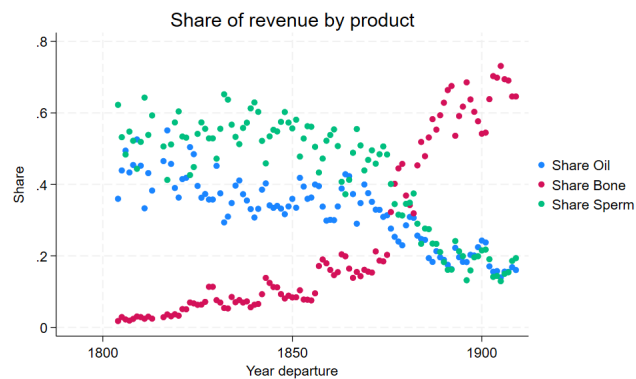


Descriptive results (meeting 6th of may)

Lucas Condeza*

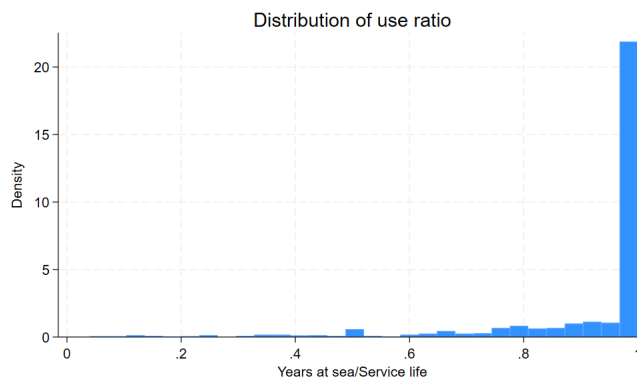
May 12, 2025

Figure 1: Most revenue due to bones



Even with sperm/oil prices at their peak (1850-60) most revenue came from bones. This figure is at odd with Town (1907, p76): “For many decades previous to 1860 oil had been the most valuable product of the fishery”.

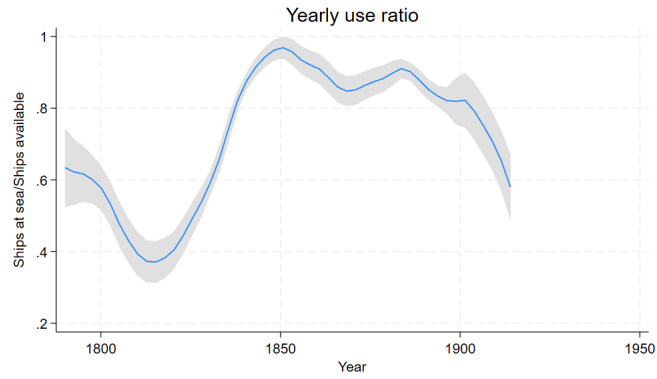
Figure 2: Use ratios (1)



Ship-captain matching is almost always successful? Ships are idle very little time

*Yale University

Figure 3: Use ratios(2)



Low use-ratio around 1810. Could be caused by the Napoleonic wars. “ The depredations of the French privateers on American commerce were felt heavily in the whaling fleet. This risk was so great , that the rates of insurance increased so that shipowners must have been subject to a loss, even if ships had arrived with full cargoes” (Tower 1907, p. 58)

Figure 4: Industry evolution

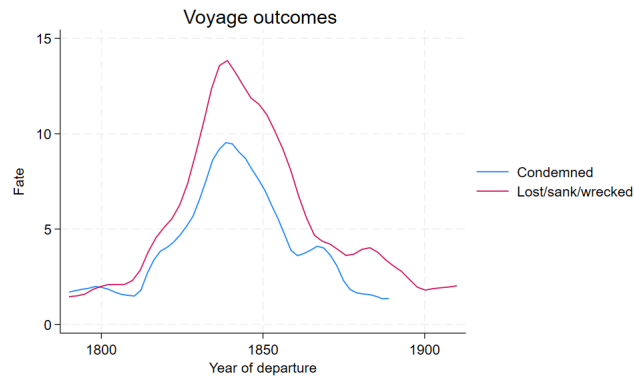
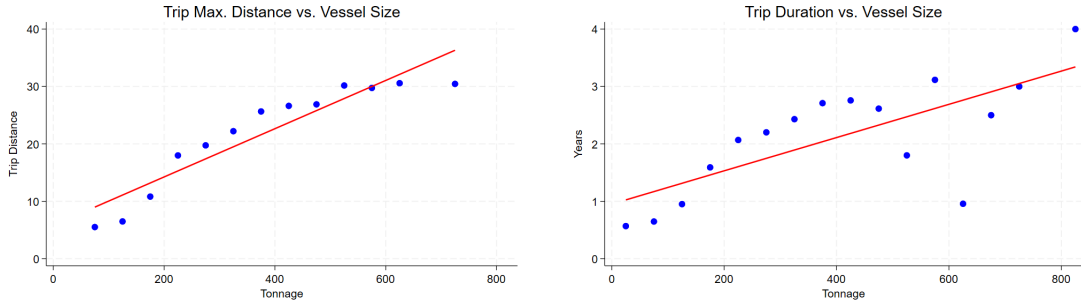


Figure 5: Distance/Time of trips as function of size.



Bigger ships make longer- in terms of distance and time- voyages.

Figure 6:

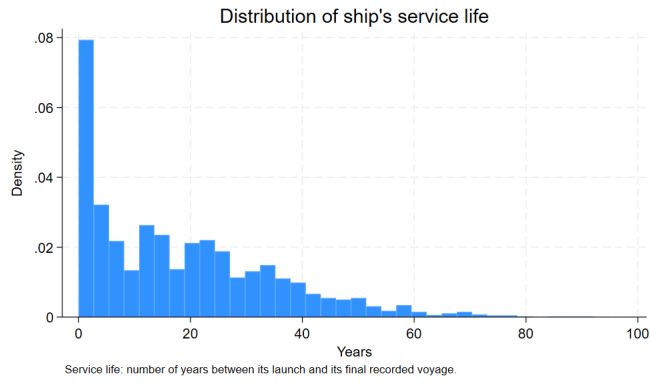
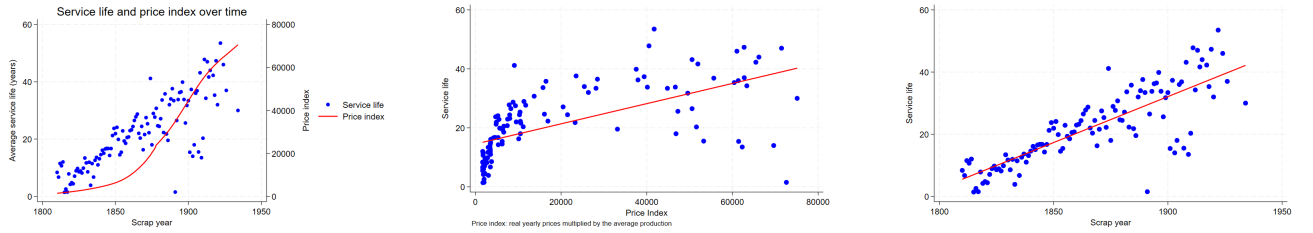
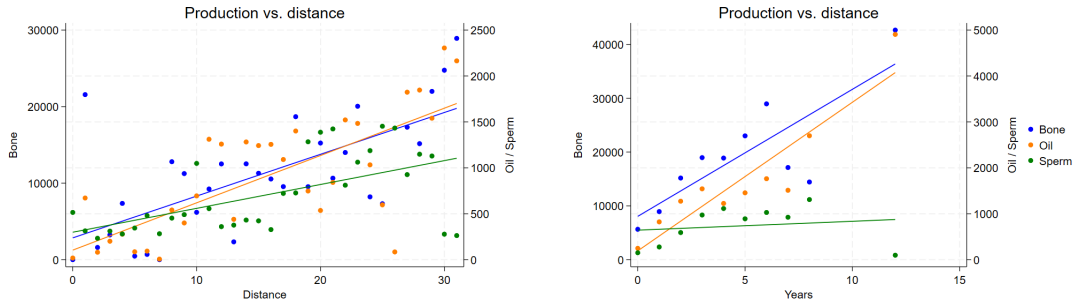


Figure 7: Distance/Time of trips as function of size.



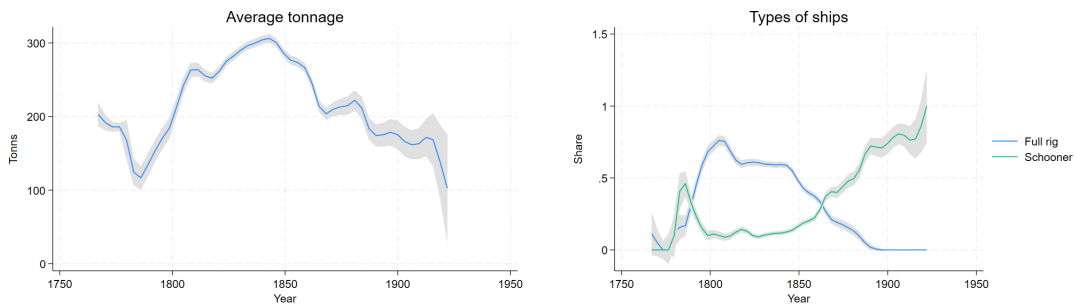
When prices are high the average age at which ships are scrapped increases, moreover the average scrapping age is higher for later years.

Figure 8: Longer voyages produce more.



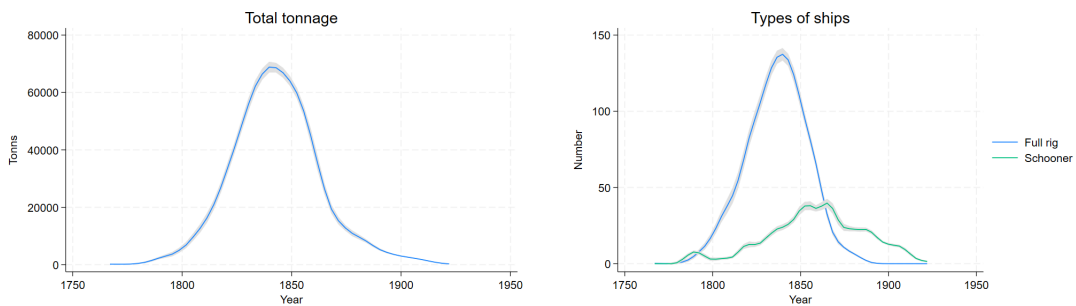
Longer - in terms of time and distance- voyages produce more but less than proportionally more.

Figure 9: Ship evolution



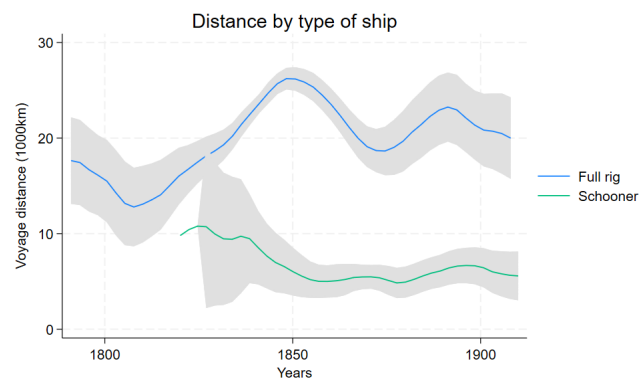
Average tonnage peaks in the 1850s and then decreases driven by a decrease of full rig ships and an increase in the share of schooners.

Figure 10: Industry evolution



The total tonnage peaks around 1850.

Figure 11:



Schooners are used for shorter voyages

Figure 12:

