale des grands senneurs (efforts non standardisés, $+$ 300 t de capacité) p. 7

Fig. 7 Nombre de carrés de 1° visités (par engin et total FIS) p. 8

Fig. 8 Nombre de carrés de 1° avec une prise de yellowfin (par engin et total FIS) p. 9

Fig. 9 Nombre de carrés de 1° avec une prise de listao (par engin et total FIS) p. 10

B - Fig. 10 à 21 : Statistiques par zones de pêche, mois et engins

Fig. 10 Zones de pêche retenues p. 11

Fig. 11 Efforts de pêche des canneurs glaciers et des canneurs congélateurs p. 12

Fig. 12 Efforts des senneurs moyens (standardisés en senneurs 200 t capacité) et des grands senneurs (standardisés en grands senneurs 400 t de capacité) p. 13

Fig. 13 Prises de yellowfin par des canneurs glaciers et des canneurs congélateurs, p. 14

Fig. 14 a) Prises de yellowfin par les senneurs moyens et les grands senneurs p. 15

Fig. 14 b) Prises totales yellowfin, p. 16

Fig. 15 Prises de listao par les canneurs glaciers et congélateurs, p. 17

Fig. 16 Prises de listao par les senneurs moyens et les grands senneurs, p. 18

Fig. 17 Prises par unité d'effort yellowfin des canneurs glaciers et congélateurs, p. 19

Fig. 18 Prises par unité d'effort yellowfin des senneurs moyens et des grands senneurs, p. 20

Fig. 19 Prises par unité d'effort listao des canneurs glaciers et congélateurs, p. 21

Fig. 20 Prises par unité d'effort listao des senneurs moyens et des grands senneurs, p. 22

C - Fig. 21 à 27 : Prises par unité d'effort yellowfin par secteur (de la fig. 10 et par engin (trimestrielles))

Fig. 21 Secteur Dakar, p. 23

Fig. 22 Secteur Sherbro, p. 24

Fig. 23 Secteur Abidjan, p. 25

Fig. 24 Secteur Pointe-Noire, p. 26

Fig. 25 Secteur Ouest des Iles, p. 27

Fig. 26 Secteur Equateur, p. 28

Fig. 27 Secteur Dôme de Guinée, p. 29

D - Fig. 28 à 31 Cartes des prises totales FIS (yellowfin et listao)

Fig. 28 Prises FIS années 1969 et 1970, p. 30

Fig. 29 Prises FIS années 1971 et 1972, p. 31

Fig. 30 Prises FIS années 1973 et 1974, p. 32

Fig. 31 Prises FIS années 1975 et 1976, p. 33

E - Graphiques divers :

Fig. 32 Effort annuel des senneurs FIS par catégorie de taille, p. 34

Fig. 33 Nombre annuel de carrés de 1° exploités (yellowfin) et prospectés par les canneurs et les senneurs, p. 34

Fig. 34 Indices de concentration de Gulland sur le yellowfin des senneurs moyens et des grands senneurs, p. 35

$$I = (\text{somme des prises} / \text{somme des efforts}) / \text{moyenne des pue par carré } 1^{\circ}$$

Fig. 35 Fréquences des tailles (longueurs prédorsales) des yellowfin débarqués par la flottille FIS - Totaux annuels tous engins (en nombre et en poids), p. 36

Fig. 36-37 Evolution du nombre de carrés de 1° avec un effort de pêche annuel inférieur à 10 jours de recherche, de 10 à 50, de 50 à 100 et + de 100 J. R. (pour senneurs moyens, fig. 36 et grands senneurs, fig. 37) p. 37

Fig. 38-39 Evolution du nombre de carrés de 1° avec une prise de yellowfin (fig. 38) et de listao (fig. 39) inférieure à 10 t, de 10 à 100 t de 100 à 500 t et supérieure à 500 t, p. 38

F - Tableaux :

Tab. 1	Prises FIS dans les 4 secteurs I.C.C.A.T. : yellowfin	p. 39
Tab. 2	Prises FIS dans les 4 secteurs I.C.C.A.T. : listao	p. 39
Tab. 3	Nombre de thoniers par catégorie et mode de pêche	p. 40
Tab. 4	Efforts en jours de mer par catégorie et mode de pêche	p. 40
Tab. 5	p.u.e. (t./jour de mer) yellowfin par catégorie et mode de pêche	p. 41
Tab. 6	p.u.e. (t./jour de mer) listao par catégorie et mode de pêche	p. 41
Tab. 7	Facteurs de puissances de pêche globales des différentes catégories	p. 42
Tab. 8	Evolution des prises yellowfin et listao pour les 8 secteurs de la fig. 10	p. 42