

**S. 12. 3. – SEALIT II: MEDITERRANEAN SHIPPING
AND LABOR IN TRANSITION**
Chair: MARIA FUSARO
(University of Exeter)

Panel Abstract

The transition from sail to steam and the industrialization in shipping were among the main phenomena that affected traditional sectors such as shipbuilding, maritime trade and shipping, as well as the auxiliary trades. The advent of steam navigation introduced new types of professions both on board and ashore, and a new type of organization for shipping enterprises. The purchase and management of a steamship demanded a more developed corporate venture and stronger connections with more distant (often outside the Mediterranean, e.g. London) and complex sources of shipping finance. Passenger steam navigation companies needed agents and offices in ports, and a type of staff previously unknown to the shipping industry. As far as labour is concerned, new types of maritime professions like engineers, stokers, boiler-makers, catering and hotel personnel (in the case of passenger lines), rendered obsolete the art of seamanship accumulated over many generations in the sailing ships. New and more distant trade routes altered the rhythms of communication between the seafaring families and their male members working on ships. Seafaring families were often impelled to emigrate from smaller communities to greater ports and maritime centers in order to acquire access to capital and resources, and secure more effective management of their businesses. Of this dynamic world in transition in the Panel SealIT II will be presented:

- How part of the maritime population of Galaxidi, a traditional port engaged in sailing shipping, was integrated in the industrialized port of Piraeus in late 19-early 20th centuries.
- How industrialization in shipping changed the recruiting methods in maritime labor through the case study of the Russian Steam Navigation and Trading Company, and
- How and why the Austrian Lloyd shaped the new maritime labour landscape of Trieste and Adriatic Sea, leading the transition of the Habsburg shipping from sail to steam.

Keywords

Passenger Steam Navigation, New maritime professions, Industrialization of shipping, Emigration.

Maritime labor in Greece and seafaring professions during the transitions from sail to steam, 1850-1914.

ALKIVIADIS KAPOKAKIS (PhD student, University of Crete-IMS/FORTH)

During the 19th century, seafarers represented one of the largest and most dynamic part of the labour force in the Greek kingdom. This particular relevance is reflected by the establishment of the Seamen's Pension Fund in 1861, the first state insurance institution for workers in Greece. The Seamen's Pension Fund represents a focal point for the study of maritime labor: for the first time, through this source, we have records of Greek seafarers and practitioners (fishermen, boatmen, sponge divers).

The labor force of the Greek merchant marine was coming primarily from small and barren Aegean islands, which, from the 18th century, had turned to sea and maritime trade as the only way of revenue. On these islands gradually emerged strong maritime communities, with skilled captains, sailors, fishermen and shipbuilders. The emergence of new technologies in navigation, such as the steam, and the creation of new business networks, caused significant changes in the traditional maritime communities of the Greek kingdom and its seafaring populations. In this respect, the purpose of this presentation is to describe the changes that took place in the field of maritime labor. Our approach focuses mainly on two aspects: firstly, the social and professional development of seafarers, and, secondly, the geographical distribution of seafarers.

This paper is based on the comparative study of quantitative data derived from three categories of sources: the civil registers of specific maritime communities for specific years during 1860-1890, the register of maritime workers from 1860-1900, and the official reports of the Seamen's Pension Fund for retired, unemployed and disabled seafarers. These statistical data will be examined in parallel to other research field, such as the state policy, the labor relations, the education and the insurance system for seafarers.

The transformation of traditional maritime communities and the emergence of maritime centers in Greece in the age of steam

KATERINA GALANI (Institute for Mediterranean Studies/FORTH)

Abstract

The paper addresses the transition from sail to steam in Greece from the point of view of small-scale maritime communities. Through the case study of Galaxidi, a maritime community that failed to adapt to technological innovation, we investigate the demise of a traditional community, the disruption of the established social and economic relations and their impact on social hierarchies drawing upon notarial records and private archives.

The economic stagnation of Galaxidi in the early 20th century caused waves of migration towards the newly established port of Piraeus in search of better working opportunities. The port of Piraeus, built from scratch during the second half of the 19th century, remains to the present surprisingly under-studied despite its role as a national and international port. The “Greek Manchester”, as Piraeus has been described in the literature, welcomed the introduction of steam both in industry and transportation. So far, emphasis has been placed on its industrial development; The paper, through the use of demographics (censuses), port and city planning, municipal regulations and local press, traces its gradual consolidation into a maritime center that attracted not merely Galaxidiots, but migrants from the maritime communities across the Aegean and the Ionian seas.

The decline of maritime communities came along with the concentration of services in maritime centers. A critical example is the nautical and technical education in Piraeus. The introduction of steam-shiping and the employment of Greek seafarers in a globalized labour market required the upgrade of the curriculum, the introduction of hands-on training in the novel technology and the systematization and certification of nautical education. A series of laws and institutions (both private and public schools) appeared from the early years of the Greek Kingdom to verify the importance of the maritime industry in the political agenda of the time.

Biography

Katerina Galani studied history and archaeology at the University of Athens. She continued her postgraduate studies in Economic and Social History (M.Sc) at the University of Oxford, Wolfson College. In Oxford, she also completed her doctoral thesis on British Shipping during the Napoleonic Wars which was awarded the Frank Broeze Prize by the International Maritime Economic History Association in 2012.

Currently, she is an Adjunct Lecturer in Economic and Social History at the Ionian University and the Hellenic Open University. Her research interests involve trade, shipping and banking

in the Mediterranean and Western Europe in the 18th and 19th centuries. She has participated in research projects on maritime, financial and economic history and she has several publications in peer-reviewed journals and collective volumes. Her first monograph, *British Shipping in the Mediterranean during the Napoleonic Wars; The untold Story of a Successful Adaptation* was published by Brill in 2017.

Restructuring of recruitment methods of seafarers of the Russian Steam Navigation and Trading Company, second half of the 19th-beginning of the 20th century

ANNA SYDORENKO (Institute for Mediterranean Studies/FORTH)

Abstract

My paper revolves around the creation and establishment of a different methods of recruitment for the crews of the Russian Steam Navigation and Trading Company (RSNT). The impact of the RSNT on the Odessa shipping world was reflected by the fact that any change within the company had also a broader effect on the Russian maritime labour system. During the long period of transition from sail to steam navigation, the recruitment methods went through a dynamic phase of changes. Since the first years of its activity, the company had to solve three principal and interrelated issues: the limited availability of maritime labour force; the absence of specialized seagoing personnel, qualified to work with the new steam technology; the lack of a recruitment pool able to guarantee the RSNT a constant “supply” of crews. Thus, the different models and approaches in the recruitment of both officers and lower ranks of the crews will be analyzed chronologically, pointing out the impact of technological transformation, the main goals of the company and the maritime labour policy of the Russian Empire.

Biography

Anna Sydorenko studied Political Science at the National and Kapodistrian University of Athens. She completed her Ph.D thesis at the Ionian University entitled: “The economic development of the Crimean port-cities, second half of the 19th, beginning of the 20th century. Evpatoria, Sevastopol, Theodosia”.

She has received a three-year scholarship 2013-2015 in the research project: THALIS, “The Black Sea and its port-cities, 1774-1914. A development, convergence and linkages with the global economy”, (<http://blacksea.gr/>), financed by the Greek National Strategic Reference Framework, the E.U. and the Greek Ministry of Education. From 2008 to 2010, she participated in the research project “Economic and Social Development of the Azov Port-Cities and the Greeks in the Long 19th century” under the supervision of Professor Gelina Harlaftis and Dr. Evridiki Sifneos (INR/NHRF). She is currently a postdoctoral researcher in the ERC project SeaLiT coordinated by Dr. Apostolos Delis (IMS/FORTH).

An engine for the Empire. The leading role of the Austrian Lloyd in the transition from sail to steam in the Habsburg monarchy.

MATTEO BARBANO (Institute for Mediterranean Studies/FORTH)

Abstract

The history of Austrian Lloyd is one of the brightest examples of the massive impact that the new steam navigation technology had not only on shipbuilding industry, but also in re-defining several crucial aspects of a Mediterranean city: Trieste. Due to steam, it became a pivotal point for the mobilization of passengers, goods and mails along an axis that, from 1893, reached its maximum extension, with lines to Brazil and Japan.

The aim of this paper is to point out the influence of the Company on the new maritime labour landscape generated by the advent of steam in the main Adriatic port of the Hapsburg Empire. To reach the objective, the path of analysis will cross three main aspects, fundamental for the comprehension of the long transition from sail to steam. The first one is the involvement of the old Adriatic maritime communities in the rise of a new Triestine maritime workforce. The second is the role of the Company in the reshaping of the Austrian waged sea labour due to the near monopoly of the steam shipping held by the Lloyd till the end of the nineteenth century. The third, and last, is the relation between the presence of Company in Trieste and the development of a new educational system, able to guarantee a recruitment pool of specialized seagoing personnel to be employed in steam navigation.

Biography

Matteo Barbano (Genoa, 1986) studied Modern and Contemporary History at the University of Genoa. Since 2012 he has been a member of Laboratorio di Storia Marittima e Navale (NavLab), coordinated by Prof. Luca Lo Basso. In 2016 he completed his PhD thesis at the Department of History, Philosophy and Antiquities (DAFIST), Genoa University, with the title: "Within the Straits: the English, Tangier and Barbary (1661-1684)".

Currently he is a post-doc researcher engaged in the project "Seafaring Lives in Transition. Mediterranean Maritime Labour and Shipping during Globalization, 1850s-1920s" (SeaLit) coordinated by Dr. Apostolos Delis. In this context, his studies are focused on maritime labour in the Adriatic sea, and in particular on the activity of the Austrian Lloyd from its foundation till the end of the Long Nineteenth Century.