

S. 4. 4. – 20TH-CENTURY NATIONAL SHIPPING INDUSTRIES

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(Bergen Maritime Museum/Museum Vest)

The origin of modern ocean-going shipping in Korea, 1910-1945 : colonial legacy or internal growth

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Abstract

Koreans controlled 1,641 vessels and 86,092,836 deadweights in January 2021, placing Korea as the world's seventh-largest shipowning country. Considering that there were only 3 ocean-going vessels with 5,582 gross tons at the time of liberation in August 1945, it was an extraordinarily swift development. Some have argued that the Japanese colonial rule caused this rapid growth of Korea's economy. This paper analyzes the actual situation of ocean-going shipping from 1910 to 1945 to confirm the origin of the modern shipping industry in Korea. After reviewing the arguments on the role of colonial rule for the development of the shipping business during the colonial period in Section I, Section II reconstructs the development process of Chosen Yusen as a sole ocean-going shipping company during the colonial period. Section III demonstrates marine education for cultivating human capital for the shipping business. This paper might help one understand that the colonial rule itself cannot bring about the development of the ex-colonial country after liberation.

Key Words

colonial modernization, Korea, shipping, marine education

Biography

The author is an associate professor of Korea Maritime & Ocean University and a master mariner. After working in the merchant marine for three years, he studied history at Korea University in Seoul from 1993 to 2002, where he was awarded a doctorate for his dissertation on the 'English shipping industry during the industrial revolution'. He worked at the maritime museum in Korea Maritime University from 2002 to 2007, at Korea Branch School of Netherlands Shipping and Transport College from 2007 to 2009, and at Mokpo Maritime University in 2012. He has worked at the KMOU since October 2017. His research interests lie in the field of maritime history, especially in the history of English shipping, and the history of navigation.

The ship-owning business group of Andreadis, 1952-1975

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Abstract

The paper focuses on the business group of the shipowner Stratis Andreadis in the second half of the 20th century. Originally engaged in shipping and being the offspring of a traditional ship-owning family from Chios, Andreadis after the end of World War II and the destruction of almost all of the Greek merchant fleet, acquired two Liberty ships with the guarantee of the Greek State. This was the beginning of his fleet that during the 1950s grew significantly, as he came to own 12 cargo vessels and tankers, with a total capacity of 220,000 dwt. He held a highly important position among Greek shipowners as he had a leading role for two decades in the Union of Greek Shipowners as its President and hence held special connections with all Greek governments during the period under examination.

From the 1950s to the 1970s he expanded his investment on land business, diversifying in banking, industry and tourism in Greece forming a vast and powerful business group for Greek standards. In the 1950s, he gained the control of Commercial Bank of Greece and then the Ionian and Popular Bank, with government's support. He invested in the chemicals and food industries, as well as in the Hilton Hotel during the 1960s, while his fleet continued its growth, reaching 18 ships in 1970, with a total capacity of 600,000 dwt. His close involvement with the Greek dictatorship during 1967 – 1974, meant that in 1975 the Karamanlis government nationalized the Commercial Bank and, consequently, all the companies of the business group that were dependent on it.

The aim of this paper is to study Andreadis' business strategy and to show that through a network of shipping and offshore companies he managed to control most of his Greek land-based operations, placing his group in a prominent position within the Greek economy and Greek shipping. The paper is based on primary archival material on Bank records, ships and shipping companies databases, the Press, as well as secondary bibliography.

Biography

I was born in Athens in 1993. I graduated from the department of History and Archaeology of the University of Crete in 2015 with honors and I received my M.A. in Contemporary Greek and European History from the same department in 2018 with honors. Since March of 2019 I am PhD candidate in Economic and Social History in the department of History and Archaeology of the University of Crete. My thesis subject is "Chiot shipowners between the world shipping and the Greek economy (1945 – 1975). The case of the Andreadis Group". I have also received the first scholarship for a "ph.D. in Maritime History 2019-2022" of the Centre of

Maritime History of the Institute for Mediterranean Studies – FORTH, Greece. My interests focus on economic and social history, maritime history, business history and history of economic theories. I also work on classification of historical archives of Greek industrial business.